Rocky Mountain Area Interagency Mobilization Guide

2018

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2018
Rocky Mountain Area
Interagency Mobilization Guide

TO: Rocky Mountain Area Agencies and all Mob Guide Users

FROM: Rocky Mountain Coordinating Group (RMCG)

Attached is the 2018 Rocky Mountain Area Interagency Mobilization Guide. This guide has been written to reflect the interagency needs and procedures of the Rocky Mountain Area.

APPROVED BY: _____ Date: ____July 6, 2018_____

Michael Haydon, RMCG Chair

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Preface

The Rocky Mountain Area Mobilization Guide (RMG) identifies established standards and procedures, which guide the operations of the Rocky Mountain Area (RMA) multi-agency logistical fire dispatch and coordination activities. The guide is a supplement to the National Interagency Mobilization Guide (NMG) and is designed for amendments as needed, and shall be retained as currently applicable until amended. RMA dispatch centers shall supplement the RMG as necessary.

Please review each chapter of the RMG carefully and submit any recommendations, changes and updates to the guide using the RMG online change request form. Submissions may be made at any time during the year, however the timetable below will be followed.

Date Due	Process	Responsibility
November 1st	Comment period for RMG changes ends.	Field, Dispatch Centers, IMTs, RMCG committees
RMCG must approve any changes to policy. • Operations Committee reviews all content of operational concern. • Dispatch Committee reviews all content. • Predictive Services reviews all content pertinent to their expertise (Ch.10 and Ch. 60) • RMK Cache Manager (Ch.40) • Aviation Committee (Ch.50)		
November 15th	All comments forwarded to respective RMCG committees for review	RMACC
February 15th	Final changes submitted to RMCG	RMCG Committees
March 1st	RMCG approves changes and sends to RMACC for final editing	RMCG
March 15th	Final RMA Mob Guide sent to printing and available for electronic distribution	RMACC

Table 1: RMA Mobilization Guide Timetable

If you have any questions or comments, please contact the Rocky Mountain Area Coordination Center (RMACC).

INDICATES CHANGE IN TEXT

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RMA Mobilization Guide

Chapter 10

Objectives, Policy, and Scope of Operation

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Chapter 10 - Objectives, Policy, and Scope of Operation

Mission Statement

The principal mission of the Rocky Mountain Area Coordination Center (RMACC) is to provide safe, cost effective, and timely response of national and area resources for all aspects of wildland fire management activities and other emergency management activities within the Rocky Mountain Area (RMA). RMACC's coordination effort will also be in cooperation with the National Interagency Coordination Center (NICC). This mission shall be accomplished through extensive planning, situation analysis, needs projection, and activation of emergency resources through interagency cooperation.

Rocky Mountain Area

The RMA is comprised of land bounded within the states of Colorado, Kansas, Nebraska, South Dakota, and Wyoming. Several RMA units also cross over into North Dakota, Montana and New Mexico.

Rocky Mountain Area Agencies

The cooperating protection entities include:

- Bureau of Indian Affairs (Southwest, Rocky Mountain, and Great Plains Regions)
- Bureau of Land Management (Colorado, Wyoming, and Montana-Dakotas State Offices)
- Fish and Wildlife Service (Mountain-Prairie Region)
- Forest Service (Rocky Mountain Region)
- National Park Service (Intermountain and Midwest Regions)

- State Agencies from Colorado, Kansas, Nebraska, South Dakota, and Wyoming
- Local Agency Cooperators

The Rocky Mountain Area Mobilization Guide (RMG) identifies policy and agreements that establish standard procedures that guide the operations and logistical support activities of the above agencies. The guide is an extension of agency manuals, handbooks, directives, and instructional memorandums relating to logistical support. The guide is intended to promote uniformity of logistical support communications, facilitate interagency dispatch coordination, and ensure that the most timely and cost effective support services are provided. It is designed to accommodate amendments and will be recognized as currently applicable until amended. RMA dispatch centers should supplement the RMG with site specific information and provide RMACC with a current copy of their guide by May 15 of each year.

Agency administrators (through the Rocky Mountain Coordinating Group) must approve any changes to RMG Chapter 10 policy.

The Rocky Mountain Coordinating Group (RMCG) is responsible for review and approval of the RMG.

RMACC is responsible for the coordination of the review and editing of the annual update of the RMG. A final draft will be submitted to RMCG for approval upon which the guide will be published and implemented. See RMG Preface.

Please reference the most current NWCG Glossary of Wildland Fire Terminology.

Total Mobility

Total mobility will be accomplished by the positioning and utilization of resources to meet anticipated and existing incident, preparedness, severity, wildland fire needs, regardless of geographic location or agency affiliation. The closest forces concept will be utilized during initial attack, and when appropriate during extended attack.

Initial Attack Definition

Initial Attack (IA) is defined as the first response of suppression forces dispatched to wildfires under established and planned direction. The forces are normally sufficient in achieving the appropriate management response without the need for major reinforcements in a reasonable period of time.

Closest Forces Definition

The closest available appropriate resources regardless of ownership shall be utilized. The emphasis to get the closest appropriate resources to respond to initial attack fires is in the best interest of all agencies. This concept should be used for planning without regard to direct protection responsibility. Use of closest forces will also be applied to ongoing incidents whenever there is a critical and immediate need for the protection of life and property. Beyond initial attack, the closest forces concept is modified and the protecting agency will use the most appropriate resources.

Priorities

At Preparedness Levels 1, 2 and 3, the RMA Tactical Group (TAC) and the RMACC Center Manager shall together establish incident priorities following the principles of the RMA Incident Prioritization process found in the RMA Multi-Agency Coordinating (MAC) plan.

The RMA MAC Group establishes priorities during Preparedness Levels 4 and 5. Priorities shall be established through use of the RMA Incident Prioritization process and completion of the Priority Decision Matrix form.

The criteria that is used in setting priorities includes the following with the single overriding priority being protection of human life – both of our firefighters and the public:

- Protecting communities and community infrastructure, other property and improvements, and natural and cultural resources.
- Maintaining initial action capability.
- Limiting costs without compromising safety.
- Meeting agency suppression objectives.
- Support to National Response Framework (NRF) taskings.

Local and Geographic Area Drawdown Levels and National Ready Reserve

(Refer to NMG chapter 10)

Scope of Operation

National Response Framework (NRF)

(Refer to NMG chapter 10)

Office of Foreign Disaster Assistance (OFDA)

(Refer to NMG chapter 10)

Response to Incidents Other Than Wildland Fires

RMACC is capable of supporting non-fire incidents provided there are agreements or memorandums of understanding (MOU) in place that identify payment procedures.

RMACC shall be the contact and coordination point for support to the National Federal Response Plan (Public Law 93-288, as amended). This plan is designed to address the consequences of any disaster or emergency situation in which there is a need for federal response assistance under the authority of the Stafford Act. The plan applies to natural disasters such as earthquakes, hurricanes, typhoons, tornadoes, floods, and volcanic eruptions; technological emergencies involving radiological or hazardous material releases; and other incidents requiring Federal disaster assistance. The plan describes the basic mechanisms and structures by which the federal government will mobilize resources and conduct operations in order to augment state and local response efforts.

RMA cooperating agencies will normally function in a support role in a coordinated response to non-wildfire emergencies. An agency may take the lead role for purposes of expediency in life-threatening situations or when non-government emergency service programs are not capable of providing support. Specific agency policies and administrators will provide direction in determining the availability of resources in conjunction with existing programs in order to support and coordinate with local authorities. Ensure that appropriate agreements are in place before taking action.

Responsibilities

Responsibilities of the RMA Wildland Fire Agencies

(In concert with agency manuals and directives)

RMA Wildland Fire Agencies shall be responsible for:

- All fire activity within their respective protection boundaries including initial attack and project support.
- Interagency agreements to facilitate a cost effective and responsive emergency management program, and the development of mobilization guides, operating plans, aviation plans, and safety plans.
- Preparedness in order to meet daily-anticipated fire suppression requirements.
- Pursuing severity funding and in accordance with internal agency policy.
- Ensuring adequate and timely staffing of all incidents through the interagency dispatch system. This includes overhead team requirements (complexity analysis) and expanded dispatch organization.
- Maintaining all equipment and supplies to agency and national fire equipment standards.
- Assessing and performing risk/benefit analysis prior to requesting extensive night mobilization.
- Ensuring that all resources meet qualification standards for mobilization.
- Adequately informing RMACC of all intelligence regarding resources, weather, and incident information. This includes anticipated critical fire situations or fire activity that may exhaust unit response capabilities.
- Accurate complete documentation in support of emergency activities and legal requirements.
- Administrative details including training, contracting, discipline, housing, timekeeping, equipment, supplies, and any project work for shared resources based on the unit.

- Determining needs for pre-positioning of resources and/or support functions or deviations from approved and published staffing levels, and taking appropriate action. (This includes obtaining severity authorization approval and initiating resource order requests through appropriate dispatch channels.)
- The active support of incidents by making qualified personnel available for wildland fire activities.
- Providing the training and support to wildland fire personnel to ensure safe, efficient, and effective incident activities.
- Providing a RMCG Fire Duty Officer as needed.
- Providing a RMA TAC Fire Operations Officer (FOO) as needed.
- Ensuring representation on the RMA Tactical Group call.

Responsibilities of the RMCG Fire Duty Officer

The RMCG Fire Duty Officer shall assume the following responsibilities unless a MAC is in place, at which time the MAC Coordinator may be delegated these responsibilities:

- Serves as liaison between RMCG and the RMACC Center Manager.
- Coordinates with and provides general oversight to the RMACC Center Manager as needed for problem solving and decision support.
- Serves as a point of contact for the RMACC Center Manager, RMA TAC/FOO, National MAC Group (NMAC), agency administrators, and others, as circumstances dictate.
- Serves as a liaison (or ensures a liaison from the RMA Operations Committee is provided) for IMTs assigned in the RMA. Liaison responsibilities include:
    - Ensures geographic area in-briefing occurs for non-RMA teams;
    - Provides geographic coordination of IMT issues
    - Facilitates IMT site visit by RMCG representatives and completion of incident management review report;
    - Ensures coordination between GACCs and respective Coordinating Group(s) when applicable.
- Determines the escalation and/or de-escalation of RMA preparedness levels 1, 2, and 3 based on recommendations of the RMA TAC/FOO and RMACC Center Manager.
- Using recommendations from the RMA TAC/FOO and RMACC Center Manager, determines the escalation from RMA preparedness level 3 to preparedness level 4 and the activation of the RMA MAC group.
- Participates on all the RMA IC and RMA TAC meetings or calls.
- In coordination with RMACC Center Manager, ensure RMCG members are provided with daily synopsis of events when any or all of the following criteria exist:
    - Local or regional large fire activity;
    - Elevated initial attack requires cooperative movement of resources;
    - Increased resource mobilization to out-of-RMA incidents affects local IA capacity;
    - Aviation resources require strategic movement;
    - Incidents with potential, near-misses, serious accidents, etc.;
    - Raising and/or lowering of PL.
- At the end of each rotation, the current Duty Officer will brief the incoming Duty Officer.

Responsibilities of the RMA Tactical Group/Fire Operations Officer

The purpose of the RMA TAC is to determine the need for movement and preposition of resources for wildfires within the geographic area. For further description of TAC/FOO roles, responsibilities and procedures, see the RMA Tactical Group Operating Guide.

Responsibilities of RMACC

RMACC shall serve as the Geographic Area Coordination Center (GACC) to provide logistical support to dispatch centers in the RMA. RMACC will coordinate movement of all support resources across jurisdictional boundaries within the RMA.

The RMACC Center Manager has delegated authority from RMCG and will use the RMG as well as any other agency and interagency guides to establish policies and procedures for the mobilization of personnel, equipment, supplies and aircraft for incident emergencies and preparedness in the RMA and out of area assignments. This delegated authority (or parts of) may be assigned to a designated "acting" center manager, to the RMACC Deputy Center Manager, or to the RMACC Coordinator-On-Duty (COD) as needed.

The RMACC Center Manager shall:

- Provide a focal point for information concerning overall incident situations within the RMA including but not limited to fire danger, current or projected wildland fire activity, all-hazard situations, or resource status.
- Keep agency administrators, RMCG members, RMA MAC & RMA TAC members, State and/or Regional FMOs, RMA dispatch centers, and NICC informed of existing and projected critical fire situations.
- Determine the amount and location of available overhead, crews, equipment, aircraft, supplies, and transportation. Anticipate and communicate initial and long-term needs and priorities for sharing available resources.
- Ensure that the RMACC Deputy Center Manager (or acting) is an active participating member of the RMA TAC.
- Coordinate the movement of resources for emergencies, preparedness, severity, prepositioning, wildland fire needs from one geographic location to another.
- Coordinate rosters, schedules, and mobilization of RMA geographic and national resources (i.e., Type 1 and 2 Incident Management Teams, Geographic Buying Teams, Type 1 Crews, Fire Aviation, etc.).
- Coordinate extension requests for national and RMA geographic resources as needed with the RMA TAC and/or RMA MAC groups.
- Participate in active analysis of fire, coordination, and dispatch activities.
- Support RMA interagency dispatch centers, their expanded dispatch operations and local governing boards in meeting acceptable dispatch standards as outlined in this guide.
- Ensure that RMACC and all of its operations and support functions meets acceptable dispatch standards as outlined in this guide or implemented through RMACC SOPs.
- Provide leadership and support in training programs to facilitate current dispatch and coordination needs.

Mobilization

(Refer to NMG chapter 10)

To ensure safe and efficient mobilization of resources to incidents, resources are requested and mobilized using the Resource Ordering and Status System (ROSS). Orders for resources shall be initiated/generated by the unit responsible for the incidents. Orders shall be processed through established dispatch channels. Standard interagency mobilization processes are identified within the Interagency Standards for the ROSS Operations Guide (ISROG).

A dispatch center plans and executes a safe, rapid mobilization/demobilization program to minimize fire costs, commensurate with values at risk, and consistent with all agencies' resource management objectives. When a dispatch center has depleted jurisdictional and mutual aid resources, requests for assistance shall be placed first with their "neighbors" and second with RMACC. The coordination center shall, through established dispatch channels, locate and order the closest available resource that will meet the requesting unit's needs. Consideration shall be given to more distant resources to avoid excessive commitments from units with similar or more critical fire severity.

Mobilization Hierarchy

The following mobilization hierarchy will be honored:

1. Agency*
2. AD/EFF/Supplemental Resources**
3. Contractors

*An Agency is a division of government with a specific function, or a non-governmental organization that offers a particular kind of assistance. In ICS, agencies are defined as jurisdictional (having statutory responsibility for incident mitigation), or assisting and/or cooperating (providing resources and/or assistance). Agencies include but are not limited to: federal, state, county, and local agencies.

**Supplemental Resources constitute overhead personnel tied to a local fire department or agency (generally by agreement) who are mobilized primarily for response to incidents/wildland fires outside of the department/agency's district or mutual aid zone. They are not a permanent part of the local fire organization and are not required to attend scheduled training, meetings, etc. of the department staff.

Units responding to RMA requests are responsible for ensuring the resources dispatched meet the criteria specified in the RMG and/or the National Incident Management System (NIMS) Wildland Fire Qualification System Guide, PMS 310-1.

Mobilization Boundaries

Dispatching of national and/or RMA initial attack resources within and across the defined RMA boundaries shall comply with the following:

- RMA units and dispatch centers have the authority to utilize the resources of adjoining units and centers within the RMA. An official resource request should be processed.
- RMA units and dispatch centers have the authority to utilize the initial attack resources of adjoining units and centers across adjacent geographic area boundaries. (See section on *Ordering between Local Offices across GACC Boundaries* later in this Chapter.)
- Mobilization will be within the legal authority of existing formalized parent agreements (or as outlined in the section on *Ordering between Local Offices across GACC Boundaries* later in this Chapter). However, cooperating units and centers must specifically identify operating procedures in local operating plans.

- Initial attack aircraft such as air tankers, helicopters, lead planes, smokejumper aircraft, etc., are considered resources that can be dispatched and arrive on scene within one hour of IA request.
- Initial attack ground resources are considered resources that can be dispatched and arrive on scene within three hours of IA request.
- Dispatch centers must make notification of national and RMA resource commitment as outlined in RMG 10.
- At such time as it becomes evident that the incident will not be contained or controlled during IA, the initial attack resources shall be formally requested on resource order(s) through established dispatch channels.

Work/Rest, Length of Assignment, and Days Off

(Refer to NMG chapter 10 and the Interagency Incident Business Management Handbook (IIBMH) PMS 902)

Interagency Interim Flight and Duty Limitations

(Refer to chapter 16 of the Interagency Standards for Fire and Fire Aviation Operations)

Incident Operations Driving

As stated in the current agency work/rest policy, documentation of mitigation measures used to reduce fatigue is required for drivers who exceed 16 hour work shifts. This is required regardless of whether the driver was still compliant with the 10 hour individual (behind the wheel) driving time limitations. (Refer to the IIBMH Chapter 10 for further information.)

All resources must be authorized on their resource order to respond with a vehicle (agency owned vehicle (AOV), personal owned vehicle (POV) or rental). If a rental vehicle other than a compact is authorized, it must be documented within the special needs of the resource order. ALL authorized off-road rental vehicles for use in the RMA must be ordered through RMACC using the USFS R2 Rental Vehicle BPA. *In addition, any resource who has been authorized to take a POV MUST complete a cost comparison*. See the RMACC Incident Business website for additional details regarding vehicles.

Employees must have a valid state driver's license in their possession for the appropriate vehicle class before operating the vehicle.

For non-commercial driver's license (non-CDL) driving, current national interagency work-rest policy serves as duty-day limitation and driver rest requirements. Duty day will not exceed 16 hours for non-CDL drivers.

All driving requiring CDL will be performed in accordance with applicable Department of Transportation (DOT) regulations found in 49 CFR 383, 390-397, and all state traffic regulations. No driver of a vehicle requiring a CDL will drive the vehicle after 16 hours on duty during any duty-day.

Exceptions: An additional two hours of driving time may be added if: a driver encounters adverse driving conditions, unforeseen emergency situations (breakdown), or to ensure the safety of personnel. (Refer to the IIBMH Chapter 10 for further information.)

CFR Title 49 Subtitle B, Chapter III, Subchapter B, Part 383, subpart A, Section 383.3 states: "d) Exception for farmers, firefighters, emergency response vehicle drivers, and drivers removing snow and ice. A State may, at its discretion, exempt individuals identified in paragraphs (d)(1), (d)(2), and (d)(3) of this section from the requirements of this part. The use of this waiver is limited to the driver's home State unless there is a reciprocity agreement with adjoining States."

Emergency response vehicle (e.g., Fire Engine) drivers may be required to possess a CDL if operating a vehicle 26,001 pounds or more, when they leave their home state.

Drivers are responsible for following these policies and it is the supervisor's responsibility to ensure that employees adhere to the proper driving limitations and monitor employee fatigue.

Wildland Fire Entrapment/Fatality

(Refer to NMG chapter 10)

Entrapment: A situation where personnel are unexpectedly caught in a fire behavior-related, life threatening position where planned escape routes or safety zones are absent, inadequate, or have been compromised. An entrapment may or may not include deployment of a fire shelter. This situation may or may not result in injury. They include "near misses". In the event that a wildland fire entrapment or fatality occurs, it should be reported to NICC AFTER agency notifications have been completed.

A Wildland Fire Entrapment/Fatality Initial Report should be completed and submitted to RMACC within 24 hours. RMACC will submit the report to NICC. Submit this report even if some data is missing. Subsequent to the initial report, the investigation and review shall be conducted following agency specific policies and NWCG guidelines.

Resources

National Resources

(Refer to NMG chapter 10)

RMA Resources

RMA resources are those fire suppression resources whose primary duties are for the RMA support of fire incidents. Some resources may not be able to cross state lines.

Teams

- Type 2 Incident Management Teams (IMTs)

Aircraft

- Type 3 Helicopters
- SEATs
- Air Attack platforms
- Recon/IR platforms

Crews

- Type 2 IA Crews
- Type 2 Crews

Overhead

- Wildland Fire Modules (WFM)

Supply

- Cache Vans

Notification of Commitment of National and RMA Resources

(Refer to NMG chapter 10)

Notification by phone to RMACC of commitment of national and RMA resources will be within 15 minutes of commitment.

Notifications will be done when the following circumstances occur:

- When national, RMA resources or resources who are prepositioned on a RMA preposition incident are committed internally to an incident or are no longer available for dispatch,
- When the resource is available again, or
- When resource location changes.

RMA Resource Status

The RMA resource status information will be updated by RMACC for national and RMA resources on a daily basis and made available for review on the RMACC web page.

Unable To Fill (UTF) Procedure

(Refer to NMG chapter 10)

A 48-hour "unable to fill" policy exists nationally. RMACC will return requests to the ordering dispatch center with a "UTF" 48 hours after receipt unless notified that the order can be filled.

Standard Cubes, Weight, and Gear Policy

(Excluding Smokejumpers, Rappellers, and Helicopter Managers - Refer to NMG chapter 10)

All personnel dispatched off their unit must conform to the following limitations:

- One frameless, soft pack not to exceed 45 pounds.
- Web gear or briefcase (not both) not to exceed 20 pounds.
- Maximum allowable crew weight, including equipment, is **5,300** pounds.
- Pre-identified Type 1 Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. The Incident Commander must designate, in advance, which team members are authorized additional weight and make this a matter of record.

Contract Air Transport Reminders

All personnel baggage weights must be displayed separately from individual weights on flight manifests. This is due to aircraft weight balance requirements that will be adhered to when planning for mobilization/demobilization. Reminder to ensure all flammables and knives are removed from gear/luggage.

For incidents within the RMA, the following exceptions on maximum weight limitations have been approved. Type 1/Type 2 overhead IMT members will be allowed the addition of a carry case with a lap top computer not to exceed 10 additional pounds.

All personnel will adhere to weight limitations. Items that exceed weights will be shipped home at individual's expense. All personnel must also consider cube limitations.

General Demobilization Guidelines

Demobilization plans prepared and approved by Area Command and IMT, or the local unit will be distributed to affected unit or expanded dispatch and to RMACC *at least 24 hours prior* to any releases. This helps to ensure changing needs for reassignment potential are addressed.

Hold all resources at the base or staging area until travel arrangements can be made or cleared by the logistics dispatch system. Group crews and overhead for common destinations as much as possible to minimize transportation costs. Place grouped resources on same shifts 24 hours prior to intended release. Ensure crews are properly equipped with meals for the duration of their travel home, or arrangements have been made prior to travel. Attempt to assure that personnel shall arrive at their home unit by 2200 local home unit time.

Incident/Local Dispatch Organization

Center managers and/or EDSPs should sign off on demobilization plans. Ensure that unit and RMA Release Priority Guidelines (below) are followed. Relay demobilization plans to RMACC. Keep RMACC and dispatch center's home units informed of demobilization process. Arrange for transportation and staging as necessary.

RMACC

Priorities for the demobilization of resources will be made in conjunction with either the local or RMA MAC group if activated. If Area Command is in place, priorities will be coordinated between the Area Commander and MAC. These priorities will then be transmitted to the RMA dispatch centers and/or expanded dispatch. Resources available for reassignment will be forwarded to NICC and other dispatch centers.

Release Priority Guidelines

The following incident release priorities will generally apply, unless notified of change by RMACC:

1. Local initial attack
2. National and regional shared resources
3. Out of geographic area resources
4. Out of Zone RMA agency and cooperator resources*
5. RMA agreement/call-when-needed resources*
6. Type 2 crews/contract resources*

*Depending on the current and predicted level of activity, RMACC may advise the incident/host dispatch of changes to the above priorities. There are times when out-of-area and call-when-needed resources may be released first when predicted future needs are minimal.

Wildland Fire Weather Forecasts

(Refer to NMG chapter 10)

All fire weather forecasts will be disseminated to all firefighting personnel. The RMA has National Weather Service (NWS) offices that provide Fire Weather Forecasts in Denver, Grand Junction, and Pueblo, CO; Cheyenne and Riverton, WY; Aberdeen, Rapid City, and Sioux Falls, SD; Billings, MT;

Hastings, North Platte, and Omaha, NE; Springfield, MO; Dodge City, Goodland, Kansas City, Topeka, and Wichita, KS.

Each office issues annual operating guides which provide details about fire weather zones, operation dates, times, and terminology. Contact RMACC or the NWS office for a current copy. The operations plan is maintained at the RMACC website.

Fire Cost Coding

(Refer to NMG chapter 10)

Fire codes are issued through the Fire Code System computer program. Please reference the Fire Code Chart Matrix for specific RMA agency guidance, found on the RMACC Incident Business website.

Fire Cost Coding - Agencies

(Refer to NMG chapter 10)

Geographic Interagency Support FireCode

(Refer to NMG chapter 10)

Within the RMA there is one geographic financial charge code that can be utilized regardless of benefitting jurisdiction to assist with in-area mobilization, prepositioning and support of interagency resources. The RMACC Center Manager has been delegated authority to utilize this FireCode to support fire preparedness activities within the RMA.

Preseason Preparedness

Preseason Preparedness is essential to ensure readiness and availability of resources.

Unit fire readiness inspections will be scheduled by interagency operational personnel. Review will be done in accordance with agency requirements. As applicable, utilize the interagency readiness review checklists or other specific agency guidelines.

RMA Preparedness Levels (PL)

RMCG establishes preparedness levels based on current and forecast burning conditions, fire activity and resource availability. Resource availability is the area of most concern. Situations and activities described within the preparedness levels consider both wildfire and prescribed fire.

Why Preparedness Levels Are Established

Purpose:

- To identify the level of wildland fire management activities, severity and resource commitment within the RMA.
- To identify predetermined actions to be taken by RMACC and the RMA MAC to ensure an appropriate preparedness/readiness and resource availability for the existing and potential situation.
- To modify area-wide fire management activities when essential to ensure appropriate level or response to RMA and national resource demands.

Preparedness Level Determination Procedures

This plan should be used to guide the setting of the overall preparedness level for the RMA.

Using the considerations and criteria as described below, the RMA Tactical Group and RMACC Center Manager will make recommendations to the RMCG Fire Duty Officer who will determine the escalation or de-escalation of PL 1, 2 and 3. The RMCG Fire Duty Officer is also responsible for determining the escalation from PL 3 to PL 4 and activation of the RMA MAC Group.

Using the considerations and criteria as described below, the RMA MAC Group will determine the escalation from PL 4 to PL 5 and the de-escalation from PL 5 to 4 and from PL 4 to PL 3.

Preparedness levels are basically determined by:

1. Condition of the fuels and their resultant burning characteristics will be gathered from, but not limited to:
    a. Remote Automated Weather Station (RAWS) weather observations, National Fire Danger Rating System (NFDRS) indices and components and fire danger reporting from field units.
    b. RMA Predictive Services
    c. National Fuel Moisture Database
    d. Fire Management Officers/Dispatch Centers
    e. Fuels Specialist
    f. FBANs
    g. IC calls
    h. RMA Tactical Group

2. Existing and forecast significant fire potential, weather patterns.
    a. Current and forecasted Predictive Services 7-Day Significant Fire Potential Outlook.
        i. 7-Day Significant Fire Potential Outlook: A 7-day outlook of significant fire potential for each of the 65 RMA predictive service areas (PSAs) which integrates fuels and weather information into classifications related directly to the potential for significant fire activity. The table below relates historical fire occurrence and probabilities for significant fire activity to the outlook classifications.

        ii. The following PSAs typically experience higher NFDRS fire danger and indices during the RMA core fire season (late May through September). Consideration to fire potential and resource needs for these areas will be made when evaluating RMA preparedness levels but should not be used exclusively in determining a RMA PL during the RMA core fire season: Colorado PSA 24, Kansas PSAs 70-77, Nebraska PSAs 62, 65, 67, 68, and South Dakota PSAs 54 and 57.

    b. Current and forecast weather patterns that may exacerbate fire potential.

3. All current and anticipated wildland fire activity both within and outside of the RMA
4. Resource availability, within and outside the RMA.

RMA Fire Potential Color Classification

Fire Potential Color Classification	Significant Fire Risk Description	Historical Significant Fires in Color Class
Green (Moist)	Little or None	~10% or less
Yellow (Dry)	Low	~10-30%
Brown (Very Dry) **Red** (*High Risk* - Dry or very Dry in conjunction with Special Fire Weather Events)	Moderate to High	~31%-60%

Table 2: RMA Fire Potential Color Classification

RMA Considerations for Escalation or De-Escalation of Preparedness Levels

The intent of the following considerations are to support decision making concerning the setting of the preparedness levels. The descriptors used are for the purpose of guiding managers in conjunction with their fire experience and knowledge in the decision to determine each preparedness level. It is not intended as a checklist that determines the preparedness level but instead a guide. Consideration must be given by managers in order to promote a smooth transition for the increase or reduction in preparedness levels. Preparedness levels may also be driven by national competition for resources while maintaining coverage within the RMA. Other considerations, besides the ones listed below, may also factor into the decision-making process.

Escalation of Preparedness Levels

Preparedness Level 1

Description - Conditions are not conducive for frequent large fire growth in most of the RMA. Winter or rain conditions or green fuel conditions predominate. Normal fire resource staffing is adequate.

For the RMA to be at PL 1, the following will be considered:

- No more than 12 RMA Field Units are reporting NFDRS fire danger adjective of high or above, utilizing the RMA situation reporting system. Dispatch zone preparedness levels will be considered.
- Most RMA ERC values are below the 75% percentile
- RMA "7-Day Significant Fire Potential Outlook" indicates a maximum of 3 PSAs at consistently moderate (brown) or high (red) risk for significant fire activity.
- Fire activity within the RMA is minimal (IA-0 to 10 fires). Large fires or multiple objective fires may occur but are of short duration and low complexity.
- There is little to no commitment of RMA and/or national resources within the RMA.
- RMA support to the national mobilization effort has little to no impact on RMA initial attack capacity

Preparedness Level 2

Description - Resources within most local dispatch areas are adequate. Potential exists for some mobilization of additional resources from other local dispatch areas. RMA support to the national mobilization effort does not impact initial attack capacity within the RMA.

For the RMA to be at PL 2, the following will be considered:

- No more than 12 to 20 RMA Field Units are reporting NFDRS fire danger adjective of high or above, utilizing the RMA situation reporting system. Dispatch zone preparedness levels will be considered. Fire danger is expected to remain the same or increase over the next 7 days.
- Most RMA ERC values are below the 75% percentile but NFDRS curves indicate an increasing trend from the previous analysis, and this trend is expected to continue over the next 7 days.
- RMA "7-Day Significant Fire Potential Outlook" indicates a maximum of 3-5 PSAs at consistently moderate (brown) or high (red) risk for significant fire activity. The outlook indicates continued drying and or no improvement in dryness levels for the next 7-days.
- Fire activity within the RMA is light (IA-11 to 25 fires). Light IA is expected to continue. Large fires are of short duration and this trend is expected to continue. The number of multiple objective fires is 3 or less and has little to no impact on resource drawdown.
- There is minimal to moderate commitment of RMA and/or national resources within the RMA.
- RMA support to the national mobilization effort has minimal impact on RMA initial attack capacity.

Preparedness Level 3

Description - Resources within multiple local dispatch areas are short, requiring frequent mobilization of additional RMA and national resources. Large fires occurring frequently and potential for IMT mobilization is regularly present. Fire behavior is escalating and of concern to multiple agencies and fire managers.

For the RMA to be at PL 3, the following will be considered:

- 20 to 30 RMA Field Units are reporting NFDRS fire danger adjective of high or above, utilizing the RMA situation reporting system. Dispatch zone preparedness levels will be considered. Fire danger is expected to remain the same or increase over the next 7 days.
- RMA ERC values are between the 75th and 85th percentile and NFDRS curves continue to show an increasing trend from the previous analysis, and this trend is expected to continue upward over the next 7 days.
- RMA "7-Day Significant Fire Potential Outlook" indicates a maximum of 6-10 PSAs at consistently moderate (brown) or high (red) risk for significant fire activity. The outlook indicates continued drying, and or no improvement in significant fire potential for the next 7-days.
- There are three or more type 3 incidents, and/or one type 1 or type 2 IMT commitment. There's the potential for existing team fires, or new large (significant) fires to burn beyond 72 hours. Greater than 3 multiple objective fires currently exist, with some mobilization of resources (duration and complexity evaluated).
- There is potential for two dispatch zones to experience incidents requiring a major commitment of area/national resources. Numerous additional resources are being ordered through RMACC; competition for resources exists between local area dispatch centers.
- Increasing support to the national mobilization effort may impact the ability of RMA dispatch zones to provide successful initial and/or extended attack response.

Preparedness Level 4

Description - Resources commitment and mobilization is high throughout the RMA; initial attack may be unsuccessful on a daily basis. Aviation resources are critical to success. Some dispatch areas are extremely busy and IMT fires occurring regularly. Resources have to be actively managed and agencies consulted regularly. Large fire behavior is high or extreme; threats to life and property are high, as is agency and fire manager concern.

For the RMA to be at PL 4, the following will be considered:

- 30 plus RMA Field Units are reporting NFDRS fire danger adjective of high or above, utilizing the RMA situation reporting system. Dispatch zone preparedness levels will be considered. Fire danger is expected to remain the same or increase over the next 7 days.
- RMA ERC values are at the 90th percentile and NFDRS curves continue to show an increasing trend from the previous analysis, and this trend is expected to continue upward over the next 7 days.
- RMA "7-Day Significant Fire Potential Outlook" indicates a maximum of 11-16 PSAs at consistently moderate (brown) or high (red) risk for significant fire activity. The outlook indicates continued drying, and or no improvement in significant fire potential for the next 7 days.
- There are multiple type 3 incidents, and/or 2-3 type 1 or type 2 IMT commitment. There's the potential for existing team fires, or new large (significant) fires to burn beyond 72 hours. Area command team may be in place.
- There is potential for 3-4 dispatch zones to experience incidents requiring a major commitment of area/national resources. The potential exists to utilize all available area and national resources located in the RMA, and to significantly impact national resources in other geographic areas.
- Support to the national mobilization effort may be causing competition for firefighting resources within the RMA.

Preparedness Level 5

Description - Fire resources throughout the RMA are fully committed. Initial attack continues to be unsuccessful. Use of aviation resources is essential for initial attack and large fire support. Numerous dispatch areas are at full operational level. All of the Rocky Mountain Area's available IMTs are in use. Large fire behavior is high or extreme; threats to life and property may be high and is of major concern to local agencies and fire managers.

For the RMA to be at PL 5, the following will be considered:

- 30 plus RMA Field Units are reporting NFDRS fire danger adjective of high or above, utilizing the RMA situation reporting system. Dispatch zone preparedness levels will be considered. Fire danger is expected to remain the same or increase over the next 7 days.

- RMA ERC values are above the 90th percentile or are setting historic high values. NFDRS curves continue to show an increasing trend from the previous analysis, and this trend is expected to continue upward over the next 7 days.
- RMA "7-Day Significant Fire Potential Outlook" has greater than 16 PSAs consistently moderate (brown) or high (red) risk for significant fire activity. The outlook indicates continued drying, and or no improvement in significant fire potential for the next 7 days.
- There are several type 3 incidents, and or 4 or more type 1 or type 2 IMT commitments within the RMA. There's the potential for existing team fires, or new large (significant) fires to burn beyond 72 hours. Area command team may be in place.
- There is potential for 5 or more dispatch zones to experience incidents requiring a major commitment of area/national resources. The potential exists to utilize all available area and national resources located in the RMA, and to significantly impact national resources in other geographic areas.
- Support to the national mobilization effort may be causing competition for firefighting resources within the RMA.

RMA De-Escalation of Preparedness Levels Considerations

The intent of these considerations is to support decision-making concerning the reduction of the preparedness levels. The descriptors used are for the purpose of guiding the decision to reduce the preparedness level. Consideration must be given by managers in order to promote a smooth glide path for the reduction in preparedness levels. There may be additional items, not listed below, that could support the decision-making process.

Preparedness Level 5 to 4

Currently meets Preparedness Level 4 Description and the following considerations:

- The 7 Day Significant Fire Potential Outlook is favorable for reduction in preparedness level.
- Competition for resources has decreased from what it had been during PL 5.
- 3 to 4 dispatch zones continue to support incidents requiring a major commitment of RMA/national resources.
- ERC values are at or below the 90th percentile and are expected to decrease over the next 7 days.

Preparedness Level 4 to 3

Currently meets Preparedness Level 3 Description and the following considerations:

- The 7 Day Significant Fire Potential Outlook is favorable for reduction in preparedness level.
- Competition for resources has decreased from what it had been during PL 4.
- 2 dispatch zones continue to support incidents requiring a major commitment of RMA/national resources.
- ERC values are above average but not approaching the 90th percentile and are expected to decrease over the next 7 days.

Preparedness Level 3 to 2

Currently meets Preparedness Level 2 Description and the following considerations:

- The 7 Day Significant Fire Potential Outlook is favorable for reduction in preparedness level.
- Minimal to moderate commitment of RMA/national resources within the RMA.
- ERC values are at seasonal average and are expected to moderate or decrease over the next 7 days.

Preparedness Level 2 to 1

Currently meets Preparedness Level 1 Description and the following considerations:

- The 7 Day Significant Fire Potential Outlook is favorable for reduction in preparedness level.
- Little to no commitment of RMA/national resources within the RMA.
- ERC values are at seasonal average and are expected to moderate or decrease over the next 7 days.

NOTE: A significant RMA or national-level natural or human caused disaster that requires considerable commitment could result in the rise of preparedness levels at any time regardless of wildland fire conditions.

Preparedness Level Action Items

The matrix below is intended to GUIDE management personnel through a decision making process to determine in a timely manner the need to increase major resource availability base and potentially preposition resources to the affected area of influence. It is also intended as a checklist for management considerations that will affect desired communications and protect firefighter safety. This is not intended to be a comprehensive list of the actions that may be needed at various levels of complexity.

RMA Preparedness Level Action Items - RMACC

ACTION ITEMS	Level 1	Level 2	Level 3	Level 4	Level 5
RMACC Action Items					
Review Resource Drawdown Table	----	As needed	As needed	Daily	Daily
Fuels & Fire Behavior Advisory	As needed	As needed	As needed	Daily	Daily
Safety Message	As needed	As needed	As needed	Daily	Daily
RMA Dispatch Conference Call	Monthly or as needed	Weekly	Weekly	Daily	Daily
RMACC Daily Briefing	As needed	As needed	Monday through Friday	Daily	Daily
RMA Tactical Group Conference Call	As needed	Weekly	Daily	Daily	Daily
IC Conference Call	As needed	As needed	As needed	Daily	Daily
Additional Predictive Services Support	----	As needed	As needed	As needed	As needed
Additional Intelligence Support	----	As needed	As needed	As needed	As needed
RMACC Public Information Coordinator	As needed	RMACC	RMACC	RMACC	RMACC
Communications Coordinator / Airspace Coordinator	----	As needed	RMACC	RMACC	RMACC
Fixed Wing Coordinator	----	As needed	RMACC	RMACC	RMACC

SEAT Coordinator	As needed	As needed	RMACC	RMACC	RMACC
IT Support	On-call	On-call	RMACC	RMACC	RMACC
Crew Coordinator	----	As needed	As needed	RMACC	RMACC
Mob Center	-	----	Consider	Activated	Activated
Logistics Support	----	As needed	As needed	RMACC	RMACC
Finance Support	----	As needed	As needed	RMACC	RMACC
Training Specialist	As needed	As needed	RMACC	RMACC	RMACC
GISS	As needed	As needed	As needed	As needed	RMACC

Table 3: RMA Preparedness Level Action Items- RMACC

RMA Preparedness Level Action Items – RMCG, Tactical Group, MAC Group

ACTION ITEMS	Level 1	Level 2	Level 3	Level 4	Level 5
RMCG Action Items					
RMCG Fire Duty Officer	On-call	On-call	On-call	Replace with MAC Coordinator when MAC is convened	
RMA Tactical Group Action Items					
Fire Operations Officer (FOO)	----	As needed	At RMACC	At RMACC	At RMACC
TAC Facilitator	----	As needed	At RMACC	At RMACC	At RMACC
TAC Aviation Ops. Specialist	----	As needed	At RMACC	At RMACC	At RMACC
TAC Documentation Specialist	----	As needed	At RMACC	At RMACC	At RMACC
MAC Group Action Items					
MAC Activation	----	----	As needed	Activated	Activated
MAC Coordinator	----	----	As needed	Activated	Activated
FAST	----	----	----	As needed	As needed
SAT	----	----	----	As needed	As needed
ASAT	----	----	----	As needed	As needed
FBAN/LTAN	----	----	As needed	As needed	As needed
Aviation Operations Specialist	----	----	As needed	As needed	As needed
MAC Operations	----	----	As needed	TAC/FOO	TAC/FOO
MAC Plans	----	----	As needed	As needed	As needed
Safety Officer	----	----	As needed	As needed	As needed

Table 4: RMA Preparedness Level Action Items- RMCG, TAC, MAC

Resource Drawdown Levels

The matrix below is intended to guide management personnel through a decision making process to determine, in a timely manner, the need to increase major resource availability base and potentially preposition resources to the affected area of influence.

It is also intended as a preliminary checklist to initiate the framework for management considerations that will affect desired communications and protect fire fighter safety. The RMA TAC/MAC may determine an alternate resource drawdown baseline for RMA prepositioned resources based on the actual need to support current fire activity or future fire potential.

RMA Resource Drawdown Levels Matrix

RESOURCE DRAWDOWN LEVELS	Level 1	Level 2	Level 3	Level 4	Level 5
National Resources (not under the control of RMA)*					
IMT1	On-call	On-call	On-call	On-call	Staged
Type 1 Crews	0	0	2	4	6
Heavy Airtankers	0	1	3	5**	5**
Lead Planes/ASM	0	1	2	3	3
Type 1 Helicopters	0	0	2	3	4
Type 2 Helicopters	0	0	2	3	5
Smoke Jumpers	0	12	18	24	24
Smoke Jumper Aircraft	0	1	1	2	2
4390 Starter System	1	2	3	4	4
Non-national resources (may be under the control of RMA)					
IMT 2	On-call	On-call	On-call	Staged	Staged
IMT 3	0	Consider	Staged	Staged	Staged
Type 2IA Crews	0	2	5	10	15
Engines***	0	0	***	***	***
SEAT ****	0	5	5	5	5
Air Attack**	1	2	3	4	5
Type 3 Helicopters*	2**	2**	4**	5**	5**
NG Helicopters	0	0	0	Alert	Alert
Cache Vans 250	1	1	3	5	5
Mobilization Centers	0	0	Area	Area	Area

Table 5: RMA Resource Drawdown Levels Matrix

***** National resources are allocated at the national level.

****** The helicopters and air attack can be CWN or exclusive use contracts. Consider that some agency exclusive use helicopter contracts may have minimum flight hours.

******* Determine availability and capability of engines on geographic area basis.

******** State contracted SEATs are normally only mobilized to incidents within their respective state boundaries unless pre-approved.

The above matrix typically reflects the RMA core fire season (late May through September). Resource drawdown levels fluctuate and are subject to change based on additional influences.

RMA Mobilization Centers

(Refer to the RMA Resource Prepositioning & Mobilization Center Operating Procedures..)

Multi-Agency Coordinating (MAC) Groups

(Refer to NMG chapter 10)

Multi-Agency Coordinating (MAC) groups should be activated at local and geographic areas whenever wildfire activities are affecting more than one agency or there is competition for incident resources. Local area MAC groups should be developed to provide greater efficiency to fire suppression organizations while relieving coordination centers and dispatch centers of heavy workloads during active situations.

Rocky Mountain Area Multi-Agency Coordinating (MAC) Group

Responsibilities and membership of the RMA MAC group are outlined in the RMA MAC Plan.

Agreements

International Agreements

(Refer to NMG chapter 10)

Interagency Agreements and Memorandums of Understanding for the RMA

Miscellaneous Information and Definitions:

Most agreements and memorandums of understanding terminate after five years unless otherwise specified within the document. In most cases, a one year extension may be granted.

The agreement start date is the last dated signature.

Agreements

An agreement is required if there will be an exchange of funds.

- Fire protection areas need separate agreements (i.e., IA agreements by state)
- Dispatch centers are covered under master state agreements and annual operating plans.

Memorandums of Understanding (MOU)

An MOU is the same as a verbal agreement (parties agree to agree; an understanding). Funds cannot be exchanged or transferred with an MOU.

To eliminate the need for multiple local and area agreements and memorandums of understanding within and adjacent to RMA Boundaries, verbiage has been incorporated within RMG Chapter 10. This language, in concert with existing parent agreements, allows adjacent dispatch centers within and adjoining the RMA to work directly with one another to support initial attack suppression efforts, without having to develop additional agreements.

Mutual Aid Agreements

Mutual aid agreements have the primary purpose of providing initial attack (IA) and short-term logistical support between adjoining units and dispatch centers. The following contains a brief description of the primary agreements and MOUs within and adjacent to RMA boundaries. Complete copies of all agreements are on file at RMACC unless otherwise noted. These agreements affect national, regional, area, and local mobilization efforts.

Colorado Statewide Cooperative Wildland Fire Management and Stafford Act Response Agreement

The Colorado Statewide Cooperative Wildland Fire Management and Stafford Act Response Agreement is an agreement among USDI, Bureau of Land Management- Colorado; USDA, Forest Service, Region 2; USDI, National Park Service, Intermountain Region; USDI, Fish and Wildlife Service, Mountain Prairie Region; USDI, Bureau of Indian Affairs, Southwest Region; Colorado Division of Fire Prevention and Control; and Colorado State Forest Service.

South Dakota Interagency Cooperative Fire Management Agreement

The South Dakota Interagency Cooperative Fire Management Agreement is among USDI, Bureau of Land Management-, Montana/Dakotas; USDI, Bureau of Indian Affairs, Great Plains and Rocky Mountain Regions; USDI, National Park Service**.**, Midwest Region; USDI, Fish and Wildlife Service, Mountain Prairie Region; USDA, Forest Service, Regions 1 and 2; and the South Dakota Department of Agriculture, Division of Wildland Fire Suppression**.**

Wyoming Interagency Cooperative Fire Management Agreement

The Wyoming Interagency Cooperative Fire Management Agreement is among USDI, Bureau of Land Management-, Wyoming; USDI, National Park Service, Intermountain Region; USDI, Bureau of Indian Affairs, Rocky Mountain Region; USDA, Forest Service, Region 2; USDI, Fish and Wildlife Service, Mountain Prairie Region; and Wyoming State Forestry Division**.**

Kansas Interagency Cooperative Fire Management Agreement

The Kansas Interagency Cooperative Fire Management Agreement is among USDA Forest Service, Region 2; USDI, Bureau of Indian Affairs, Southern Plains Region; USDI, National Park Service, Midwest Region; USDI, Fish and Wildlife Service, Mountain Prairie Region; USDI, Bureau of Reclamation, Great Plains Region; Kansas Forest Service; Kansas Department of Wildlife and Parks; and the Kansas Division of Emergency Management.

Nebraska Interagency Cooperative Fire Management Agreement

The Nebraska Interagency Cooperative Fire Management agreement is among USDI National Park Service, Midwest Region; USDI, Bureau of Indian Affairs, Great Plains Region; USDI, Bureau of Reclamation, Great Plains Region; USDI, Fish and Wildlife Service, Mountain Prairie Region; USDA, Forest Service, Rocky Mountain Region; and Nebraska Emergency Management Agency; Nebraska Forest Service; Nebraska Game and Parks Commission; Nebraska Military Department; and the Nebraska State Fire Marshal.

These five statewide parent agreements establishes statewide authority for interagency fire protection assistance and cooperation between the mentioned agencies, for mutual cooperation in fire training, prescribed fire, prevention, pre-suppression, and suppression activities.

Ordering Between Local Offices across GACC Boundaries

Rocky Mountain Area interagency dispatch centers adjacent to local dispatch centers in the Eastern, Great Basin, Southern, Southwest, and the Northern Rockies Geographic Areas may engage in resource ordering across geographic area boundaries. Formal agreements or MOUs will be required if there is any exchange of funds or a need for cross-billing authorities or if required by the adjacent geographic area coordination center (GACC). Adjacent is defined as having adjoining or sharing a common border.

Local dispatch centers will work with local fire management organizations to determine the type of resources (for example, single overhead resources, hand crews, equipment) and/or type of incidents (for example, initial attack/mutual aid, prescribed burning activities, natural resource work) that would be available to support neighboring zones.

The sending GACC must grant approval to the local center before any national or geographic type resources are sent across geographic area boundaries. Additional approval will be required as dictated by geographic and national preparedness levels and incident/resource prioritization

Only agency or cooperator resources assigned to each zone will be used. Resources sent across geographic boundaries cannot be reassigned without prior approval from the sending GACC and the sending local unit. The use of the Resource Ordering and Status System (ROSS) is encouraged for all cross-border mobilization and is required for initial/extended attack resources beyond the first operational period. Dispatch centers will work with local managers to determine the length of commitment for dispatched resources.

Greater Yellowstone Area Agreement

The Greater Yellowstone Coordinating Committee's (GYCC) Fire Management Advisory Group (FMAG) was created in response to the 1988 Yellowstone fires. In September of that year the Secretaries of Agriculture and Interior appointed a Fire Management Policy Review Team. The team provided 15 recommendations which were incorporated into agency directives, and served as the framework for creating the FMAG and the Greater Yellowstone Area (GYA) Interagency Fire Management Planning and Coordination Guide.

Currently, fire management is just one of several resource areas that the GYCC addresses across numerous jurisdictional boundaries. The FMAG strives to coordinate the management of prescribed fire, multiple, large and/or complex wildfire incidents within the GYA. A key to successful coordination and management of wildland fire is the ability to share resources.

Ordering within the GYA will cross three geographic area boundaries. The neighborhood and closest forces concepts will be followed. When a local dispatch office determines that the closest resource is within the GYA, but outside of their selection area, they must document in special needs: "Name Request based on the GYA Agreement", and process according to normal dispatch channels.

Only federal agency owned resources may be ordered. National, state, local and/or contracted resources are not part of this ordering process without GACC approvals being obtained.

Mobilization/Demobilization Procedures for Military Assets and International Assignments

(Refer to NMG chapter 10)

Established Resource Ordering Process

(Refer to NMG chapter 10)

Civilian Support

(Refer to NMG chapter 10)

National Guard

At certain times the National Guard has available helicopters, equipment, and personnel that are useful in the suppression of forest and range fires on Federal and State lands. The National Guard units may be ordered through the State for state incidents or RMACC for federal incidents. At this time, only helicopter resources have been identified in a pre-season agreement.

Geographic Ordering Channels

Definitions

- **Geographic Area (GA):** A defined section of real estate for coordination responsibility.
- **National Interagency Coordination Center (NICC)**: An office that coordinates the movement of resources between Geographic Area Coordination Centers in the United States. NICC has responsibility for international response, as requested, and activation of U.S. military units.
- **Geographic Area Coordination Center (GACC):** An office that coordinates the mobilization and demobilization of resources between local interagency dispatch centers within a defined geographic area. The GACC has interagency-delegated authority and responsibility to provide incident support in the coordination of resource mobilization and allocation. The Geographic Area Coordinating Group (GACG) directs the GACC. Requests and provides support, through NICC, to other GACCs.
- **Dispatch Center:** An office with the authority and responsibility to assign resources directly to an incident, primarily during initial attack and/or extended incident support. A dispatch center should be totally interagency integrated. It has the responsibility for initial attack and incident support at BIA and Tribal Agencies, BLM Field Offices, FWS Refuges, NPS Parks, USFS Forests, State District levels or any combination of these. Adjoining dispatch centers may work directly with each other during initial attack to more effectively obtain closest resources. Dispatch centers request support from the GACC when local and mutual aid resources become committed or unavailable.
- **Unit:** An agency described administrative area such as a National Forest, National Park or Monument, FWS Refuge, BIA or Tribal Agency, BLM Field Office, State District, etc.
- **Neighborhood:** Any dispatch center may order initial attack resources directly from an adjoining RMA dispatch center. Additionally, dispatch centers may order resources from approved adjacent RMA dispatch centers (neighbors) for extended attack, large fire support, and non-fire incidents in order to support incidents within their own dispatch center zone.
- **Rocky Mountain Area Wide Ordering:** Allows RMA dispatch centers to order resources statused in ROSS directly from one another under certain parameters and rules during PL 1 & 2.

Rocky Mountain Area Interagency Dispatch Centers

Rocky Mountain Area Dispatch Centers		Email
Casper Interagency Dispatch Center	WY-CPC	casperdispatch1@gmail.com
Cody Interagency Dispatch Center	WY-CDC	codydispatch@gmail.com
Craig Interagency Dispatch Center	CO-CRC	cocrc@firenet.gov
Durango Interagency Dispatch Center	CO-DRC	durangodispatch@gmail.com
Fort Collins Interagency Dispatch Center	CO-FTC	coftc@firenet.gov
Grand Junction Interagency Dispatch Center	CO-GJC	cogjc@firenet.gov
Great Plains Interagency Dispatch Center	SD-GPC	greatplainsdispatch@fs.fed.us
Montrose Interagency Dispatch Center	CO-MTC	montrosedispatch@gmail.com
Pueblo Interagency Dispatch Center	CO-PBC	copbcdispatch@gmail.com
Rocky Mountain Area Incident Support Cache	CO-RMK	rockymountainfirecache@gmail.com
Rocky Mountain Area Coordination Center	CO-RMC	cormc@firenet.gov

Table 6: RMA Dispatch Centers, Coordination Center and Incident Support Cache

Notification/Communication

A mailing list will be used by dispatch centers within the RMA. The purpose of the notification/communication mailing lists is to provide units and centers with timely information in regard to resource information, and dispatch/coordination information sharing.

Rocky Mountain Area Units

The RMA Unit identifier tables are available from the NWCG Unit Identifier website.

Unit Identifiers

(Refer to NMG chapter 10 and NWCG Unit Identifier List PMS 931.

The RMACC Center Manager shall designate both a Unit Identifier Data Custodian and alternate for their geographic area.

Ordering Procedures

(Refer to NMG chapter 10)

RMACC and all RMA dispatch centers will follow established ordering channels for wildfires, prescribed fires, all-hazard incidents, preparedness, prepositioning, severity, and any other types of incidents which are using the ordering system.

Any dispatch center may order initial attack resources directly from their approved neighboring dispatch center, regardless of planning level. See Rocky Mountain Neighborhood Resource Ordering.

All orders/requests and faxes will be followed up by a telephone call.

Keep a record of who has been contacted within ROSS documentation.

Support to Border Fires

(Refer to NMG chapter 10)

Mobilization and Demobilization Information

Travel information for resources will be transmitted by using the ROSS travel function. Each travel segment will identify mode of travel, carriers name with flight numbers, departure and arrival locations with estimated departure time and estimated arrival time (ETD/ETA) using the local time and time zone. See the ISROG for further information.

It is the responsibility of the sending dispatch center to make all incident travel arrangements for and/or receive incident travel from mobilizing resources. The receiving unit is responsible for the demobilization travel arrangements.

Neighborhood Ordering

Neighborhood Ordering Definition

Dispatch centers may order resources from approved adjacent neighbors for extended attack, large fire support, and non-fire incidents, in order to support incidents within their own dispatch center zone. All requests for RMA prepositioned aviation resources not currently located within their dispatch center zone must be placed to RMACC.

Resource ordering standards apply for the movement of all resources. This includes initial attack procedures, resource orders, notifications for national and RMA resources, ROSS travel and reassignment procedures. (Refer to NMG chapter 10.)

All prescribed fire (RX) resources will be ordered using the same dispatch procedures as used for wildfire mobilization.

Neighborhood Ordering Procedures

When a resource is unavailable through Neighborhood Ordering, the requesting unit will place the order with RMACC. RMACC will obtain resources through established dispatch channels and will normally not check with the requesting dispatch centers neighborhood, unless the "Neighborhood Resource Ordering" has been withdrawn.

At a dispatch center manager's discretion and with RMACCs approval, a dispatch center may temporarily withdraw their participation in the neighborhood.

RMACC has the authority to withdraw Neighborhood Ordering. Traditional ordering procedures will be utilized when Neighborhood Ordering is withdrawn (for example, Dispatch Center to GACC to Dispatch Center).

Rocky Mountain Area Wide Ordering (RMW) Definition

To facilitate more efficient movement of resources, balance the workload, and utilize ROSS technology to its fullest potential, the RMA has implemented a Rocky Mountain Area Wide Ordering (RMW) process. RMW will allow all dispatch centers in the RMA to order resources statused in ROSS directly from one another under certain parameters and rules.

RMW will be utilized only at RMA preparedness level 1-2. At preparedness level 3 and higher, RMW may be "turned off" (selection areas in ROSS will be modified), and all ordering will be done using traditional neighborhood boundaries and neighborhood dispatching procedures.

While RMW is available, *RMACC will assume that any orders placed to RMACC have been processed through the RMW ordering procedures below by the requesting dispatch center and that the pending order will need to be placed to NICC for out-of-area resources.* Requests should have the date and time needed updated to reflect the increased timeframe in mobilizing out-of-area resources.

RMW is authorized within RMA boundaries only, and does not replace existing initial attack agreements and procedures with dispatch offices across geographic area borders. RMW does not preclude the "Closest Forces" concept. Each dispatch center will be responsible to ensure that closest forces are being used when ordering per NMG and RMG direction.

Dispatch center managers will monitor the potential impacts of RMW. A dispatch center may temporarily withdraw at any time. That center will advise RMACC when ready to resume RMW ordering. RMACC will notify the RMA dispatch centers.

RMACC has the authority to withdraw RMW. Traditional neighborhood ordering procedures will be utilized when withdrawn. RMA dispatch center managers and RMACC Center Manager will evaluate the effectiveness of RMW on regularly scheduled conference calls.

All orders for IMTs, BUYTs, and other resources normally obtained through RMACC will continue to be placed with RMACC.

All requests for RMA prepositioned aviation resources not currently located within their dispatch center zone must be placed to RMACC.

Rocky Mountain Area Wide Ordering Procedures

RMACC will change selection areas in ROSS for all dispatch centers from neighborhood selection areas to the RMW selection area. This is best done at the end of an operational shift.

All orders must be placed in ROSS. Phone call confirmation follow-up is recommended. **Keep a record of who has been contacted within ROSS documentation.**

Resource requests should be filled in the order they are received. If resource prioritization is necessary, RMACC will be contacted and will make priority determination.

When a dispatch center withdraws from RMW, that dispatch center manager will contact the RMACC Coordinator-On-Duty, who will notify the RMA dispatch centers. The remaining dispatch centers will continue to operate within the RMW selection area.

A dispatch center manager may return to RMW by notifying the RMACC Coordinator-On-Duty. RMACC will notify the RMA dispatch centers.

Non-compliance may result in RMW being turned off for that center.

Notification is required for national and RMA resources.

Rocky Mountain Neighborhood Resource Ordering

The following list defines the approved neighborhood for each dispatch center:

Dispatch Center	May order directly from:
CDC	CPC
CPC	CDC, CRC, FTC, GPC
CRC	CPC, FTC, GJC
DRC	MTC, PBC
FTC	CRC, PBC, CPC, GPC
GJC	CRC, MTC
GPC	CPC, PBC, FTC
MTC	DRC, GJC, PBC
PBC	DRC, MTC, FTC, GPC

RMA Resource Ordering Chart

The following chart describes resource types, the approved ordering method for the Preparedness Level (PL), and the required notifications.

IA = Initial Attack – Any RMA dispatch center may order initial attack resources from adjoining RMA dispatch centers.
NH = Neighborhoods - Approved RMA dispatch center neighbors.
RMW = Rocky Mountain Area Wide Ordering – Ordering is approved between all RMA dispatch centers.
RMACC = Place order only to the Rocky Mountain Area Coordination Center.
RMK = Rocky Mountain Interagency Support Cache

RESOURCE	RMA PL 1-2	RMA PL 3-5
Teams - Area/National	RMACC	RMACC
*IMT T1 *IMT T2, BUYT		
Teams - Local	NH, RMW	NH
* IMT T3		
Overhead - Miscellaneous	NH, RMW	IA, NH
Crews		
*Type 1	NH, RMW	IA, NH
*Type 2	NH, RMW	IA, NH
*Type 2 IA	NH, RMW	IA, NH
*WFM – Type 1, 2	NH, RMW	IA, NH
Supplies/Telecommunications		
*Cache Vans	RMACC	RMACC
*NFES – 4000 Series	RMACC	RMACC
All NFES except 4000 Series	RMK	RMK
*IRAWS	RMACC	RMACC
Equipment		
Engines, Tenders, Rolling Stock	IA, NH, RMW	IA, NH
*Aircraft – Rotor Wing **		
*CWN - Type 1 & 2	RMACC	RMACC
*CWN- Type 3	IA, NH, RMW	IA, NH
*Exclusive Use – Type 1, 2, 3	IA, NH, RMW	IA, NH
*Aircraft -Fixed Wing **		
* Airtankers, SEATs	IA, NH, RMW	IA, NH
* Lead Planes, Air Attack	IA, NH, RMW	IA, NH
* I/A Load of Smokejumpers	IA, NH, RMW	IA, NH
* Smokejumper Aircraft	IA, NH	RMACC, NH
Aircraft - Services		
TFRs, IR Flights, Portable Towers	RMACC	RMACC

Table 7: RMA Resource Ordering Chart

* Phone notification is required to RMACC.

** All requests for RMA prepositioned aviation resources not located within the zone must be placed to RMACC.

Non-Incident Related Ordering

(Refer to NMG chapter 10.)

Resource acquisition not related to a wildfire, prescribed fire, all-hazard incident, preparedness, or severity may also follow standard ordering procedures. The use of appropriate cost coding procedures is required. Non-incident related overhead orders may require a detail request form.

Non-Fire Incident Funding

Non-fire incident funding agreements must be in place. Resource orders must be placed with appropriate management codes. A detail request form should be utilized if appropriate.

Resource Availability

- Resource availability will follow individual dispatch centers operating plans.
- Dispatch centers are responsible for maintaining availability for all area and national resources physically located within their area of influence.

RMA
Mobilization Guide

Chapter 20
Overhead and Teams

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Chapter 20 - Overhead and Teams

National Incident Management System (NIMS) Positions

(Refer to NMG chapter 20, the Wildland Fire Incident Management Field Guide, PMS 210, the National Incident Management System (NIMS) Wildland Fire Qualification System Guide, PMS 310-1, or other agency approved qualifications guides.)

Incident Qualifications and Certification System (IQCS) Position Codes

(Refer to NMG chapter 20)

The Incident Qualifications and Certification System (IQCS) is a federal information management system that tracks training and certifications for wildland firefighters. A complete list of all IQCS recognized Position Codes is available at the IQCS website.

The Incident Qualifications System (IQS) is the state system of record for training and certifications for wildland firefighters.

Overhead Mobilization & Demobilization

(Refer to NMG chapter 20)

To manage fatigue, every effort will be made to conduct mobilization and demobilization travel between 0500 hours and 2200 hours.

All personnel should carry some form of valid photo identification while traveling to and from incident assignments. This is required if mobilizing/demobilizing by commercial airlines. All personnel are required to carry a current Incident Qualification Card (red card) reflecting the position they are being mobilized for.

Unless specifically excluded, ADs (emergency hired firefighters) and private contractors will be accepted for suppression and severity orders.

Use of the THSP (Technical Specialist) position code is only appropriate when no other appropriate position code exists, and requires additional information describing the specialty be included with the request (e.g. THSP – Duty Officer; or THSP – Air Resource Advisor).

Trainees

Rocky Mountain Area Priority Trainee and Operating Procedures

Every effort will be made to dispatch trainees in the order that has been prioritized by the RMA Operations Committee and the RMA GATR. See the RMA Priority Trainee and Operating Procedures document at the RMA Wildland Fire Training website.

The Rocky Mountain Area Geographic Area Training Representative (GATR) has the authority to place priority trainee requests to RMA dispatch centers through RMACC using established ordering processes.

In Rocky Mountain Area trainee mobilization process

RMA dispatch centers will use the RMA daily list of available priority trainees first and any approval for "pairings" of resources should be generated at the incident, by the incident TNSP or PSC.

Out-of-area trainee mobilization process

RMA dispatch centers can negotiate with the incident dispatch center to mobilize a local priority trainee with a qualified resource "pairing", after first coordinating with the RMA GATR who will work with the incident host GATR to ensure that the incident host geographic area has exhausted their priority trainee list and are approving out of GA priority trainees.

The RMA GATR will also make sure that the RMA PT daily available list is exhausted prior to approving a "pairing" from a RMA dispatch center. A resource order for the local priority trainee resource will be created by the incident dispatch center and placed to the RMA dispatch center using established ordering processes.

Self-Sufficiency

(Refer to NMG chapter 20)

The Rocky Mountain Area defines "self-sufficient" as resources must be able to procure all necessary support including (but not limited to) lodging, meals, transportation and fuel for the duration of the assignment including travel to and from the incident. Resources arriving to an incident who are not self-sufficient will be demobilized.

It is recommended that all resource orders for RMA incidents requiring self-sufficient resources should include the following verbiage in the “special needs” field:

> *Resource must be self-sufficient and be able to procure all necessary support including (but not limited to) lodging, meals, transportation and fuel for the duration of the assignment including travel to and from the incident. Resources not able to be fully self-sufficient should contact the incident dispatch center prior to accepting the assignment. Resources arriving to an incident who are not self-sufficient will be demobilized.*

Name Request Orders

(Refer to NMG chapter 20)

Name requests for suppression or all-hazard incidents (incidents using a Fire or FEMA charge code) should be rare and are appropriate only for highly specialized positions or to meet specific agency objectives (for example, name requests between state agencies).

Name requests charged to budgeted/programmed, non-suppression funds area acceptable and will be processed without delay.

Per the NMG, the ordering unit must confirm availability for the individual being requested prior to placing the request.

Name requests for Geographic Area Priority Trainee positions will be justified within special needs as being approved by the RMA GATR and will be processed without delay.

All name requests processed through RMACC using suppression funding and not approved by the RMA GATR require that the RMACC Center Manager and/or the Coordinator-on-Duty (COD) approve the resource order.

To assist RMACC in processing name requests which use suppression funding, the following information is needed:

- Resource requested should be statused available so that the order is not inadvertently returned UTF by the sending unit.
- Verify the name request has appropriate qualifications and meets any special needs and inclusions/exclusions requested on the order.
    - Examples include federal only, host agency only, no ADs, no contractors, correct financial code, etc.
- Justification/Documentation to be included in Special Needs.
    - Examples include primary team member, currency assignment, assignment needed to meet IFPM, Priority Trainee, identifiable special skills, line qualified, state certification, etc.

If the name request is not filled by the sending unit, it will be returned to the requesting unit by the NICC as UTF, per the NMG.

Interagency Wildland Fire Modules (WFM)

(Refer to NMG chapter 20, Interagency Standards for Wildland Fire Use Module Operations PMS 430, and the Interagency Standards for Fire and Fire Aviation Operations, Chapter 13.)

For current RMA wildland fire module status, please refer to the RMA Crew Status Report on the RMACC crew web page.

Orders for Interagency Wildland Fire Modules will be placed through established ordering channels in ROSS using an Overhead Group Request (Module, Wildland Fire, Type 1 or Module, Wildland Fire, Type 2) and configured according to the NMG chapter 20.

The RMA has seven Interagency Wildland Fire Modules.

Rocky Mountain Area Wildland Fire Modules

WILDLAND FIRE MODULE	UNIT	DISP	LOCATION
Black Hills	SD-NGP	GPC	Hot Springs, SD
Black Tooth	WY-BHF	CDC	Buffalo, WY
Columbine	CO-SJF	DRC	Bayfield, CO
Storm Peak	CO-RTF	CRC	Steamboat Springs, CO
Unaweep	CO-GJD	GJC	Grand Junction, CO
White River	CO-WRF	GJC	Rifle, CO
Platte Canyon	CO-PLAX	PBC	Bailey, CO

Table 8: Rocky Mountain Area Wildland Fire Modules

Interagency Wildland Fire Module Mobilization

(Refer to NMG chapter 20)

Ordering Considerations for WFM

(should be noted in special needs)

- With transportation
- ATVs/UTVs, Trailers, Laptop, Cell phone, module equipment, etc.
- Current Certification

If requested, WFMs can be configured and mobilized with less than the standard WFM configuration, but only after agreement between the requesting and sending units. Any negotiated configurations must be identified within the original request.

Smokejumpers

(Refer to NMG chapter 20)

Smokejumpers' primary mission is initial attack. All Initial Attack orders should be honored when smokejumpers are available. While most effective at providing rapid initial response, smokejumpers are well equipped to respond to extended attack incidents and short-term critical need missions on large fires. Smokejumpers are normally configured by planeload, with each load ranging from eight to ten smokejumpers depending on aircraft type and smokejumper availability. Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single-resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.

The RMA may have a BLM contingent of 12 smokejumpers and one aircraft.

The RMACC Center Manager or COD will coordinate with the Colorado and/or Wyoming BLM Duty Officer(s) and the Smokejumper Duty Officer in Boise for movement of the smokejumpers in or out of the RMA. RMACC will monitor the RMA severity and fire situation closely and recommend prepositioning smokejumpers as necessary in coordination with the RMA TAC.

In the RMA, dispatch centers may order smokejumpers for initial attack directly using a Tactical Aircraft Request form (aka Kneeboard) from the unit hosting the smokejumpers. A ROSS order will follow. If smokejumpers are not available, the ordering unit will place a ROSS smokejumper order to RMACC. If an initial attack smokejumper order has to be filled through NICC due to lack of resources in RMA, the ROSS order will be placed through RMACC according to national guidelines.

RMACC will inform NICC of the establishment of smokejumper spike/satellite bases.

Smokejumper Ordering

There are two primary methods for ordering smokejumpers, booster load/individual smokejumper or initial attack load (Refer to RMG chapter 50 for IA load ordering procedures).

Booster Load

Smokejumper boosters are utilized to increase smokejumper capability at a base or within a geographic area. The RMACC Center Manager or COD will coordinate with the Colorado and/or Wyoming BLM Duty Officer(s) and the Smokejumper Duty Officer in Boise for movement of the smokejumpers in or out of the RMA. Booster requests should be based on current and/or expected fire activity with an understanding that boosters should be released back to home unit(s) or made available to higher priority areas if activity does not develop at receiving unit.

Boosters are ordered by individual overhead requests and can be filled from one or multiple bases. Assignment duration can be for any time up to 14 days with extensions negotiated between the sending and receiving units subject to NICC concurrence. Booster requests may specify a desired delivery system (round or square parachutes). Smokejumper aircraft must be ordered separately if the aircraft is needed

beyond delivery of the smokejumpers. NICC, GACCs, and local dispatch centers should communicate with the hosting and potential sending smokejumper base(s) before the order(s) are placed and filled.

Smokejumper Numbers

(Refer to NMG chapter 20)

Pilots – Lead plane, Aerial Supervision Module and Smokejumper

(Click here for a complete list of Lead Plane, Aerial Supervision Module and Smokejumper pilot qualifications)

RMA Pilots

NAME	UNIT ID	Mission Type
Grace Moore	CO-R02	Insect & Disease Mapping
Rick Gicla	CO-R02	Supervisory Lead Pilot (L-28)

Table 9: RMA Pilots

Helicopter Modules

(Refer to NMG chapter 20 and the Interagency Helicopter Operations Guide (IHOG) PMS 510)

The RMA requires that a qualified helicopter module be attached to all CWN helicopters used on interagency incidents within the RMA. Staffing for standard category aircraft used in a limited capacity must be authorized by the agency aviation manager at the state or regional level. CWN helicopters and modules will meet up prior to going to an incident at an identified, specific location (i.e., airport, FBO, etc.).

Minimum Daily Staffing Requirements for Fire Helicopters

(From chapter 2 of the IHOG)

Helicopter Type	FAA Standard/Transport Category	FAA Standard Category Temporarily Designated for Limited Use	FAA Standard Category Permanently Designated for Limited Use or FAA Restricted Category
1	Manager plus Four (4) Helicopter Crewmembers	Manager only	Manager only
2	Manager plus Three (3) Helicopter Crewmembers	Manager only	Manager only
3	Manager plus Two (2) Helicopter Crewmembers	Manager only	Manager only
CWN Helicopter and Module should meet up away from incident(s) or fire operations. The minimum required staffing levels must be filled with fully qualified personnel. Trainees may be ordered in addition to the standard module configuration.			

Table 10: Minimum Daily Staffing Requirements for Fire Helicopters

Units requesting helicopter modules for CWN helicopters will do so using an overhead support request for each position. Helicopter module requests should be coordinated with anticipated helicopter delivery time and location. Ordering a helicopter module for a CWN helicopter is not automatic. Ordering units should attempt to fill helicopter module positions internally first.

If the intended use is for initial attack, the HMGB request must specify that a fitness level of arduous is required. Any other qualification requirements (ICT4, short-haul qualified, etc.) must also be specified..

If helicopter personnel/modules are required to arrive with special items (flight helmets, radios, tools, helicopter support kit, etc.) must be specified in special needs.

Helicopter Rappellers

(Refer to NMG chapter 20)

Rappeller & Helicopter Manager Gear, Weights and Volume

(Refer to NMG chapter 20)

Non-Standard Overhead Groups

(Refer to NMG chapter 20)

Rapid Extraction Module Support (REMS)

The Rapid Extraction Module Support is a pre-staged rescue team assigned to a wildland fire to provide firefighters a safe, effective and efficient method of egress off the fireline in the event of injury or illness incurred during firefighting operations. Safety is the primary concern during all operations, however unintended incidents do occur which result in injury or illness to firefighters. It is the intent of REMS to provide firefighters who are unable to egress under their own power, a safe and secure transport off the fireline while simultaneously receiving the appropriate medical attention.

While REMS does not intend to replace ground or air transport, ideal conditions may not exist due to a number of circumstances such as heavy smoke inversion, no roads, or equipment malfunctions. REMS provide incident managers another option to reach incapacitated firefighters, with fully equipped resources, prepared to package and transport injured or ill personnel off the fireline to appropriate medical care unit (Ground or Air Ambulance).

A REMS will consist of:

- 4 Personnel
    - Minimum of 2 personnel trained to the Technician level in Rope Rescue (Training will be consistent with that provided by: Rigging for Rescue, CMC, or Rescue 3 International and in compliance with NFPA 1006 and 1670)
    - Balance of personnel trained to the Operations Level in Rope Rescue, proficient at low angle rescue, and have basic understanding of high angle rescue, per Agency having Jurisdiction (AHJ)
    - One member, at a minimum, will be a Fireline Paramedic (EMPF) with ALS Kit
    - Remaining members will be Line EMT-Basic (EMTF), at a minimum
    - The REMS Leader will have a minimum qualification of NWCG Firefighter Type 1 (FFT1), Single Resource Boss preferred (any SRB qualification)
- 1 or 2 4x4 Pick-up Truck or SUV
- Advance Life Support (ALS) Kit
- REMS Kit (RMCG Approved Minimum Equipment List will be located on the RMACC webpage).
- UTV/ATV is optional (unless requested on the resource order).

REMS in the RMA will be ordered in ROSS as an “Overhead, Group Module, Rapid Extraction Support”.

Members will be rostered using the qualifications listed below:

- Leader (FFT1 or SRB)
- Line Paramedic (EMPF)
- Line EMT (EMTF)

Ordering Considerations for a REMS Module (it is recommended this additional information be noted in special needs to help all understand what is being requested):

- With REMS Kit
- With ALS Kit
- AOV or 4x4 Rental vehicle is authorized
- With UTV (if requested)

Communications Coordinator

(Refer to NMG chapter 20)

A Communications Coordinator will be ordered in the RMA based on activity level and/or preparedness level after consultation between the RMACC Center Manager and National Communications Duty Officer (CDO) of the National Incident Radio Support Cache (NIRSC). The CDO can be reached by calling 208-387-5644. Trigger points could include projected lightning, extensive initial attack, elevated preparedness levels, number of radio systems deployed, etc.

Air Resource Advisor (THSP-ARA)

Air Resource Advisor technical specialists are part of the USFS Wildland Fire Air Quality Response program. Requests for THSP-ARA resources should be coordinated with the USFS FAM Air Resource Specialist (661-438-1272) and will be ordered as a name request and mobilized using established procedures. Special needs should identify that the position is for an ARA – Air Resource Advisor. Laptop computer & cell phone should be authorized. The resource will need either an agency or rental vehicle that is capable of hauling smoke monitoring kits. If the incident does not have internet connectivity, a MiFi Broadband unit should be authorized.

For additional information including AD pay rates and what an ARA does, refer to the Wildland Fire Air Quality Response Program website.

To order smoke monitoring kits, please refer to RMG Chapter 40.

Flight Manager

(Refer to NMG chapter 20)

Incident Meteorologist (IMET)

(Refer to NMG chapter 20)

An IMET will be ordered by each Type 1 Incident within the RMA. When an IMET is needed for an incident, the request will be placed up to RMACC who, if unable to fill with an agency IMET, will follow the procedures outlined in the NMG.

Cache Support Positions

(Refer to NMG chapter 20)

More information can be found in the RMK Cache Operating Plan located on the RMK website.

Incident Business Advisor (IBA)

An Incident Business Advisor should be ordered for all federal Type 1 or Type 2 incidents. Trainees will be negotiated with the hosting unit prior to mobilization.

Human Resource Specialist

(The following applies to incidents on USDA-Forest Service lands only).
A Human Resource Specialist (HRSP) will be ordered for Forest Service incidents with 300 or more people. Incident Commanders should evaluate the need for this position on incidents with less than 300 people and order one if needed.

Union Representative

Per Article 28.2 (d) of the National Federation of Federal Employees (NFFE) Master Agreement: "When a staffing level of 300 individuals on a Forest Service incident or 300 Forest Service employees on other than a Forest Service incident is reached and a command post has been established, the Council Vice-President (CVP) or designee will be notified within 24 hours after the staffing reaches 300. That notification will inform the CVP or designee of the location of the incident and the name of the Incident Commander (IC). The IC will be notified of the name and contact information of the CVP or designee."

USFS Region 2 Union Contact

Gerard Sandoval
Vice President
NFFE Forest Service Council
Office: 719-274-8971 x6323
Cell: 719-480-9973

Incident Management Teams (IMT)

(Refer to NMG chapter 20)

All Teams

The Rocky Mountain Area (RMA) sponsors one Type 1 IMT and two Type 2 IMTs. The Type 2 IMTs are referred to as Black and Blue. Refer to RMA Incident Management Team Guidelines.

IMTs will be ordered using standard resource ordering processes using an Overhead Group request in ROSS and filled with a roster.

IMTs that are on incidents within the RMA are expected to participate on daily RMA "IC conference calls" so that the RMA MAC Group, RMACC staff, RMCG Fire Duty Officer and RMA TAC/FOO representatives can better anticipate resource needs and their movement within the RMA. The need for and frequency of these calls will be determined by the RMACC Center Manager.

Definition of an IMT assignment

IMT/IC receives a delegation of authority.

On-call time schedules for the RMA IMT rotations (which may be adjusted by the RMACC Center Manager as the situation dictates) include:

1st position on the rotation list	2 hour on-call
2nd position on the rotation list	8 hour on-call

ICs will inform RMACC of IMT availability upon release and demobilization from an assignment. Return to call-up status will be negotiated with the RMACC Center Manager. IMTs will normally be provided 24 hours between assignments and such time as required to adequately meet work/rest guidelines.

IMT Member Availability

IMT members are expected to monitor their IMTs on-call rotation schedule and will be considered available and expected to respond to dispatches. RMA dispatch centers will not alter an IMT member's status when performing a weekly or bi-weekly ROSS status sweep. Availability within ROSS must reflect "Available – Local".

Notification of any unavailability for on-call periods must be made following established team procedures.

IMT rotations, primary rosters and current on-call rosters are posted to the RMACC Overhead website.

IMT Ordering Considerations

(These should be noted in Special Needs)

- What is the Requesting Unit's "Preferred Transportation" for IMT? Fly or Drive? What is the closest jetport if flying?
- When is the initial team briefing to be held? Where is it to be held? Get the address.
- Are "Rental Cars, POVs, Cellphones, Laptops" authorized? If yes, for whom?
- Is the "Date and Time needed" negotiable?
- When POV is authorized and will be used, a cost comparison must be completed and submitted to the resource's dispatch center.
- When rental vehicles are authorized, if a specific type of vehicle is required for the position, it must be noted within Special Needs.
- All "OFF-ROAD" type of vehicles need to be clearly identified in Special Needs
- Are ADs authorized? Are there any limitations? Example: California will not allow incoming teams to have ADs on the command and general staff.
- Trainees
    - How many are authorized to accompany team?
    - Are trainees authorized for miscellaneous Overhead?
- Are there special conditions? Example: IMT member meeting up with the IMT several days later.
- If request is for a Type 1 IMT within the RMA, have the three (3) additional positions been rostered?
- Short or long IMT if request is for outside of the Rocky Mountain Area.
- Agency Administrator – name and contact information.

Rocky Basin Type 1 IMT

The Great Basin Geographic Area (GBA) and the Rocky Mountain Geographic Area (RMA) have three Type 1 IMTs on both a combined Rocky Mountain/Great Basin rotation and the national rotation, referred to as the "Rocky Basin". These IMTs are available for dispatch internally between the GBA and RMA, and externally, nationally. The Great Basin IMT configuration will be accepted within the RMA.

When mobilizing a Type 1 IMT between the RMA and GB areas, the team requests may initially be placed direct (GACC to GACC), however, once complete, a copy of the order must be sent to NICC.

The Great Basin Coordination Center (GBCC) is responsible for coordination of the Rocky Basin IMT national rotation. GBCC will serve as the primary contact for NICC for the on-call status of the Rocky Basin IMTs.

All three Type 1 IMTs should be committed within the "Rocky Basin Area" before GBCC or RMACC can order from NICC to obtain additional team(s) from the national rotation. If there is a pre-positioned Type 1 IMT in the area, it will be assigned first.

The RMA IMTs standard operating guides are modified annually and available through the RMA IMT ICs and Operations Committee. RMACC will retain a current copy of each IMT's current standard operating guide.

Type 1 IMT Rotation and Assignment

Type 1 IMTs will maintain year-round availability. Approved primary rosters for Type 1 IMTs will be effective and posted to the web in February each year to account for annual selection updates. All IMT member qualifications must be current before a mobilization can occur using the new roster. The three Rocky Basin Type 1 IMTs will be on one-week on-call rotations for the RMA and GB areas.

RMA/GBA Type 1 rotation and availability within the areas will be simultaneous with the national on-call rotation. The national rotation will have three slots identified as "Rocky Basin" representing the two Great Basin IMT and the one RMA IMT. The IMT on-call internally between the two areas will be the IMT up on national call.

Once a Type 1 IMT has been mobilized, the next IMT on rotation will fill the remainder of that on-call period and their own scheduled on-call period, so that the scheduled rotation remains the same. If an IMT is mobilized and demobilized within their on-call period, that IMT will resume their on-call status, unless otherwise notified.

Rocky Basin Type 1 IMT 2018 – 2019 Rotation Schedule

The one week call-up period will begin at 0001 hours (Mountain Time) on Wednesday and continue through 2400 hours (Mountain Time) on the following Tuesday.

ALERT DATES	TEAM
Jan 30 – Feb 6, 2018	Rocky Mountain Team - Pechota
Feb 7 – Feb 13 *	Great Basin Team 2 – DeMasters
Feb 14 – Feb 20	Great Basin Team 1 – Lund
Feb 21 – Feb 27	Rocky Mountain Team - Pechota
Feb 28 – Mar 6	Great Basin Team 2 - DeMasters
Mar 7 – Mar 13	Great Basin Team 1 – Lund
Mar 14 – Mar 20	Rocky Mountain Team - Pechota
Mar 21 – Mar 27	Great Basin Team 2 - DeMasters
Mar 28 – Apr 3	Great Basin Team 1 – Lund
Apr 4 – Apr 10	Rocky Mountain Team - Pechota
Apr 11 – Apr 17	Great Basin Team 2 - DeMasters
Apr 18 – Apr 24	Great Basin Team 1 – Lund
Apr 25 – May 1	Rocky Mountain Team - Pechota
May 2 – May 8	Great Basin Team 2 - DeMasters
May 9 – May 15	Great Basin Team 1 – Lund
May 16 – May 22	Rocky Mountain Team - Pechota
May 23 – May 29 *	Great Basin Team 2 - DeMasters
May 30 – June 5	Great Basin Team 1 – Lund
June 6 – June 12	Rocky Mountain Team - Pechota
June 13 – June 19	Great Basin Team 2 - DeMasters
June 20 – June 26	Great Basin Team 1 – Lund
June 27 – July 3 *	Rocky Mountain Team - Pechota
July 4 – July 10	Great Basin Team 2 - DeMasters
July 11 – July 17	Great Basin Team 1 – Lund
July 18 – July 24	Rocky Mountain Team - Pechota
July 25 – Jul 31	Great Basin Team 2 - DeMasters
Aug 1 – Aug 7	Great Basin Team 1 – Lund
Aug 8 – Aug 14	Rocky Mountain Team - Pechota
Aug 15 – Aug 21	Great Basin Team 2 - DeMasters
Aug 22 – Aug 28	Great Basin Team 1 – Lund
Aug 29 – Sept 4 *	Rocky Mountain Team - Pechota
Sept 5 – Sept 11	Great Basin Team 2 - DeMasters
Sept 12 – Sept 18	Great Basin Team 1 – Lund
Sept 19 - Sept 25	Rocky Mountain Team - Pechota
Sept 26– Oct 2	Great Basin Team 2 - DeMasters
Oct 3 – Oct 9 *	Great Basin Team 1 – Lund
Oct 10 – Oct 16	Rocky Mountain Team - Pechota
Oct 17 – Oct 23	Great Basin Team 2 - DeMasters
Oct 24 – Oct 30	Great Basin Team 1 – Lund
Oct 31 – Nov 6	Rocky Mountain Team - Pechota
Nov 7 – Nov 13 *	Great Basin Team 2 - DeMasters
Nov 14 – Nov 20	Great Basin Team 1 – Lund
Nov 21 – Nov 27*	Rocky Mountain Team - Pechota

Nov 28 – Dec 4	Great Basin Team 2 - DeMasters
Dec 5 – Dec 11	Great Basin Team 1 – Lund
Dec 12 – Dec 18	Rocky Mountain Team - Pechota
Dec 19 – Dec 25 *	Great Basin Team 2 - DeMasters
Dec 26 – Jan 1, 2019 *	Great Basin Team 1 – Lund
Jan 2 – Jan 8	Rocky Mountain Team - Pechota
Jan 9 – Jan 15	Great Basin Team 2 – DeMasters
Jan 16 – Jan 22 *	Great Basin Team 1 – Lund
Jan 23 – Jan 29	Rocky Mountain Team - Pechota
Jan 30 - Feb 5	Great Basin Team 2 – DeMasters

Table 11: Rocky Basin Type 1 IMT 2018-2019 Rotation Schedule

***** Denotes Federal Holidays

Type 2 IMTs

The RMA Type 2 IMTs (Black and Blue) have an unrestricted service area and time period availability.

Type 2 IMTs Rotation and Assignment

The RMA Type 2 IMTs will participate in an assignment rotation from approximately April 1st through October 31st. The rotation will apply to assignments within the RMA as well as out-of-area. Approved primary rosters for Type 2 IMTs will be effective when posted to the web each year to account for annual selection updates.

When one Type 2 IMT is assigned outside of the RMA, the remaining Type 2 IMT may be required to remain in the RMA based on conditions, preparedness level and the RMCG Duty Officer approval. When the RMA IMT assigned out of the area returns and becomes available, the IMT that stayed within the RMA would then be made available nationally.

If an IMT turns down an assignment or is unavailable for any reason during their scheduled rotation period, the next IMT in the rotation will be offered any new assignment if available.

In an effort to maintain currency, functionality, and viability of the RMA Type 2 IMTs, the geographic rotation will be followed unless one of the Type 2 IMTs has had two assignments and the other Type 2 IMT has had none. If this is to occur, the IMT with no assignments will be given the opportunity for an assignment until they receive one. Once they receive an assignment the rotation will again be followed for the remainder of the season.

Type 2 IMTs 2018 Rotation Schedule

The two week call-up period will begin at 0001 hours (Mountain Time) on Wednesday and continue through 2400 hours (Mountain Time) on the following second Tuesday.

Black-Greer	Blue-Esperance
April 4 – April 17	April 18 – May 1
May 2 – May 15	May 16 – May 29 *
May 30 – June 12	June 13 – June 26
June 27 – July 10 *	July 11 – July 24
July 25 – Aug 7	Aug 8 – Aug 21
Aug 22– Sept 4 *	Sept 5 – Sept 18
Sept 19 – Oct 2	Oct 3 – Oct 16 *
Oct 17 – Oct 30	Oct 31 – Apr 2, 2019 **

Table 12: RMA Type 2 IMT 2018 Rotation Schedule

***** Denotes Federal Holidays

****** The Blue T2 IMT is available year-round

IMTs are mobilized on a first and second IMT out basis. Once an IMT is mobilized, or if an IMT is unavailable for dispatch, the next IMT in order of rotation will assume their position until they are mobilized or the rotation period ends. If an IMT is released to their home unit, has time left in the rotation period and are available, they will enter the rotation in the last position.

RMA Type 2 IMT Availability during the Off-Season

The RMA Type 2 IMT (Blue) will be available year-round for non-Stafford Act, all hazard incidents and will be mobilized by GPC. For all other incidents including wildland fire and Stafford Act all hazard incidents, RMA IMTs will be mobilized by RMACC.

RMA IMT General Operating Guidelines

Refer to the RMA IMT Guidelines document.

Tracking and Mobilization of IMTs

RMACC will coordinate the mobilization of the IMTs for the RMA.

Step 1: Before Roster

- RMACC will maintain the Type 2 IMT rotations. The Type 1 IMT rotation is maintained by GBC.
- RMACC notifies appropriate IC of changes in current-on-call status outside of established rotation dates.
- The IC will identify and designate 2-3 team members to receive specific ROSS training. ICs will coordinate the training with RMACC. Individuals that maintain rosters in ROSS will need to have a thorough understanding of ROSS and the roster function in ROSS.

Step 2: Build Roster

- The IC or designee will coordinate with RMACC in maintaining the IMT roster in ROSS, as well as the current on-call roster.
- The IC or designee will confirm IMT member availability and job share positions.
- The IC or designee, in coordination with Section Chiefs, will fill vacancies with identified substitutions.

- The IC or designee, in coordination with Section Chiefs, should search ROSS to fill vacancies. IC will make direct calls to individuals. Assistance in filling vacancies is also available from local centers, RMACC and the RMA GATR.
- The IC will roster up to nine (9) trainees.
- The IC will coordinate with the RMA GATR to identify five (5) Priority Trainee positions to be rostered for the on-call period. These positions will be filled at the time of the IMT mobilization with resources identified by the RMA GATR using the RMA Priority Trainee list or through coordination with the GATRs in other geographic areas.
- The IC and the RMACC Center Manager will determine if IMT listing meets minimum staffing. RMACC will place orders for vacancies in rostered positions through the NICC at time of mobilization.
- RMACC will post the current-on-call roster on the RMACC website.

Step 3: Getting an Order

Potential Order

- RMACC notifies IC and Dispatch Centers/Center Managers of potential IMT order. The ICs and Dispatch Centers/Center Managers MAY implement internal "Phone Trees" and contacts based on "Potential Order".
- The IC emphasizes that order is "potential" and no action is taken until "official" order is received.
- NO mobilization actions occur. No phone calls to Dispatch Centers by IMT members should occur.
- The IC or team designee needs to assure that ROSS roster is the final one in order for RMACC to fill the ROSS order.

Official Order

- To meet work/rest guidelines, no IMT notification or mobilization will occur between the hours of 2300 and 0500.
- Between the hours of 2200 and 2300, the IC and IMT team members' dispatch centers (or the on-call dispatcher) will be notified, but no mobilization will occur.
- RMACC will notify the IC and dispatch centers of placed order for IMT.
- The IC will contact the host agency official and coordinate a reasonable needed date and time and agree upon mode of travel, report to location (in brief), and authorizations: Rental, POV, AOV, laptop, cellphone, etc.
- The IC or the host dispatch center needs to advise RMACC what has been authorized and approved and the name and contact information for the hosting Agency Administrator. The hosting dispatch unit will place the ROSS overhead team resource order up to RMACC.
- The IC will then advise RMACC of arrangements made with requesting unit. This is the *"official finalized"* order. RMACC now passes on the date and time needed, as well as the travel mode, to the dispatch centers. RMACC will fill the pending ROSS overhead team resource order with the final approved team roster. The subordinate requests will be pushed to the IMT resource's dispatch center to be filled.
- If decision is to fly the IMT, RMACC will coordinate with the dispatch centers regarding charter flights.
- RMACC will complete the IMT mob checklist and relay to dispatch centers.
- The ICs will implement internal IMT "phone tree".

- After one hour has passed since RMACC has received the *"official finalized"* order, it is permissible for an IMT member to contact his/her dispatch office to gather information on what is known about the outstanding resource order, pass travel itinerary, etc., and then begin travel.
- All travel is to be in close coordination with home dispatch center. While enroute to the incident, the individual and dispatch center will maintain contact to confirm the request number and any other outstanding information, as it becomes available.
- Once the IMT has been in-briefed and the hosting dispatch center is ready, RMACC will set the ROSS team overhead request as completed so team resource order ownership will be in control of the hosting dispatch center.

Checklist for Official Orders

(See IMT Ordering considerations - Add to Special Needs as appropriate)

Step 4: Travel

- Document and relay "Mode of Travel" to dispatch centers (via checklist).
- Work/Rest ratios will be followed by individual IMT members and will be documented in team SOPs.
- **There will be no travel** before *"official finalized"* resource order is received at RMACC.
- Dispatch Centers will call RMACC to get verbal authorization to travel if the official team order has not been processed after one hour.
- Team members will notify home dispatch center of travel plans before leaving. This includes vehicle IDs, ETD, ETA, RON locations (RON = remain overnight) and cell phone #'s.
- Receiving unit is responsible for the return travel.

NIMO IMTs

(Refer to NMG chapter 20)

IMT Configuration

Guidelines for the configuration of the RMA Type 1 IMT and the Type 2 IMTs will follow direction specified in the NMG 20, with the following exceptions:

- RMA IMTs may substitute a Cost Unit Leader (COST) for a Compensation/Claims Unit Leader (COMP).
- RMA IMTs will carry fourteen (14) trainees (up to 9 team trainees and 5 Priority Trainees).

Units within the RMA will order teams by Type (1 or 2). A long team configuration for both Type 1 and Type 2 will be the standard response within RMA, unless the requesting unit specifically requests a short team.

IMTs dispatched outside the RMA will follow the configuration as stated in the NMG 20. The mobilization of additional positions at the time of dispatch will only be made with the authorization of the receiving Agency Administrator after consultation with the Incident Commander.

The Great Basin IMT configuration will be accepted within the RMA.

If a short IMT is mobilized, the remaining long IMT members (Type 1 & 2) will be kept on-call for a period of 24 hours. After 24 hours, these members will be made available for single resource assignments with IC approval.

Incident Management Team Roster Configuration

Short Team Configuration (20 positions + 6 trainees)	Long Team Configuration (44 positions + 14 trainees)
Incident Commander	Incident Commander
Deputy Incident Commander	Deputy Incident Commander
Safety Officer	Safety Officer (2)
Public Information Officer	Public Information Officer
Operations Section Chief (2)	Operations Section Chief (2)
Air Operations Branch Director	Air Operations Branch Director
Planning Section Chief	Planning Section Chief
Logistics Section Chief	Logistics Section Chief
Finance Section Chief	Finance Section Chief
Operations Branch Director or Division/Group Supervisor (2)	Operations Branch Director (2)
Geographic Information System Specialist	Liaison Officer
Computer Technical Specialist	Facilities Unit Leader
Discretionary Positions (6)	Supply Unit Leader
IMT Trainee Positions (6)	Food Unit Leader
	Communications Unit Leader
	Medical Unit Leader
	Ground Support Unit Leader
	Ordering Manager
	Communications Technician or Incident Communications Center Manager
	Resource Unit Leader
	Geographic Information System Specialist
	Computer Technical Specialist
	Situation Unit Leader
	Fire Behavior Analyst
	Division/Group Supervisor (2)
	Air Support Group Supervisor
	Cost Unit Leader
	Time Unit Leader
	Procurement Unit Leader
	Discretionary Positions (11)
	IMT Trainee Positions (9)
	GATR approved Priority Trainees (5)

Table 13: Incident Management Team Roster Configuration

Per NMG standard configuration there are thirty-three (**33)** positions identified on the Long Team configuration. Interagency IMTs may have a maximum of eleven (**11**) discretionary positions to be negotiated and approved by the Incident Commander and the Agency Administrator from the requesting unit.

RMA ICs may roster up to nine (**9**) trainee positions.

RMA Priority Trainee team positions

For assignments within the Rocky Mountain Area, the RMA IMTs (Type 1 & Type 2s) will roster up to nine (9) primary trainees selected through ICAP. At the time of mobilization, the RMA GATR will provide five (5) priority trainees for the IMT in coordination with the IC. In the event that the IC cannot fill their

allotted number of primary trainees, the GATR will fill the additional slots through the priority trainee program. If the GATR cannot fill their five (5) allotted priority trainees, the IC may fill more than nine (9) trainee positions for a total of fourteen (14) trainees. Additionally, the GATR will work with the IC at time of mobilization to assign a TNSP to assist with the RMA priority trainee program.

Within the RMA, and at the time of mobilization, the GATR, working with the IC, will have the authority to place priority trainee orders directly with the RMA incident dispatch center to support the mobilization of priority trainees. The IC gives the authority to the GATR.

For assignments outside of the Rocky Mountain Area, the RMA GATR will coordinate with the GATR of the geographic area hosting the incident where the RMA IMT is mobilizing to. Up to eight (8) Priority Trainees will be identified which may be a mix of priority trainees from the receiving geographic area and/or from the RMA. These priority trainee slots will be coordinated with the IC of the RMA IMT. Due to the increased number of priority trainees being assigned as part of the IMT roster, RMA IMTs will need to decrease their number of primary rostered trainees from nine (9) to six (6).

This equals fifty-eight (**58**) team positions total as identified in the NMG standard configuration.

RMA T1 IMT Exceptions

For assignments within the Rocky Basin, the RMA Type 1 IMT will roster three (3) additional non-negotiated positions in addition to the eleven (11) discretionary/negotiated positions.

This exception for the RMA T1 IMT equals a total of sixty-one (**61**) team positions for assignments within the Rocky Basin.

Type 1 IMT Substitutions

Type 1 IMTs will be considered unavailable for an assignment if either of the following occur:

- The primary IC and Deputy IC are unavailable,
- It is necessary to have more than two substitutes to fill C&G staff positions.

Substitution of IMT members during assigned availability periods will be made by the IC or designee based on availability. Every effort will be made to substitute any vacant IMT position from within the RMA. Generally, substitutes will be assigned for the entire remaining on-call period.

Type 2 IMT Substitutions

Type 2 IMTs will be considered unavailable for an assignment if both the primary IC and Deputy IC are unavailable.

Substitution of IMT members during assigned availability periods will be made by the IC or designee based on availability. Every effort will be made to substitute any vacant IMT position from within the RMA. Generally, substitutes will be assigned for the entire remaining on-call period.

National Area Command Teams, Configuration & Rotation Process

(Refer to NMG chapter 20 and the Area Command Complexity Analysis form)

Incident Support Teams

(Refer to NMG chapter 20)

Teams will be ordered using an Overhead Group request in ROSS and filled with a roster.

Buying Teams (BUYT)

(Refer to NMG chapter 20, the National Interagency Buying Team Guide, PMS 315, and Chapter 40 of the Interagency Incident Business Management Handbook (IIBMH), PMS 902.)

The RMA has established one National Interagency Buying Team. Configuration of the National team is outlined in the National Buying Team Guide. When activated, a BUYT will be assigned to and work for the Line Officer or designated Agency Representative of the host unit.

RMA BUYT members are attached to their team and are unavailable as individual overhead, unless the team stands down or the BUYL approves otherwise. Alternate BUYMs and trainees may go out as individual overhead if not rostered with a BUYT for that on-call period.

The teams will be requested as a team only through established dispatch channels, and not as miscellaneous overhead. If units need additional procurement assistance, orders may be placed for the specific required positions. The Administrative Officer of the host unit will provide those accommodations and services that are necessary for the unit to function. National BUYTs will comply with the National Buying Team Guide and IIBMH Ch. 40. Geographic Area and ad hoc BUYTs will comply with the RMA Buying Team Guide and guidance found in the IIBMH Ch. 40 Regional Supplement.

BUYT status and the ROSS rosters will be maintained by the BUYT Coordinator at RMC

National BUYTs are on a year-round rotation. Should the BUYL become unavailable for any reason, the Deputy BUYL will assume leadership of the team. If the BUYL and Deputy BUYL are both unavailable, the team will be made unavailable. A team may still be available with no deputy rostered. If a team stands down, the remaining members may be available for single resource assignment.

BUYT Priority Trainees

In order to provide the best opportunities for BUYT trainees, all BUYM/BUYL trainees are required to enroll in the RMA Priority Trainee Program. The RMA BUYT uses the RMA Priority Trainee Program to prioritize and roster BUYM and BUYL trainees for each on-call period. Trainees are ranked according to multiple criteria including purchase authority.

BUYT Substitution Procedures

Roster vacancies or substitutions on the RMA BUYT should be filled from the BUYT Alternate list. It is the responsibility of the BUYL and/or BUYT Coordinator to provide substitutions and an updated roster to RMACC. Substitutes will be assigned to the BUYT for that on-call period. In the event that a BUYL is unavailable and an alternate leader is not available to substitute, the BUYT will stand down until a BUYL becomes available.

Every effort will be made to substitute with BUYT personnel from within the RMA. In the event sufficient resources are not available within the RMA to fill all team positions, the resources may come from other areas. Team assignments from the alternate and trainee lists are for that on-call period only. Substitutes

must be rostered prior to mobilization. At the time of mobilization, vacant positions will be filled through normal dispatch channels.

Procedures for Notification of BUYT On-Call Status

The BUYL and BUYT Coordinator will ensure that RMACC has a current roster prior to the on-call period. BUYMs are responsible for knowing the on-call schedule and being available, and for informing their BUYL and local dispatch of changes to availability status during on-call periods.

Procedures for Mobilizing a Buying Team

All orders for BUYTs will follow standard dispatch channels. When a BUYT is requested, the order will be placed with RMACC. Mobilization information will be processed through established ordering channels. All ROSS resource orders for BUYTs must include "National" or "Geographic Area" in Special Needs.

During periods of high fire activity, incident agencies are encouraged to share BUYTs with neighboring units. The BUYT Coordinator and the RMACC Center Manager/COD will encourage service to multiple incidents with one team wherever practical. BUYTs can be supplemented with additional support personnel to ensure the needs of all incidents are being met.

BUYT Reassignment/Demobilization

Normal demobilization procedures for BUYTs will involve demobilizing the entire BUYT at the same time. In certain circumstances, a unit can request continued assistance from individual team members after the team departs and upon approval of the BUYL. If this occurs, an assignment extension request may be needed. (Refer to NMG/RMG 80.) Reassignments of BUYTs will occur as needed.

BUYT performance evaluations will be requested from the agency administrator for all incidents within their jurisdiction. Performance evaluation forms or narratives shall be completed and forwarded to the RMACC Center Manager and BUYT Coordinator.

Roles and Responsibilities for BUYT Coordination and Mobilization

- **GACC**: RMACC will maintain the status of RMA BUYTs.
- **Unit Dispatch Centers**: Responsible for statusing and mobilizing BUYLs and/or BUYMs from their dispatch area.
- **BUYLs**: Responsible for their BUYT. Assure availability of BUYMs and provide substitutes and an updated roster to RMACC for each on-call period.
- **Team Members**: Responsible to know the on-call schedule and be available during the on-call period. Provide sufficient notice to their BUYL and dispatch center of unavailability prior to each on-call period.
- **BUYT Coordinator**: Responsible for overall coordination and roster assignments for trainees and substitutions.

National Interagency Buying Team Configuration & Rotation Process

(Refer to NMG chapter 20)

RMA BUYT Rotation

The on-call week runs from 0001 hours (MT) on Wednesday to 2400 hours (MT) on the following Tuesday.

RMA BUYT Coordinator

Brooke Malcolm
RMACC Business Manager
Lakewood, CO
Office: 303-445-4306
Fax: 888-850-2925
brooke_malcolm@fws.gov

Review, Audit, Process Teams (RAP), Configuration & Schedule Process

(Refer to NMG chapter 20)

The NPS Administrative Payment Teams have now transitioned to NPS RAP (Review, Audit, Process) Teams. There are three RAP Teams that can either be ordered as a virtual team or mobilized to an incident to process DOI suppression invoices. If ordered as a virtual team, invoice packages can be sent via overnight mail to the team leader's home unit or emailed to the team leader for auditing and processing. Once the incident invoices are audited and processed, the RAP Teams will input invoices directly into FBMS. This will ensure that incident vendors will receive prompt payment.

Requests for RAP Teams will be placed through established ordering channels using an Overhead Group Request.

The Rocky Mountain Area hosts 1 RAP team.

RMA RAP Team Leader

Jamie Rinehart (CO-RMP)
Rocky Mountain National Park
Estes Park, CO
Office: 970-586-1269
Jamie_rinehart@nps.gov

Burned Area Emergency Response Teams (BAER)

(Refer to NMG chapter 20)

DOI National Interagency BAER Team Configuration & Mobilization Process

(Refer to NMG chapter 20)

National Fire Prevention Education Teams (NFPETs)

(Refer to NMG chapter 20)

Requests for National Fire Prevention and Education Teams will be placed through established ordering channels using an Overhead Group Request.

NFPET Configuration (NFPETs)

(Refer to NMG chapter 20)

RMA NFPET Coordinator
Carmen Thomason
Work: (307) 775-6020
Cell: (307) 331-3103
cthomaso@blm.gov

RMA NFPET Alternate Coordinator
Sheryl Page
Office: 719-553-1638
Cell: 303-809-9860
slpage@fs.fed.us

NFPET Schedule Process
(Refer to NMG chapter 20)

Wildland Fire and Aviation Safety Teams (FAST)

(Refer to NMG chapter 20)
In addition to the guidance found in the NMG, here are RMA ordering considerations:
Cell phones/laptops with wireless/air card/internet capability will be required, and should be reflected on the resource order in special needs.

FAST Configuration & Mobilization Process
(Refer to NMG chapter 20)

Aviation Safety Assistance Teams (ASAT)

(Refer to NMG chapter 20)
The agency or group ordering a national or specialized team will initiate through RMC to ensure coordination and communication with all partnering agencies.

ASAT Configuration & Mobilization Process
(Refer to NMG chapter 20)

Serious Accident Investigation Teams (SAIT)

(Refer to NMG chapter 20)

SAIT Team Configuration & Mobilization Process
(Refer to NMG chapter 20)

Critical Incident Stress Management (CISM)

A critical incident is any unexpected, traumatic event that affects an individual's feelings of personal safety, their ability to perform daily activities, and their ability to concentrate on their normal job duties. Simply put, a critical incident is a traumatic event (or perceived life-threatening event) that has sufficient power to overwhelm an individual's ability to cope. A critical incident is not defined by the incident itself; it is defined by individuals and/or an organization's reaction to what occurred.

The decision to order Critical Incident Stress Management (CISM) should be made carefully and should be based on recognition of need, not strictly the occurrence of an event. What is appropriate will depend on the nature, severity and duration of the event; the number, skills, and cohesiveness of those involved; level of operational engagement, and the severity of their physical and emotional symptoms. The Agency Administrator or their designee should contact the Rocky Mountain Area Coordination Center who will provide contact information for the CISM Coordinator to discuss the need for crisis intervention and determine the appropriate response strategy.

One of the most effective intervention strategies to deliver CISM is through Critical Incident Peer Support (CIPS). CIPS is about peers, or "people of mutual respect" helping each other. In wildland fire, it is the shared culture and experiences which form the foundation of peer support. A Critical Incident Peer Support Group consists of a group leader, peer supporters trained in critical incident stress response processes, and a licensed mental health professional

Ordering Critical Incident Peer Support Groups (CIPS)

Critical Incident Peer Support Groups (CIPS) are mobilized through the normal dispatch channels. Requests for CISM services are made to the Rocky Mountain Area Coordination Center. RMACC will create the incident and associated requests in ROSS. The CISM Coordinator will provide the names of the CIPS Group Members and the order will be filled via roster. CISM personnel are ordered as THSP Technical Specialist and not CISD or other mnemonics related to CISM.

Timeline – CISM intervention (peer support) generally starts no sooner than 48-72 hours after an incident. Crisis intervention is not an emergency however assistance should be ordered as soon as possible. It is important to allow time for affected individuals to disengage operationally, and re-connect with family or friends. Once this occurs individuals are typically emotionally ready to benefit from peer support. CIPS Groups are mobile and available to travel to the affected individuals or group's home unit. This allows personnel to return home prior to receiving services rather than being held at the incident location or remain operationally engaged until CIPS personnel arrive.

Mental Health Professional Acquisition

A key component of CISM is trauma trained clinicians who utilize the International Critical Incident Stress Management (ICISF) model for crisis intervention. Since these specialists reside in the private sector only, the Forest Service and the Bureau of Land Management- have an established contract for mental health professionals. If the services for a mental health professional exceed the $2500 micro-purchase limit the national contract must be utilized. Mental health professionals whose services are less than $2500 may be acquired directly from the vendor. The BLM and Forest Service National CISM Coordinators will facilitate all requests for services from the national contract specific to their agency. The BLM National CISM Coordinator will assist the other DOI wildland fire agencies who wish to make a request for mental health professional services through the BLM's acquisition authority for the contract. RMACC and/or the RMA Agency CISM Coordinators can help to facilitate the process.

For more information refer the National Interagency CISM Peer Support website

RMA Mobilization Guide

Chapter 30

Crews

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Chapter 30 - Crews

Crews

(Refer to NMG chapter 30 for more information. Also refer to the Rocky Mountain Area Native American Crew Plan.)

For current RMA crew status, please refer to the RMA Crew Status Report on the RMACC crew web page.

Crews will be ordered by a standard type. Three suppression crew types exist for national or interagency assignments. They are: Type 1, Type 2 with IA (initial attack capability) and Type 2. In addition, camp crews can be ordered for a variety of support situations (i.e. camp crew for an incident camp, a support crew for a cache assignment, etc.).

RMACC will endeavor to rotate crew fire assignments to maintain currency in crew forces.

Crews traveling by air (commercial or contract) should be prepared to ship their chainsaws or tools by alternative methods if authorized by the incident, or ensure that they are being ordered for them.

Type 2 and Type 2 IA crews ordered through NICC do not come with chainsaws or hand tools when transported by air. If chainsaws and hand tools are needed the incident dispatch center should order these supply items direct from the incident cache system.

All crew personnel mobilized and demobilized outside the local unit through NICC will be identified on a crew manifest form.

Ordering Considerations for Crews

(Should be noted in Special Needs)

- Transportation needs (does it need to stay with the crew?)
- With tools
- Double lunched
- Adequate water
- Self-sufficient/purchasing authority
- Break down capable
- Justification for T1 crew, values at risk

Interagency Resource Representative (IARR)

(Refer to NMG chapter 30)

When four or more crews are mobilized out of the area, an Interagency Resource Representative (IARR) may be ordered by RMACC.

Minimum Crew Standards for National Mobilization

(Refer to NMG chapter 30 and Chapter 13 of the Interagency Standards for Fire and Fire Aviation Operations.)

Prior to assignment, it is the responsibility of the host/home unit to ensure that Type 2IA & Type 2 crews meet the minimum crew standards as outlined in the Interagency Standards for Fire and Fire Aviation Operations Chapter 13.

RMA Crew Status Report

RMACC will update the RMA Crew Status Report using best available information (RMA dispatch center, ROSS status, IHC crew superintendent, etc.). Each individual crew will notify their host dispatch center who will then notify RMACC when crew is available for assignments. Crews, incident/host dispatch, or sending dispatch should notify RMACC with any changes to current dispatch/location, first workday, estimated last workday or any other crew status changes (i.e., change from Type 1 to Type 2IA qualification).

Type 1 Interagency Hotshot Crews (IHC)

(Refer to NMG chapter 30)

The RMA has an out-of-area rotation guideline for RMA Type 1 crews.

Type 1 crews will be notified if they are being held within the RMA due to drawdown levels and/or if due to decisions made by the RMACC Center Manager, the RMCG Duty Officer, the RMA Tactical Group/FOO, the RMA MAC and/or NICC impacting crew movements. The procedures in the Standards for Interagency Hotshot Crew Operations in regards to crew training will be utilized.

RMA Type 1 (IHC) Crews

CREW NAME	UNIT	DISP	LOCATION	START	END
Alpine IHC (Off Sat-Sun)	RMP	FTC	Estes Park, CO	4/16	10/15
Craig IHC (Off Sun - Mon)	CRD	CRC	Craig, CO	4/30	9/29
Pike IHC (Off Fri - Sat)	PSF	PBC	Monument, CO	4/15	10/15
Roosevelt IHC (Off Fri - Sat)	ARF	FTC	Ft. Collins, CO	4/30	10/13
San Juan IHC (Off Fri - Sat)	SJF	DRC	Durango, CO	5/6	9/29
Tatanka IHC (Off Sat-Sun)	BKF	GPC	Custer, SD	4/30	9/29
Wyoming IHC (Off Mon - Tue)	BHF	CDC	Greybull, WY	5/14	9/29

Table 14: RMA Type 1 (IHC) Crews

RMA Type 2 IA and Type 2 Crews

(Refer to NMG chapter 30)

The Rocky Mountain Area and RMA dispatch zones mobilizes Type 2 Initial Attack or Type 2 crews for local, within the RMA and/or national incidents based on availability.

- Three Juniper Valley Type 2 Crews are sponsored by the Colorado State Department of Corrections sponsors. They can respond anywhere in the RMA and adjacent geographic areas if within 1 day's drive of the state of Colorado. They can be self-sufficient if necessary but work best in a fire camp situation. When two of the three have been assigned, the availability of the third will be negotiated. Note: If the Juniper Valley – Rifle crew is being deployed as a suppression module, they should be ordered in ROSS as Overhead, Module, Suppression.

- Smokebuster Type 2 crews are sponsored by The Wyoming State Department of Corrections and can only be used in WY and the Black Hills area of South Dakota.

RMA Camp Crews

A camp crew will normally consist of 10 people (crew leader plus nine) and will be dispatched with minimum supplies. There are no designated squad bosses on camp crews.

Ordering Considerations for Camp Crews which should be noted in Special Needs:

- Transportation needs
- Double lunched
- Adequate water
- May need to be subsisted while in travel status.

Camp crews may be available from the following RMA dispatch centers:

- Colorado
  - Montrose Interagency Dispatch Center (MTC)
- Kansas
  - Pueblo Interagency Dispatch Center (PBC)
- Nebraska & South Dakota
  - Great Plains Interagency Dispatch Center (GPC)
- Wyoming
  - Cody Interagency Dispatch Center (CDC)

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RMA Mobilization Guide

Chapter 40

Equipment and Supplies

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Chapter 40 - Equipment and Supplies

The Rocky Mountain Area Interagency Coordination Center (RMACC) and the Rocky Mountain Interagency Support Cache (RMK) are responsible for coordinating movement of equipment and supplies within the Rocky Mountain Area (RMA).

RMK is located at the Denver Federal Center in Lakewood, CO. A valid picture ID is needed to enter. If entry is after hours, you will need to provide RMK with the truck and driver information in order to be cleared through security ahead of time. Refer to the RMK website for more information.

RMA local units should maintain a local cache independent of the national cache system. The local cache should consist of an inventory of equipment and supplies available for the unit's firefighting personnel.

Equipment/Supplies Mobilization

(Refer to NMG chapter 40)

Requests for equipment and supplies will be ordered in two specific categories: "E" for equipment and "S" for supplies.

For initial response, dispatchers will follow the "closest forces" concept and utilize locally available resources. When local resources are not available, orders should be placed to neighboring dispatch centers, RMACC or RMK. For NFES supplies, this could include using national caches in other geographic areas that may provide more efficient logistics in supporting RMA incidents. Coordinate with RMK prior to placing requests to other geographic area incident support caches.

Contracted resources awarded under a competitive solicitation process shall be mobilized using established dispatch priority lists (DPLs) within their local dispatch area before Emergency Equipment Rental Agreements (EERA) are issued. All requests for contracted equipment shall be ordered through the host dispatch centers identified in the agreement and using established dispatch ordering channels. Dispatchers shall not hold contracted resources in reserve as a contingency force in a non-pay status when that resource is available.

Examples of Equipment resources

- National Contract Mobile Food Services (caterers)
- National Contract Mobile Shower facilities
- Rolling stock – engines, water tenders, dozers, etc.
- Fire helitorches, probeyes, etc.

Examples of Supply resources

Supplies are identified as materials or goods not defined in any other resource category or service category.

- Tele-communication items (National Incident Radio Support Cache (NIRSC) systems or kits)
- Incident Remote Automatic Weather Station (IRAWS)
- All National Fire Equipment System (NFES) items
- Mobile cache vans
- Smoke monitoring kits
- Local purchases

Supply Ordering Procedures

All supply orders should be ordered on a resource order form. All supply orders for NFES items (other than national NFES items listed below) that are ordered through dispatch channels must be processed via ROSS direct to RMK and followed by a confirmation telephone call.

A default FireCode shall be set up in the incident screen in ROSS.

If NFES supply items are going to be picked up at RMK, select the "Will Pick Up at Cache" button from the New Request screen in ROSS. Complete the required information.

If items are to be shipped, refer to the following shipping information.

Shipping Information in ROSS:

The following information should be entered into the New Request Screen in ROSS:

- **Shipping Address**: Street address including zip code.
  - Caution: Don't use the shipping instructions field. ICBS related.
- **Contact information** for person(s) picking up the NFES item(s). (Name and number)
- Any special requirements (Hold and call, pick-up at XYZ air freight, local office closes at 1800, security needs to be notified, locked gate, etc.)
- If critical info is put in Special Needs you must contact RMK by phone to alert them. They don't automatically see that field.

Use the NFES Resource order print option for NFES supply items to view the resource order request.

Place orders for these items with RMACC using NFES #'s	Place orders for these items direct with RMK	Dispatch places locally or with Buying Team
Radios Kits	NFES Supplies	Non-NFES Items
Mobile Cache Vans	Smoke Monitoring Kits	
IRAWS		

Table 15: Ordering processes for supply items

Dispatch centers, expanded dispatch and incident management teams (IMTs) will place all supply orders for NFES catalog items with RMK (or a closer interagency support cache) with the exception of national NFES resources listed in first column above which should be placed to RMACC.

Dispatch centers will process supply orders via ROSS for Type 1 & 2 IMT fires from the onset until the IMT assumes management of the incident.

When assigned, delegated and authorized, Type 1 and 2 IMTs may place supply orders directly to RMK. When supply orders are processed outside of ROSS they must be assigned/given a block of S-numbers starting with S-100,000 and ending with S-199,999 to be compatible with the Interagency Cache Business System (ICBS).

Type 1 and 2 IMTs will deal directly with RMK for supply orders for NFES cache items needed to support the incident.

Dispatch centers will process supply orders from Type 3, 4 & 5 incidents and fill what they can locally, then place the remaining items with RMK via ROSS.

RMK cannot accept cache requests from a source other than RMACC, RMA or other external dispatch centers, expanded dispatch organizations, Type 1 & 2 IMTs or other national caches.

If RMK is unable to fill a request, RMK may coordinate the order directly with the closest national cache, which can fill the order in a timely manner. Shipping status information transfer to the ordering unit is the responsibility of RMK.

IMT supply requests for non-NFES items (items not listed in the NFES catalog) will be directed to the incident dispatch or to the buying team, if one is in place.

National Interagency Support Cache Ordering Procedures

(Refer to NMG chapter 40)

NFES Items in Short Supply

(Refer to NMG chapter 40)

Replenishment of Supplies

Field Office Replenishment during Fire Season

(Refer to NMG chapter 40)

If a unit uses their local cache on an incident, it shall be permissible to reorder from RMK to restock the local cache.

If a restock supply order is being submitted by a local cache at the same time orders are being processed by an IMT, two separate orders should be submitted specifying each delivery point or location. The orders may be combined by RMK for cost savings and efficiency on a single vehicle for delivery; however delivery will be made to the separate locations.

When tools are ordered with the intent of replacing tools used on an incident, the used tools shall be shipped to RMK to be refurbished. All costs incurred shall be charged directly to the incident. This method should help local units maintain a current up-to-date stock and assist with adequate turnover.

National cache items shall not be sent as replacement and/or restock, except where like quantities are returned from the incident. No accountable cache items will be sent for restock against an incident order.

Field Office Replenishment Outside of Fire Season

(Refer to NMG chapter 40)

Incident Replacement of NFES Items

(Refer to the NFES catalog, the NFES web page and to NMG chapter 40)

Replacement orders must be processed within 30 days of control of the incident. Incident replacement orders must be placed one per incident.

Prior to release from an incident, personnel may request replacement of equipment and supplies that were consumed, lost, damaged or rendered unserviceable on the incident. The IMT or other approved incident personnel may authorize replacement of items at the incident if available, or by approving and using an incident replacement requisition form (OF-315/NFES 001300) for replacement of NFES items by the incident's servicing cache. Should the replacement of the approved items not be feasible prior to demobilization of the requesting resource, the incident's servicing cache will forward the request to the resource's servicing cache. Caches may only process requests for NFES items. Requests for non-NFES items should be requested on a separate approved incident replacement requisition to be processed by the home unit.

Responsibilities: The leader of the resource dispatched to each incident is responsible for ensuring their replacement requests are documented on the incident replacement requisition form.

Please refer to the current NWCG Standards for Interagency Incident Business Management Chapter 30 for procedures dealing with replacement of non-NFES supplies and equipment.

Incident Replacement: Type 1 and Type 2 Incidents

The incident supply unit leader (SPUL) will be responsible for handling incident replacement requisitions when a Type 1 or Type 2 IMT is assigned. The SPUL approves replacement requests based on engine accountability sheets or other equipment inventory documents approved by the requesting resource's home unit. The use of the incident replacement requisition form (OF-315/NFES 001300) is required.

If equipment and supplies are available at the incident for replacement, the request is filled at the incident supply unit.

If equipment and supplies are unavailable at the incident for replacement, AND the requesting resource is not being immediately demobilized, the supply unit will place a resource order for needed items through appropriate channels to the servicing fire cache. The order will be shipped to the incident and replacement will take place at the supply unit.

If equipment and supplies are unavailable at the incident for replacement, AND the requesting resource is being demobilized, an incident replacement requisition will be completed by the supply unit and forwarded to the incident servicing cache. The servicing cache will then determine if the order should be forwarded on to the requesting resources geographic area cache for delivery.

Authorized approvals and signatures MUST be included on the requisition. For Type 1 and 2 incidents, these approvals are limited to: incident supply unit leader (SPUL), logistics section chief (LSC), support branch director (SUBD), incident commander or agency administrator or representative.

The SPUL is responsible for approving the form and for providing an "S" request and NFES number for each item ordered. When the expanded dispatch issues the request numbers, they will be responsible for providing "S" request numbers.

Incident Replacement: Type 3, Type 4 and Type 5 Incidents

The hosting unit agency administrator or representative, such as the fire management officer (FMO), will be responsible for handling incident replacement requisitions on Type 3, 4, and 5 incidents. The agency administrator or designated representative approves replacement requests based on engine

accountability sheets or other fire equipment inventory documents approved by the requesting resource's home unit.

If equipment and supplies are available at the incident for replacement, the request is filled at the incident host unit.

If equipment and supplies are unavailable at the incident for replacement, AND the requesting resource is not being immediately demobilized, the hosting unit will place a resource order for needed items through appropriate dispatch channels to be inputted into the ROSS/ICBS interface to the servicing fire cache. The order will be shipped to the incident and replacement will take place at the host unit.

If equipment and supplies are unavailable at the incident for replacement, AND the requesting resource is being demobilized, an Incident Replacement Requisition will be completed by the host unit and forwarded to the local dispatch unit for input into the ROSS/ICBS interface and sent to the servicing cache. The servicing cache will then forward to the requesting resources geographic area cache if applicable.

Type 3, 4 and 5 incident approvals are limited to the agency administrator or representative (i.e. FMO).

Incident Replacement – All Types

Replacement orders must be processed within 30 days of control of the incident.

The incident's serving cache may forward completed requisitions to the requesting unit's geographic area cache for processing.

If RMK is unable to fill the request (i.e. does not stock item), the RMK will forward the request to the closest cache that does stock the item for processing.

Incident replacement requisition and resource order request will provide replacement authorization and can be submitted to RMK via ROSS along with an incident replacement requisition form (OF-315/NFES 001300). Notification should be made to RMK by phone regarding this replacement request.

Incident to Incident Transfer of Equipment and Supplies

(Refer to NMG chapter 40)

National Incident Radio Support Caches (NIRSC)

(Refer to NMG chapter 40 and the NIRSC website)

For information on starter systems, refer to the National Incident Radio Support Cache User's Guide, or the NWCG NFES catalog Part 1, NFES 000362.

RMACC will preposition at RMK up to four (4) NIRSC starter systems (NFES 004390).

RMACC will order the prepositioned starter system(s) on the annual Radio Kit Staging/Preposition Supply resource order. When the NFES 004390 is assigned to an incident, RMACC will order a replacement starter system(s). The NIRSC CDO must be contacted at 208-387-5644 when an order for a Starter System is received for an incident. The CDO will identify which prepositioned Starter System will be assigned to the incident.

All requests for prepositioning NFES 004390 systems will be ordered under one suppression code. This charge code will also be used for backfill requests once a prepositioned system is assigned. This code is to be only used for the prepositioning of NFES 004390 systems.

A replacement starter system may be requested after commitment of a prepositioned starter system. Replacement starter systems may not be filled where congestion of spectrum is an issue. In these instances, special frequency starter systems will be built at NIRSC on an as needed basis and shipped to the incident.

A communications unit leader (COML) will be required for all incident assignments of this system.

All NFES 4000 Series Radio Kits are ordered as *Supply*. All radio supply orders are sent direct to RMACC.

All radio kit resource orders require *"Bill-To"* information entered into the special needs area on the ROSS new request screen. When possible, the names and contact information of the pertinent parties should also be included.

The following information should be entered into the ROSS new request screen:

- **Shipping Address**: Street address including zip code (DO NOT fill-in Shipping Instructions box.)
- Contact information for person(s) picking up the NFES item(s). (Name and number)
- Any special requirements (Hold and call, pick-up at XYZ air freight, local office closes at 1800, Security needs to be notified, locked gate, etc.)

A default FireCode must be set up in the ROSS incident screen.

Radio Mobilization

(Refer to NMG chapter 40)

The NIRSC radio systems will generally be shipped via charter or commercial air if being shipped directly from NIRSC.

Radio Demobilization

(Refer to NMG chapter 40)

The NIRSC radio systems will normally be released/demobilized back to NIRSC/Boise directly from an incident. Hosting dispatch centers shall coordinate with RMK/RMACC on the release and required transportation.

Incident Remote Automatic Weather Stations (IRAWS, NFES 005869)

(Refer to NMG chapter 40)

Mobile Cache Support Vans

RMK Specific (NFES 008602)

There are nine (9) mobile cache vans available in the RMA for use on RMA incidents. An equipment resource order will be processed for the initial tractor transport of the cache van to prepositioned locations.

Cache vans belong to RMK when located either at RMK or at preposition locations and all cache van contents are considered part of the RMK inventory. All cache vans will be refurbished at RMK or by qualified fire cache personnel at the pre-position locations to ensure cache vans are ready and contents meet NFES and RMA standards.

The RMK cache manager is responsible for annual site inspections to ensure cache vans are ready and contents meet NFES and RMA standards.

Should an incident need a mobile cache van, the order is placed on a ROSS supply order and sent to the RMACC, who will coordinate with the RMK to fill the order.

An equipment order will be processed for a truck to transport the van to the incident or back to RMK. It will be coordinated with RMK by RMACC and the hosting dispatch.

Costs for transport, unscheduled maintenance, or abnormal wear of cache vans will be charged to the benefiting incident. Annual preventative maintenance will be charged and prorated to a pre-designated account to spread the costs equally against all activities. Preventative maintenance may include complete inspections, lubrication, and parts replacement on an as needed basis.

The incident benefiting from the cache van will be responsible for charges of the cache van to the incident, driver standby, and return travel to RMK.

Arrangements and cost of transportation of cache vans and supplies back to RMK are the responsibility of the receiving incident.

Prior to making local transportation arrangements for return of a cache van to RMK, please contact RMK/RMACC to see if a tractor is already in the general area delivering a van or if other cache vehicles are in the area that could possibly be available to carry a return load.

Cache vans will be emptied immediately at the incident and returned to RMK for restock in preparation for the next incident, unless negotiated and approved with RMK/RMACC.

When determining date and time needed, ensure that appropriate lead time is allowed to have team personnel or an agency representative in place at the delivery point to unload and sign for the contents.

Ordering Considerations for the RMK Mobile Cache Support Vans

(Should only be noted in Special Needs)

- Transportation: A support equipment order may be required.

Order needs to be placed with RMACC.

Type 3 incidents may be issued a mobile cache support van if the appropriate qualified logistical personnel are assigned to the incident and it is coordinated with RMK and RMACC.

Mobile Cache Support Van (RMK Specific) Locations

RMK has nine mobile cache vans available for use in the RMA. Six of them will be pre-positioned at the following locations:

Dispatch Center	Location	City and State
GPC	Black Hills National Forest	Custer, SD
CDC	Wind River Agency	Ft. Washakie, WY
GJC	Grand Junction Air Center	Grand Junction, CO
DRC	Los Pinos FPD	Ignacio, CO
CPC	Wyoming High Plains (BLM)	Casper, WY
PBC	Pueblo Airport	Pueblo, CO

Table 16: Mobile Cache Support Van (RMK Specific) Locations

Van contents should be listed in the NFES Catalog under NFES 008602. For further information refer to the RMK web site for a complete packing list for the 008602 (RMK specific) cache van, which also includes the NFES 002069 items.

National Incident Smoke Monitor Support Cache (NISMSC)

RMK hosts the National Incident Smoke Monitor Support Cache (NISMSC). NISMSC contains smoke particulate monitoring kits (NFES 005840 – E-Samplers and NFES 005841 – EBAMs). These kits are available for deployment to wildfire and prescribed burn incidents. The National Smoke Monitor Coordinator (720-347-5565) should be contacted prior to ordering a NFES 005841 – EBAM smoke monitoring kit.

Smoke monitoring kits are ordered using a NFES Supply Request. Requests should be placed directly to RMK and NOT placed to up to a GACC or NICC. Contact RMK at 303-202-4940 to confirm that the smoke monitoring kit request was received successfully.

A physical shipping address which includes a street name and number, city, state, and zip code is required. A receiving incident phone number should be included on the resource order. A valid US Forest Service charge (job) code must be provided.

Subject to kit availability, weekday orders processed by 1400 MT will be shipped that afternoon Next Day Air. If a weekend delivery is requested, make certain that UPS delivers to that location on the weekend. Weekend orders processed prior to 1100 MT on Saturday can be expected to arrive on Monday, while anything afterwards may not be received until Tuesday. In certain circumstances, arrangements can be made for expedited shipping after these general cut-off times. Contact RMK at 303-202-4940 if this is necessary.

All smoke monitoring kits should be returned immediately to RMK after each assignment for rehabilitation. Smoke monitoring kits should not be reassigned unless pre-approved by the National Smoke Monitor Coordinator (720-347-5565).

The incident or unit charged with custody of the smoke monitor kit is responsible for a complete inventory of that equipment upon return from the incident. NISMSC kits should be packed properly in their shipping cases and returned promptly to RMK. Do not stockpile kits. Incidents are responsible for ensuring all smoke monitor kits are returned or accounted for on a Property Loss Statement.

Return Shipping Address:

Rocky Mountain Interagency Support Cache
Denver Federal Center, BLDG 810, Door N27
Lakewood, CO 80225
303-202-4940

For a complete list of kit components, refer to the NWCG National Fire Equipment and Supplies Catalog, Part 1, NFES 000362. For technical support contact information and program history, refer to the Wildland Fire Air Quality Response Program.

Equipment Ordering Procedures

Equipment orders will be processed via ROSS as available through normal dispatch channels.

Engines

Engine Staffing

RMA engines ordered for incidents within the RMA will be staffed with a minimum of three personnel. Engines responding to their respective jurisdictions within the RMA may be staffed to their agency/local minimum standards. Document the names of the engine staff if the engine is not rostered in ROSS. (Per the ISROG, all agency engines will be rostered.)

Although national standard staffing for most engines is two personnel, all engine orders shall specify staffing deemed appropriate to ensure firefighter safety. In most instances, it will be necessary to specify 3 personnel on Type 4-7 engines to ensure that principles of Lookouts, Communication, Escape Routes and Safety Zones (LCES) are met.

When ordering engines, RMA dispatch centers must specify on the resource order the staffing requested. Engine orders without staffing specification will have the staffing requirement clarified with the ordering entity prior to processing the resource order.

Any deviations from these staffing standards will require approval and documentation and should be requested/identified in the special needs block of the resource order.

Ordering Considerations for Engines which should only be noted in Special Needs

- All Wheel Drive (includes four wheel drive)
- Foam proportioner
- Additional personnel/chase rig needed and/or approved

Strike Teams: Engines

Only orders for single engines will be processed through dispatch channels. Strike teams and task forces will be formed at the local level. When strike teams are ordered, the local dispatch office will be responsible for assigning individual "E" request numbers to each of the five engines making up the team. Dispatch will verify if a strike team leader (STEN) is needed. If a STEN is needed, dispatch will assign a “E” and a separate “O” request number.

Engine Type Matrix

Engine Type							
	Structure Engines		Wildland Engines				
Requirements	**1**	**2**	**3**	**4**	**5**	**6**	**7**
Tank Minimum Capacity (gallons)	300	300	500	750	400	150	50
Pump Minimum Flow (gpm)	1,000	500	150	50	50	50	10
@ rated pressure (psi)	150	150	250	100	100	100	100
Hose (feet)							
2 ½ inch	1,200	1,000	-	-	-	-	-
1 ½ inch	500	500	1,000	300	300	300	-
1 inch	-	-	500	300	300	300	200
Ladder per NFPA 1901	Yes	Yes	-	-	-	-	-
Master Stream 500 gpm min.	Yes	-	-	-	-	-	-
Pump and Roll	-	-	Yes	Yes	Yes	Yes	Yes
Maximum GVWR (lbs)	-	-	-	-	26,000	19,500	14,000
NWCG Personnel (minimum)	4	3	3	2	2	2	2
RMA Personnel (minimum)	4	3	3	3*	3*	3*	3*

Table 17: Engine Type Matrix

*RMA engines not meeting the minimum personnel standard for orders within the RMA must receive prior approval from the receiving unit. This includes agencies that are sending Hummer brand Type 6 engines which only hold only 2 individuals and may require a chase vehicle to be sent to meet the 3 personnel minimum.

Water Tender Staffing

Water tenders shall be ordered with staffing appropriate to task assigned. Staffing for support purposes such as engine refill or dust abatement should be single operator. Water tenders used for tactical purposes where water delivery will be directly to suppression such as hose lays, live reels, or spray bars should be staffed with two personnel. Staffing needs shall be stated on the resource order at the time of order.

Personnel shall meet the qualification requirements of NIMS Wildland Fire Qualification System Guide PMS 310-1.

Ordering Considerations for Water Tenders

(Should only be noted in Special Needs)

- All-wheel drive (includes four wheel drive)
- High pressure pump (250 psi at one half flow of type)
- Foam proportioner
- Compressed air foam system (CAFS) with minimum 40 cfm compressor
- Additional personnel, or if personnel must be line qualified
- Gel-capable

All types shall meet federal, state, and agency requirements for motor vehicle safety standards, including all gross vehicle weight ratings when fully loaded.

Type 3 engines and tactical water tenders shall be equipped with a foam proportioner system.
All water tenders and engine Types 3 through 6 shall be able to prime and pump water from a 10 foot lift.

Water Tender Types Matrix

	Water Tender Types				
	Support			Tactical	
Requirements	**S1**	**S2**	**S3**	**T1**	**T2**
Tank Capacity (gallons)	4,000	2,500	1,000	2,000	1,000
Pump Minimum Flow (gpm)	300	200	200	250	250
@ rated pressure (psi)	50	50	50	150	150
Max Refill time (minutes)	30	20	15	-	-
Pump and Roll	-	-	-	Yes	Yes
Personnel (minimum)	1*	1*	1*	2*	2*

Table 18: Water Tender Types Matrix

*Contract water tenders will be staffed according to contract specifications.

Potable Water Tender

Potable water tenders are available from contractors, state forestry divisions, National Guard units, and military units.

Temporary Airtanker Base Equipment – Portable and Mobile

There are two type of retardant mixing and loading equipment, Portable and Mobile.

- Portable Airtanker Base (PAB): currently refers to operations, standby facilities and retardant mixing equipment that can be transported to a location and set up. Currently there are two maintained in USFS, Region 8 as well as others that may be available within local areas.
- Mobile Retardant Base (MRB): currently refers to a portable retardant mixing plant available through the national retardant contract.

Neither term is descriptive of an airtanker base. These terms are only descriptive of the types of equipment and facilities that may be in use at a temporary airtanker base. A base is not identified by the method that equipment and facilities are procured or obtained.

Portable or mobile retardant bases may be ordered directly by the local dispatch center under the provisions in the contract. They can be ordered in ROSS as Aircraft, Service-Aviation, Service-Mobile Retardant Base, or Equipment, Miscellaneous, Retardant Plant-Portable. If the order goes through RMACC, please order as Equipment.

RMA Portable Retardant Bases

Agency/Unit	Location
Wind River/Bighorn Basin District *	Riverton, WY

*This BLM Portable Retardant Trailer can be set up at any airport with a runway length greater than 5,000 ft. and single axle weight threshold of over 17,500 lbs.

Ordering Considerations for Portable Retardant Base

(Should only be noted in Special Needs)

What type of resource do you need to support, and how many and for how long? (Airtanker, SEATs, Helicopters, Ground Resources)

RMA Specialized Equipment

Probeyes

None are available in the RMA.

Helitorch (Aerial Drip Torch)

Agency/Unit	Location
High Desert District BLM	Rawlins, Wyoming
Shoshone National Forest	Cody, Wyoming
Upper Colorado River Mgmt. Unit	Rifle, Colorado

Terra Torch

Agency/Unit	Location
*High Desert District BLM	Rawlins, Wyoming
*High Desert District BLM	Rock Springs, Wyoming
* Northwest Colorado Fire Mgmt.	Craig, Colorado
Upper Colorado River Mgmt. Unit	Rifle, Colorado

* Must be accompanied by a qualified operator from the home unit.

Aerial Ignition Devices (Plastic Sphere Dispensers)

Agency/Unit	Location
*Black Hills National Forest	Custer, South Dakota
*Grand Junction BLM	Rifle, Colorado
*Mesa Verde National Park	Mesa Verde, Colorado
*Pike National Forest	Monument, Colorado
[+]High Desert District BLM	Rawlins, Wyoming
San Juan National Forest	Durango, Colorado
*Shoshone National Forest	Cody, Wyoming
*Northwest Colorado Fire Mgmt.	Craig, Colorado
Ute Mountain Ute Agency	Towaoc, Colorado
Upper Colorado River Mgmt. Unit (2)	Rifle, Colorado
RM Interagency Support Cache (2)	Lakewood, Colorado

* Must be accompanied by a qualified operator from the home unit.

[+]Must be accompanied by a qualified operator and module from the home unit.

Batch Mixer

A batch mixer is a large tank used for mixing large quantities of helitorch fuel. Once mixed, the fuel is then put into 55-gallon drums.

Agency/Unit	Location
*High Desert District BLM (2)	Rawlins, Wyoming
Shoshone National Forest	Cody, Wyoming
Rock Springs BLM	Rock Springs, Wyoming

*Must be accompanied by a qualified operator from the home unit.

Heavy Truck Transportation

RMACC has a general listing of available government contract lowboys and tractors. However, government owned and local vendors should be utilized whenever they are more cost and time

efficient. The following is a partial listing of available agencies to contact to haul cache vans. Best value contractors may be available. See current DPL listings.

Agency/Unit	Location
Rock Springs BLM (1)	Rock Springs, WY
Medicine Bow NF (1)	Laramie, WY
Ft. Washakie BIA	Ft. Washakie, WY
CO Division of Fire Prevention & Control (1)	Ft. Collins, CO
WY State Forestry (2)	Cheyenne, WY

Seed Buckets

The RMA has one seed bucket available at the Jeffco Tanker. An operator must accompany the seed bucket to any incident. Call the RMACC for availability of operator.

The seed bucket characteristics are:

Weight: 225 lbs.
Volume: 37 cubic feet or 280 gallons
Capacity: 900 - 1000 lbs. grass seed and/or fertilizer

Mobile Food Services

Agency Mobile Food Services

Within the Rocky Mountain Area, there is one agency Type 3 Mobile Food Services (Box Elder Job Corps). This resource is hosted under the Great Plains Interagency Dispatch Center.

Use of a completed Mobile Food & Shower Service Request form is preferred but not required. Please see other ordering considerations and processes under the National Contracts – Mobile Food Services section.

The government is responsible for providing potable water and the removal of gray water.

National Contracts - Mobile Food Services and Mobile Shower Facilities

(Refer to NMG chapter 40)

NICC has national contracts for catering and showering services. Orders for food service and shower units that are on national contract will be placed on an equipment order through appropriate channels to NICC. The RMK, dispatch centers, or local offices will not place orders directly to national contract food service/shower units.

Orders for National Food Service and Shower Units require a physical address with zip code in special needs and/or reporting instructions in ROSS. If a physical address is not available, the latitude and longitude of the ICP/Base Camp should be used.

When necessary, as determined by the incident, a contracting officer's technical representative (COTR) may be ordered through RMACC.

Ordering Considerations when ordering Mobile Food Services (Caterers)

An order for a national catering service must be accompanied by a completed Mobile Food & Shower Service Request form.

The government is responsible for providing potable water and the removal of gray water.

Ordering Considerations when ordering a Shower Unit

Requests for shower facilities require the approximate number of personnel to service, estimated duration, and date/time needed the showering is to begin. These should be documented in the special needs field of the resource order.

Determining size: Large capacity (12+ shower heads) or small capacity (4 – 11 shower heads). Rule of thumb for shower unit production: 75 persons per shower head. Document capacity needed in the special needs.

A completed Mobile Food & Shower Service Request form may be required before the order can be submitted to the NICC.

The government is responsible for gray water removal.

Mobile Food Services and Mobile Shower Mobilization

(Refer to NMG chapter 40)

Mobile Food Services and Mobile Shower Reassignments

(Refer to NMG chapter 40)

Mobile Food Services and Mobile Shower Demobilization

(Refer to NMG chapter 40)

Contract Resources

Definitions

- **Cooperators:** An agency with which resources are shared as authorized in a cooperative agreement. (Examples: Fairmount Fire Protection District, Natrona County, Maybell Volunteer Fire Department.)

- **Contractors:** Private sector personnel, vendors, or businesses contracted to provide goods and services to a government agency.

- **I-BPAs:** Incident Blanket Purchase Agreements are competitive pre-season agreements solicited through the Virtual Incident Procurement (VIPR) program as required by the USFS National Solicitation Plan. I-BPAs can also be solicited and awarded outside of the VIPR system by USFS and other agency contracting officers to support a particular region or geographic area.

  I-BPAs are awarded using a best value award process and by "choosing by advantages" (CBA) methodology to determine the dispatch priority. Award is based on price, acceptable past performance, qualified personnel and minimum equipment standards. The CBA determines the priority dispatch order for the resources on the Dispatch Priority List (DPL) based on various equipment and/or personnel attributes.

  The VIPR program will generate DPLs for each category and type of equipment. See the VIPR website for more information.

- **EERA**: Incident-only Emergency Equipment Rental Agreements are utilized to sign up equipment not available through IBPAs and are valid only for the duration of that particular incident. The agreements are done at the time of the order by USFS Acquisition Management (AQM) or other agency contracting staff.

Refer to RMA Fire Incident Business IBPA and Incident Only/EERA Equipment Guide.

Contractor Performance Ratings

Contractor performance ratings are required on all equipment. Contractor performance rating forms are attached to their awarded agreements. Forward all completed forms to the signing Contracting Officer.

Dispatch Priority

Dispatch priority will be given to contracted resources under competitive agreement for all extended attack incidents or planned support needs (severity).

Dispatch priority for contracted resources does not preclude the government from using any agency or agency cooperator owned resources for initial attack, extended attack and/or large fire support before ordering contracted resources under agreement.

The guiding principle in dispatching resources to an incident will be closest forces to meet the date/time needed which can be determined using MapQuest, Google maps, etc., and the contract requirement of 45 mph. See contracts for further information.

Critical Documentation

All contacts and actions will be documented in the appropriate system of record (CAD, ROSS or log). Key items to document include point-of-hire, driver's name and contact info; names and positions for all personnel including chase vehicles, last 5 digits of the VIN # and any vehicle/equipment information not included in the ROSS resource item.

Dispatch Priority Lists (DPLs)

Dispatch Priority Lists are generated for all contracted resources awarded under competitive solicitations. Each contracted resource has an identified host dispatch center and geographic area coordination center (GACC).

Host dispatch centers will follow the established DPL ranking order when ordering available contracted resources.

Resources that have been contracted competitively must be statused "available" in ROSS in order to be considered for filling requests using DPL rankings; refer to the RMA ROSS Availability Definitions – VIPR Contracted Resources document for descriptions of statuses. Resources that have been contracted competitively and are not statused "available" may not be considered to fill requests. This pertains to ROSS resource item resources only; all ROSS service items - Fill with Agreement resources, require manual communication between vendor and host dispatch center to establish availability.

For more information see the RMA VIPR Ordering Guide and the Interagency Dispatch Standard Operating Guide for Contracted Equipment/Resources.

If all available resources on the DPLs are depleted within the host dispatch center, orders will be placed utilizing established dispatch procedures.

State agencies may have varying procedures and authorities for hiring private equipment. Buying teams involved in hiring equipment for incidents are encouraged to consult agency-specific guides or appropriate state personnel.

In the RMA, all hiring of equipment/services from DPLs will be done by the host dispatch center.

Contract Resources and the Resource Ordering and Status System (ROSS)

All requests for contracted resources will be placed in ROSS using established ordering procedures. At-incident agreements should be filled in ROSS with the "Fill with Agreement" function, using established naming conventions and data entry standards.

Equipment/Supplies Demobilization

(Refer to NMG chapter 40)

When demobilizing contracted equipment, vendors awarded I-BPAs as a result of competitive solicitations, shall be given priority to remain on the incident over resources with ERRAs, unless the IC determines it necessary to deviate based on a specific incident need or objective.

After coordinating with RMK/RMACC, return NIRSC command and logistic kits to Boise immediately after determination of no further need. Ship them directly to Boise via airfreight or charter aircraft or transport them to the nearest interagency incident support cache which will forward them to Boise.

All equipment and supplies must be released when surplus to incident needs. The incident commander and the logistics section chief are responsible and accountable to ensure the manifesting and return of all items. When management of the incident is turned back to local unit from the IMT, all remaining supplies and equipment will be hand receipted to local organization.

Return of all capitalized equipment shall be a coordinated effort through established dispatch/cache channels to ensure proper credits and to clear records. Property items may be returned direct to home unit from the incident. The owning unit is responsible for refurbishing returns with costs being charged to the incident.

All mechanized equipment and fuel containers will be EMPTIED and purged prior to returning to fire cache, as per hazmat requirements.

Prior to demobilization, the logistics chief is responsible for coordinating with RMK cache manager for hazmat.

Ordering a cache demobilization specialist (CDSP) is strongly recommended for all Type 1 and 2 incidents and as deemed necessary.

RMA Mobilization Guide

Chapter 50
Aircraft

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Chapter 50 - Aircraft

Aircraft Operations

(Refer to NMG chapter 50 for additional information)

Aviation resources are used for preparedness activities, supporting emergency incident operations, burn area rehabilitation projects, resource management project work, and administrative movement of resources. Requests for aircraft will be for official use and within agency policy.

Reminder**:** Most aviation resources are considered initial attack (IA) resources and are subject to diversion at any time for higher priority incidents based upon consideration of safety and values at risk. Orders for these aviation resources should be based on actual current incident needs.

Fixed Wing Questions Point-of-Contacts

Any questions about specific fixed wing platforms, contact:

Clark Hammond, CO BLM SAM, 720-305-8841

Hon Schlapfer, USFS R2 ATGS Rep, 970-903-3592

Rotor Wing Questions Point-of-Contacts

Any questions about specific air frames, contact:

Jim Lawson, USFS R2 Helicopter Operations (HOS) 719-338-3917

Mike Amicarella, DOI Helicopter Inspector Pilot (HIP) 303-888-1505.

High Density Altitude Aviation Operations

For All Personnel: Flight operations conducted in the Rocky Mountain Area (RMA), especially parts of Colorado and Wyoming, have potential for high density altitudes (DAs) in both fire and general aviation operations.

At high density altitudes, expectations of performance for both rotor and fixed wing aircraft may not align with reality. All personnel need to understand that at high density altitude the limitations of the aircraft may cause a departure from the normal performance expectations of aircraft at lower elevations.

Definition of Effective Translational Lift (ETL)

ETL is a transitional state present after a helicopter has moved from hover to forward flight. This state provides extra lift, most typically, when the airspeed reaches approximately 16-24 knots, *but is present with any horizontal flow of air across the rotor*, and therefore can be present without any forward motion of the aircraft, given prevailing wind conditions. As a result, the tail rotor also becomes more efficient due to the wind bubble that is formed around the helicopter from progressively less turbulent air.

Rotor Wing High Density Altitude

For Rotor Wing aircraft, these changes may include the following:

- The amount of payload will be reduced.
- The speed of delivery will be higher.
- In the case of bucket operations, a reduction in water volume will make it difficult to penetrate any significant canopy. As a result of this volume reduction, the water/retardant will be more susceptible to wind and thus can affect the accuracy of drops.
- High density altitude and variable winds are going to greatly reduce the helicopters ability to slow down to below Effective Translational Lift (ETL) airspeed. Requesting hovering spot drops shall be avoided.
- Aircraft performance must be considered when ordering aviation resources for anticipated high density altitude missions.

When ordering aircraft from dispatch, ensure you incorporate high density altitude conditions into the request. In special needs in ROSS, request the term "*High Performance"*, regardless of aircraft type. Also include the operating altitude and operating temperature in special needs.

Pilot briefs should include discussions regarding the following:

- Aircraft capability is negatively affected by the higher density altitudes that are likely to be encountered in the RMA.
- The aircraft's lifting capability is not only affected, but the aerodynamics in general is less responsive. The pilots must anticipate (stay ahead of) the aircraft flight control inputs.
- Pilots need to keep the aircraft (if tanked), or the bucket, a minimum of 50 feet above the canopy.
- Pilots need to remain above ETL at all times, avoiding hovering spot drops.
- Mitigation measures.

Fixed Wing High Density Altitude

For Fixed Wing these changes may include the following:

- Aircraft performance must be considered when ordering for anticipated high density altitude missions.
- Missions over 10,000 feet mean sea level (MSL) altitude requires use of oxygen or a pressurized cabin so in ROSS Special needs request a PRESSURIZED aircraft as it's preferred. Using oxygen on board can limit flight time and efficiency, and increase cost.
- Also recommend requesting in ROSS Special needs TURBO PROP or TURBINE when operations are 10,000 feet MSL altitude and above:
- Example: Turbine, 15,000 feet MSL operating altitude, 3 passengers with overnight gear, 4 hour mission duration.
- Capability of operating at altitudes up to 16,000 feet MSL altitude within the Fire Traffic Area (FTA) for entirety of the mission.

Pilot briefs should include discussions regarding the following:

- Aircraft capabilities and comfortable operating zones.
- Tactical or detection mission requirements and comfortable operating zones.
- Specific explanation and review of FAR Part 91.211 Supplemental Oxygen and Part 135.89 Pilot Requirements: Use of Oxygen.
- Hands-on briefing of oxygen system operation.

- Supplemental information referencing hypoxia and oxygen utilization procedures.
- Additional local aviation and operational factors as appropriate.

Refer to the Tactical and Reconnaissance Aircraft section later in this chapter for additional ordering considerations regarding high density altitude.

One Engine Inoperative Chart (OEI)

Tactical Fixed Wing Aircraft Performance

Parameters:	12,000 MSL,	At ISA+20=12C,	900 LBS 3 Person's + Gear	4 hours of fuel			
	Equipped Weight	LBS of Fuel	Payload	Computed WGT	Max Gross Weight	1 Engine Performance	SE Service Ceiling
King Air 200GT	8,418	3,182	900	12,500	12,500	+400 FT/MIN	20,000 MSL
King Air C-90 GT	6,800	2,400	900	10,100	10,100	+175 FT/MIN	16,000 MSL
King Air E-90	6,300	2,400	900	9,600	10,100	+80 FT/MIN	13,000 MSL
AC 690-5	7,260	2,010	900	10,170	10,325	+250 FT/MIN	18,000 MSL
AC 500 Turbo (Merlin	5,020	800	900	6,720	6,750	+0 FT/MIN	est. 11,500 MSL
AC 500	5,020	800	900	6,720	6,750	-200 FT/MIN	8,000 MSL
Cessna 340A	4,430	870	900	6,200	6290	+50 FT/MIN	13,000 MSL
Baron 58P	4,500	860	900	6,260	6,100	-20FT/MIN	7,000 MSL

Figure 1: Tactical Fixed Wing Aircraft Performance

Aircraft Mobilization

All aircraft orders should be coordinated through the local dispatch center. Response times are the most critical aspect of IA resources. The target off-time requirement of 15 minutes without compromising pre-flight and flight planning requirements should be adhered to for tactical aircraft.

The use of air attack and/or lead planes/aerial supervision module (ASM) is critical for safe and effective support and should be ordered. Refer to the aerial supervision chart found later in this chapter.

Pilots shall not be dispatched or contacted after end of shift (typically 2000 – 0600) to ensure crew rest requirements of 10 hours of uninterrupted rest are met. Orders for charter aircraft should not be placed with vendors during these hours as well, unless they have a company dispatcher available.

Pilots must ensure duty limitations are being met per the Interagency Interim Flight & Duty Limitations which can be found in the chapter 16 of the Interagency Standards for Fire & Fire Aviation Operations.

Use of the RMA aircraft dispatch request form ("Kneeboard") or equivalent is the required method of mobilization of tactical aircraft for initial attack followed up by a ROSS resource order as soon as possible.

Initial Point (IP): A reporting location for aircraft, outside of the fire traffic area (FTA), clearly identified by the aerial supervisor (ATGS or ATS). It may be latitude/longitude, geographic feature, cardinal

direction, fire flank, and includes an altitude. Location may be used for a holding pattern prior to FTA entry.

Ordering Tactical Aircraft

Orders for tactical aircraft shall include the following minimum information and will be communicated to the pilots:

- Latitude / Longitude (degrees decimal minutes)
- Bearing (degrees) and distance (nautical miles) to nearby VORs, airports/bases
- Frequencies
- Flight Following – with dispatch
- Air to Air - with contact call sign if known
- Air to Ground - with name of ground contact if known
- Any hazards in the area - includes "hot" MTRs, powerlines, towers, etc.
- Other aircraft in the area and/or mobilizing to the incident
- Notification should be made to neighboring dispatch if response is within 5 miles of their boundaries. Refer to local dispatch boundary agreements.
- Reload Base if applicable
- Name of ordering dispatch center
- Type of resources on order, if any – good situational awareness for ATGS
- TFR – yes or no

RMACC is ultimately responsible for the movement/tracking of all national aviation resources across RMA dispatch center's boundaries and within the geographic area.

Ordering Prepositioned Aircraft

If a RMA dispatch zone needs a geographic area (aka RMA) prepositioned aircraft that is staged in a neighboring dispatch zone:

- Notify RMACC Aviation Desk that the GA aviation resource is needed for initial attack and confirm its availability to be assigned to their incident. In these instances RMACC will notify the TAC/FOO. RMACC will seek approval from the RMA TAC/FOO that the GA aviation resource can be used on their incident when there are competing priorities, a non-IA request, for large fire, or wishing to move a proposition location.
- Once approval is granted, the requesting dispatch center will send a completed RMA Aircraft form (aka Kneeboard) direct to the neighboring RMA dispatch center to dispatch the aircraft.
- Place the ROSS Aircraft request up to RMACC who will then place it to the neighboring RMA dispatch center to be filled.
    - This is to ensure that RMACC can track the GA resource while within the RMA.

Centers must notify RMACC of the commitment and release of national and area resources. (Refer to NMG chapter 10 and the RMG chapter 10.)

Local Airport Operations

RMA Ramp Operations: When fire related aircraft activity is anticipated to impact any airport, appropriate airport overhead are required to manage operations (i.e., airport liaison, Fixed Wing Base Manager (FWBM), Ramp Manager (RAMP), etc.)

It is the responsibility of the assigned airport personnel (i.e., airport liaison, FWBM, RAMP, etc.) to keep local dispatch promptly informed of all incident aircraft activity. This includes aircraft arrivals, departures, resources status, personnel, and all other pertinent information. Simultaneously, dispatch will communicate and coordinate with the assigned airport personnel as needed.

Prioritizing Incidents

All requests will be processed in accordance with the standard fire priority criteria. (Refer to NMG chapter 10 and RMG chapter 10.)

Prioritization is a key factor in rapid response and aggressive tactics. Initial attack takes priority. However, when competition exists for tactical aircraft, every request must specifically identify the values at risk as identified in the NMG & RMG chapter 10.

Aircraft Demobilization

When an incident enters into extended response phase, every effort should be made to re-establish initial attack resources. Refer to RMG chapter 10 for RMA release priority guidelines.

Flight Management Procedures

(Refer to NMG chapter 50)

Sterile Cockpit

Upon takeoff and landing, pilots must concentrate on Federal Aviation Administration (FAA) communications and traffic awareness. Dispatch communications may remain unanswered during these operations. Contact will be established/re-established once practical and safe. Sterile cockpit duration may vary depending on airspace and communications complexity. In general, count on five nautical miles as a sterile cockpit guideline. Dispatchers should refrain from attempting contact during this time.

Many federally-procured aircraft by contract must be equipped with automated flight following (AFF). Refer to the AFF website for more information. AFF can mitigate tracking issues during sterile cockpit operations.

Dispatchers should be thoroughly familiar with their agency's aviation operation plans to facilitate efficient and safe dispatch of aircraft.

For helicopters, sterile cockpit also occurs after the helicopter pilot has made radio contact with ground personnel for current ground conditions prior to landing or initiating mission operations. There should be no talking in the aircraft during takeoff and /or landing unless the pilot requests input on clearance or hazards.

Flight Manager

(Refer to NMG chapter 20)

Aircraft Flight Request/Schedule Form

The DOI Flight Request/Schedule Form (Form 9400-1a May 1993) has been adopted as the national interagency standard dispatch form for all point-to-point flights. The completed form will be forwarded

to all the affected parties. This form should be filled out accurately and thoroughly by the flight manager or pilot, as it contains critical information that may be needed in emergency situations. For example, include the number of passengers, pilot name(s) and contact phone numbers, color of aircraft, etc. As a reminder, do not count the pilot as a passenger in the passenger block.

The originating dispatch office is responsible for sending the completed form to RMACC, relaying actual vitals (ATD) and any changes to the flight plan. If the flight manager/pilot is unable to complete the flight plan form due to remoteness or technical difficulties, the originating dispatch center will assist the manager/pilot with thoroughly completing the form by using accurate information provided by the manager/pilot.

The completed form is required for all point-to-point flights within the RMA and any flights crossing out of the RMA boundaries to another geographic area.Types of Flights

Point-to-Point Flights

Point-to-Point flights originate at one developed airport or permanent helibase, with a direct flight to another developed airport or permanent helibase. These types of flights are sometimes referred to as "administrative" flights. The pilot and aircraft must be agency-approved (carded) for these point-to-point flights.

A point-to-point flight is conducted higher than 500 feet above ground level (AGL) except for takeoff and landing. Flight following and tracking is normally accomplished via an FAA flight plan filed by the pilot, along with the 9400-1a flight request/flight schedule form and follow-up phone calls to the appropriate dispatch center when flights commence and/or terminate. Pre-positioning of tactical aircraft falls into this category.

Mission Flights

Mission flights are defined as flights not meeting the definition of a point-to-point flight. A mission flight requires work to be performed in the air (retardant or water delivery, fire reconnaissance, smokejumper delivery), or through a combination of ground and aerial work (delivery of personnel and/or cargo from helibases to helispots or unimproved landing sites, rappelling or cargo let-down, horse herding).

For additional specific information, refer to pages 322-323 of chapter 16 of the 2018 Interagency Standards for Fire & Fire Aviation Operations.

Flight Plans and Flight Following

The intent of this section is to ensure that adequate flight following is maintained throughout the flight so that appropriate action can be taken in the event of a mishap. Flight following must be properly established and consistently maintained at all times to be of any value to any user.

Agency flight plans are the responsibility of the pilot/flight manager and thoroughly documented on a flight request/flight schedule form or an aircraft resource order for mission flights and disseminated by the originating dispatch office. Flight following is the responsibility of the originating dispatch office and will remain so until transferred through a documented, positive handoff.

Flight following may require coordination with adjoining dispatch centers in the flight path. If NICC or RMACC is providing flight following for aircraft traveling across country, a flight plan form should be forwarded on to the dispatch centers that may be involved, in the event they need to assist in search procedures for overdue aircraft.

The flight following dispatch office shall be continually staffed while an aircraft is airborne during tactical or mission resource flights. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to close out a flight plan. If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate aircraft search and rescue actions. Flight following problems are documented through the Agency Safety Communique (SAFECOM) system.

FAA Flight Plans and Flight Following

All flights conducted under FAA instrument flight rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under visual flight rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air traffic control (ATC) may or may not provide it. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan/flight following will be used. The pilot will close out the flight plan with the FAA once the flight is completed.

FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact the originating dispatch center with an estimated time of departure (ETD), estimated time enroute (ETE) and will close out with the designated dispatch center with the actual time of arrival (ATA) to accomplish resource tracking.

Agency Flight Following

For mission flights, there are two types of agency flight following: automated flight following (AFF), and radio check-in.

AFF is the preferred method of agency flight following and will include an initial radio check-in. If the aircraft and flight following office have AFF capability, it will be utilized. Periodic radio transmissions are acceptable when utilizing AFF.

Radio Check-in Flight Following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude, and heading. Agency flight following is used for all mission flights. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing per Interagency Helicopter Operations Guide (IHOG) chapter 4, Section II, Subsection E.2.

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, at a minimum, contact dispatch prior to the flight with an ETD, ETE, fuel on board (FOB), souls on board (SOB), and will close out with dispatch once the aircraft is on the ground.

Flights that are to be conducted at low level or in areas where radio communications are inadequate are expected to notify the monitoring station of their location, intentions, and when to expect the next check-in. In these instances, a flight may not be out of radio contact for more than thirty minutes. Pilots will monitor assigned frequencies at all times. Pilots must notify dispatch when they have established positive communications with an incident and are switching to incident flight following.

When airtankers, lead planes, smokejumper aircraft, and helicopters establish two-way radio communications with an Air Tactical Group Supervisor (ATGS), they generally transfer their flight following to the ATGS. ATGSs are expected to be able to give status reports on all aircraft under their control. Once released by the ATGS, pilots must resume flight following with dispatch with a positive hand off. This should be well documented.

Flight Following Responsibilities of the Pilot

The pilot is responsible for the following:

- Flight following on a 15-minute check-in interval if AFF is unable to be used. The dispatcher is required to record the information and in the event that a check-in is not received, an attempt to contact the pilot on the appropriate frequency will continue. In the event that two-way radio communications cannot be reestablished, the dispatcher will initiate the initial phase of the Interagency Aviation Mishap Response Guide.
- The following information should be provided and documented for flight following:
    - Time of check-in
    - Current position of aircraft (lat/long, geographical landmarks, etc.)
    - Direction of travel (unless orbiting or consistently working in one area)
    - Any changes in flight plan or status

For special use missions outside of fire suppression and before any flight is initiated, the dispatcher should have a full understanding of the purpose of the mission, destination, expected duration, identity of passengers, type and quantity of cargo, check-in intervals, communications plan, and the crash rescue plan. (This is accomplished by providing the dispatch center with a copy of the Project Aviation Safety Plan (PASP) and/or the inclusion of dispatch in the pre-mission briefing.)

Two-way radio communications and/or automated flight following must be maintained with all aircraft, which the dispatcher has agreed to flight follow, throughout the duration of the flight. See AFF requirements below.

Flight Following and/or Resource Tracking phone numbers

National Resource Tracking / Flight Following: 800-994-6312
RMA Resource Tracking / Flight Following: 800-494-2073

Automated Flight Following Requirements & Procedures

AFF does not eliminate the requirement for the pilot/flight manager to coordinate flight following with the scheduling dispatch office. Preflight communications should always be made and the appropriate flight following procedures agreed upon between pilot and dispatch.

Pilots must monitor at least one predetermined radio frequency as an alternate means of flight following in the event the AFF system fails in the aircraft or in dispatch, or in case dispatch needs to cancel a mission, divert that aircraft to a higher priority incident, or relay other critical information regarding hazardous weather, new temporary flight restrictions (TFRs), etc.

See the AFF website for additional information.

Aircraft Accident/Incident Reporting

Refer to current local unit emergency procedures.

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 Aviation Mishap Response Guide.

Federal Owned Fixed Wing Aircraft

Forest Service Owned/Leased Aircraft

FS Owned/Leased Aircraft Costs

Aircraft	Call Sign	Flight Rate/Hour*	Speed
King Air 200	N24HD	$767.00	290 knots
Quest Kodiak 100	N125Z	$534.00	160 knots
Quest Kodiak 100	N710/N702	TBD	160 knots

Table 19: FS Owned Aircraft Costs

*Rates are subject to change. Flight rate per hour is charged for all non-Forest Service administrative flights.

**Aircraft leased by FS from FWS under a Forest Health Program Interagency Agreement which expires April 30, 2019.

Pilot overtime will be charged to the customer's job code if the duration of the pilot's normal duty day is exceeded due to customer's scheduling.

The King Air 200 is an exclusive use contracted resource and does not have FOR fees. Additionally, the daily availability and fuel is paid by the USFS Washington Office so only the hourly rate applies.

For 2018, the Forest Service will also have access to DOI-contracted Kodiak 100s which will be available for fire reconnaissance or point-to-point transports. Contact RMACC for more information.

FS Owned Aircraft Use and Capabilities

Make/Model	King Air 200	Quest Kodiak 100
Use	Recon, Passenger Transport, Air Attack, Lead/ASM	Recon, Passenger Transport
Fuel Type	Jet-A	Jet-A
Fuel Endurance	5 hours	7 hours
Max. Take-off Weight	12,500	7,255
Runway	4,000 ft.	2,500 ft.
Passengers	6-8	7
Baggage	Depends on # of pax	Bags 200 lbs and depends on # of pax
Ground Power Unit (less than 500/100 AMPs)	Not Required	Not Required

Table 20: FS Owned Aircraft Use and Capabilities

State Owned Fixed-Wing Aircraft

Colorado Division of Fire Prevention and Control (DFPC)

DFPC Multi-Mission Aircraft (MMA)

DFPC owns and operates two MMAs for the purpose of early fire detection, mapping, intelligence gathering, and firefighter over-watch. They may also be used as air attack when appropriately staffed with DFPC personnel that are ATGS qualified. Aircraft and pilots are authorized to operate on an interagency basis through issuance of an interagency letter of approval. Both aircraft are based in Centennial (APA), CO. (Refer to the DFPC MMA website for additional information.)

DFPC MMA Use and Capabilities

Make/Model	Pilatus PC-12
Call Signs	Wildland 27 & Wildland 28
Use	Recon, Photo, EO/IR, Detection, Air Attack
Fuel Type	Jet-A
Range (w/reserve)	5 Hours
Max. Take-off Weight	9920 lbs.
Runway (accelerate-stop distance)	4700' @ 9500 lbs./5500 MSL @ 30°C Varies with temperature & altitude
Passengers	5
Baggage	Depends on # of passengers
Ground Power Unit (less than 500/100 AMPs)	Not Required
Avionics Typing	1
Cruise Speed	250 knots

Table 21: DFPC MMA Use and Capabilities

DFPC MMA Ordering Process

Colorado Multi-Mission Aircraft are requested in the following manner:

For Colorado State, county, local fire department and other non-federal agencies:

- MMA requests require the completion of the DFPC MMA request form
- Local Colorado government agencies may request the MMA by contacting Denver Regional Colorado State Patrol (CSP) Dispatch via the State Emergency Operations Line 303-279-8855
    - Request to order the DFPC MMA and ask to speak to the DFPC Duty Officer.
    - Email the completed MMA request form to the DFPC Duty Officer
        - Email: dfpcDutyOfficer@gmail.com
- Local Colorado government agencies **may also** go through their local interagency dispatch center
    - The local dispatch center will contact RMACC who will then contact the DFPC Duty Officer
    - Fax or email the completed MMA request form to RMACC who will forward to the DFPC Duty Officer

There is no cost to local Colorado government agencies for the initial flight during any event that poses a life threat to citizens or responders, or poses a serious threat to communities and infrastructure.

Costs to local Colorado government agencies for subsequent missions may also be waived based upon Colorado Emergency Fire Fund (EFF) declarations or cost share agreements.

For federal agencies in Colorado, and all state or local agencies located outside of the State of Colorado:

- Requests for the MMA should go through their local interagency dispatch center.
- Local dispatch will then create a ROSS order and place the order to RMACC (following normal dispatch and coordination system processes).
- RMACC will coordinate with the DFPC Duty Officer as needed.
- If a MMA resource is assigned, RMACC will fill the ROSS order, create a flight strip (if needed) and send to the requesting dispatch center using the standard dispatch and coordination system.

There is no cost to federal agencies within Colorado for the first operational period. Subsequent flights on incidents will be charged flight time only. All MMA missions outside of Colorado State will incur flight and daily availability charges.

South Dakota State Aviation Resources (SDS)

State of South Dakota Department of Transportation (DOT) occasionally has 2 King Air 90s available for interagency use under cooperative fire agreements through the South Dakota Division of Wildland Fire, provided an interagency letter of approval has been issued. However, the use of these aircraft is primarily restricted within South Dakota and neighboring states or within the Great Plains Interstate Fire Compact member states.

The SDS DOT King Air 90s are ordered through the Great Plains Interagency Dispatch Center. The aircraft are based out of Pierre, SD and may be prepositioned as needed during local fire activity.

South Dakota State Aviation Costs

Aircraft	Call Sign	Flight Rate/Hour	Daily Availability	F.O.R. per Day	Cruise Speed
Beechcraft King Air C-90 A	N90SD	*$1,500	*$1,000	No Standby	240 knots
Beechcraft King Air C-90 A	N773SD	*$,1500	*$1,000	No Standby	240 knots

Table 22: South Dakota State Aviation Costs

*Rates are subject to change.

South Dakota State Aviation Use and Capabilities

Make/Model	Beechcraft KA-90C
Use	Air Attack, Passenger Transport, Recon
Fuel Type	Jet-A
Range (w/reserve)	5 Hours
Max. Take-off Weight	10,100 lbs.
Runway (accelerate-stop distance)	*5,600’ @ max. takeoff weight/5,500’ @ MSL @ 30 C
Single Engine Rate of Climb	253’ per minute @ max. take-off weight @ 20 C
Single Engine Service Ceiling	*8,800’ @ max. weight @ 20 C
Ground Power Unit (less than 500/100 AMPs)	Not Required
Avionics Typing	1

Table 23: South Dakota State Aviation Use and Capabilities

*Varies with weight, temperature and altitude.

Vendor Fixed-Wing Aircraft

Definitions

Call When Needed (CWN) or On-Call**:** Vendor owned aircraft that are contracted as needed for a specific mission. The USFS defines these aircraft as "*call when needed*" and the DOI agencies defines these aircraft as "*on call*".

Vendors

USFS Approved Vendors

USFS Region 2 CWN contracts have been awarded for the procurement of tactical, reconnaissance, cargo and passenger fixed-wing aircraft. Contact the RMACC Aircraft desk for information.

DOI/OAS Approved Vendors

A listing of DOI/OAS approved vendors, aircraft, and pilots can be found at the DOI/OAS website. Access is only available to DOI employees**.**

Reference the appropriate DOI On-Call Air Tactical Fixed Wing Contract or Aircraft Rental Agreement (ARA) when contacting vendors for fixed-wing aircraft procurement. ARA agreements are not authorized for fire orders for more than one day. ARA contracts can be used for reconnaissance as long as it is under $25,000.

All Vendor Aircraft Contracting

Contracted aircraft are inspected and carded by the Office of Aviation Services (OAS) and/or the United States Forest Service (USFS). They are available for interagency use and will be requested through established ordering channels.

Documentation in ROSS at the time of hire must include which contract the aircraft is hired under (i.e. USFS Region 2 CWN or DOI On-Call) as well as be communicated with the vendor hiring official/pilot and flight manager.

All contracted aircraft will remain under the original contract they were ordered on regardless of reassignments until released from the contract and they have returned to their home base.

Smokejumper Initial Attack Ordering

(Refer to NMG chapter 20, the NMG chapter 50, and the RMG chapter 20. Also reference the BLM Great Basin Smokejumper User Guide and the USFS National Smokejumper User Guide.)

Within the Rocky Mountain Area, when smokejumpers are needed jump-ready for initial attack with aircraft, they can be requested using a Tactical Aircraft Request form (TARO or also known as a Kneeboard). The requesting unit should follow up with a ROSS "Load, Smokejumper, Initial Attack" resource order on an aircraft request. The sending unit will fill the request in ROSS and will forward a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the jump ship is airborne. Any intent to retain smokejumpers which have not been utilized as an IA load will be negotiated between the receiving unit and RMACC.

For smokejumper initial attack loads which are located outside of the Rocky Mountain Area, they are to be requested in ROSS as "Load, Smokejumper, Initial Attack" on an aircraft request. The request will be placed to RMACC who will then place the request to NICC. NICC will determine closest IA load of

smokejumpers and place the request to that resource GACC who will place to the sending unit. The sending unit will fill the request in ROSS and will forward a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the jump ship is airborne. Any intent to retain smokejumpers which have not been utilized as an IA load will be negotiated between RMACC and NICC. The requesting RMA dispatch center can forward a copy of the kneeboard direct to the sending dispatch center to provide contacts, frequencies and other important information; however, a kneeboard cannot be used to initiate a request.

If the RMA prepositions smokejumpers when multiple starts are occurring or predicted, the ordering unit needs to specify the anticipated duration. If not deployed during this period, smokejumpers will be made available for higher priorities, unless longer duration is negotiated between RMACC and NICC. This will be identified in special needs as "Preposition".

Aircraft delivering initial attack smokejumpers will return to the sending base or a designated airport before the end of the pilot's daily flight or duty limitations

Ordering Considerations for Initial Attack Smokejumpers

- Order as soon as possible, for full effectiveness.
- Reference the "Ordering Tactical Aircraft" section in the first part of this chapter for minimum information required on a tactical aircraft request form or ROSS aircraft resource order in the RMA.
- Per both BLM and USFS Smokejumper User Guides, smokejumpers can be launched with incident information covering the general location and location coordinates, frequencies, and any other known hazards such as other responding aircraft. All other information can be received enroute to expedite response times.
- Elevation of fire, if known.
- Is the fire in a designated Wilderness Area?

Smokejumper Aircraft

(Refer to NMG chapter 50)

Aerial Supervision

Lead Planes (LP)

(Refer to NMG chapter 50 and the Interagency Aerial Supervision Guide PMS 505)
Lead planes are national initial attack resources. They are ordered through normal dispatch channels and can be diverted to a higher priority incident.

The IC and/or the ATGS has the discretion to request a Lead plane/Aerial Supervision Module (ASM) anytime they deem it necessary to evaluate drops in difficult terrain prior to requesting an airtanker, etc. If needed to go below 500 feet, a lead plane or ASM must be ordered. (Refer to the RMA Aerial Supervision Requirements chart found later in this chapter.)

See Lead Plane/ASM pilot list for information regarding pilots, identifiers and pilot qualifications. Lead plane call signs initiate with "Lead" (for example: L-28 = Lead Two Eight).

Lead planes should always be filled with a roster in ROSS.

Aerial Supervision Modules (ASM)

(Refer to NMG chapter 50 and Interagency Aerial Supervision Guide (IASG) PMS 505).

An ASM is a two person crew functioning in the same aircraft as a Lead Plane and an Aerial Supervision platform. The ASM crew is qualified in their respective positions and has received additional training and authorization. An ASM can perform the functions of a low-level lead plane operation, traditional air attack, or both, depending on the needs of incident management personnel.

An ASM consists of an Air Tactical Pilot (ATP) and Air Tactical Supervisor (ATS).

Air Tactical Pilot: The ATP is a qualified lead plane pilot who has received specialized training and authorization to function as an ASM crewmember. The ATP functions as the lead plane pilot and utilizes Crew Resource Management (CRM) skills to evaluate and share the incident workload with the ATS.

Air Tactical Supervisor: The ATS is a qualified ATGS who has received specialized training and authorization to function as an ASM crewmember. The ATS is an ATGS who also utilizes CRM to evaluate and share the incident workload with the ATP.

See Lead Plane/ASM pilot list for information regarding pilots, identifiers and pilot qualifications. Call signs for ASMs initiate with "Bravo". Example: B-28 = Bravo Two Eight.

ASMs should always be filled with a roster in ROSS.

Ordering Considerations for Lead Planes/ASM

(Should be noted in Special needs)

- Launch timeframe considerations
- Arriving at incident before airtanker, especially for Next Generation airtankers.
- MAFFS - qualified LP required
- VLAT - qualified LP required

Aerial Supervision Requirements in the RMA

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 (3) 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 (3) 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 Flight Operations	CONSIDER	ON ORDER	REQUIRED
Periods of Marginal weather, poor visibility, or turbulence	REQUIRED if no ATGS	REQUIRED if no ATGS	REQUIRED
Military Helicopter Operations ***(see below)***	ON ORDER	N/A	REQUIRED
Night Helicopter water dropping operations with two (2) or more helicopters	N/A	N/A	ORDERED
When requested by airtanker, helicopters, ATGS, LEAD, ATCO, or ASM	REQUIRED	REQUIRED	REQUIRED

Table 24: Incident Aerial Supervision Requirements table (from 2017 IASG)

Definitions of Key Terms in the Aerial Supervision Requirements Table

Required: Aerial supervisory resource(s) that shall be over the incident when specified air tactical operations are being conducted.

Ordered: Aerial supervisory resources shall be ordered by the controlling entity. (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.)

Assigned: Tactical resource allocated to an incident. The resource may be flying enroute to and from, or on hold at a ground site.

N/A: Not authorized or applicable to the level of supervision required for the mission/resource.

NOTE: Unless "federalized", National Guard helicopters within the Rocky Mountain Area are not considered "military". Aerial supervision requirements falls into the first situation defined (three or more aircraft).

NOTE: A qualified smokejumper spotter (senior smokejumper in charge of smokejumper missions) may "coordinate" with on-scene aircraft over a fire until a qualified ATGS arrives.

Ordering Considerations for Aerial Supervision and other Fixed Wing

- Aerial supervision resources will be dispatched, when available, for initial and extended attack to enhance efficiency and safety of ground and aerial operations.
- Communication and coordination is critical to the efficient use of aerial supervision resources due to faster mobilization of new generation aircraft.
- Oxygen requirements – Flights using CWN vendors must comply with FAA regulations they operate under:

- Part 135 – 14 CFR Part 135.89: Supplemental oxygen must be available and used by the flight crew at cabin pressure altitudes above 10,000 feet MSL for that portion of the flight more than 30 minutes duration. At cabin pressure altitudes above 12,000 feet MSL the flight crew (including aerial supervisors) must use supplemental oxygen during the entire flight.
- Part 91.211: Supplemental oxygen must be available and used by the flight crew at cabin pressure altitudes above 12,500 feet MSL for that portion of the flight more than 30 minutes duration. At cabin pressure altitudes above 14,000 feet MSL the flight crew (including aerial supervisors) must use supplemental oxygen during the entire flight. At cabin pressure altitudes above 15,000 feet MSL all passengers must have supplemental oxygen available during the entire flight.

Aerial Supervision Flight Condition Guidelines

Aerial Supervision personnel must carefully evaluate flight hazards, conditions (visibility, wind, thunderstorm cells, turbulence, and terrain) to ensure that operations can be conducted in a safe and effective manner. The following policies and guidelines are designed to do this:

- Visibility – Regardless of time of day, when poor visibility precludes safe operations, flights will be suspended. It is recommended that incident aircraft fly with landing and strobe lights on at all times. It is required that lead planes fly with landing/impulse and strobe lights on at all times. Regular position reporting is critical in marginal visibility conditions.

- Wind Conditions – Moderate to high winds and turbulent conditions affect flight safety and water/retardant drop effectiveness. The following guidelines should be considered in making the decision to continue or suspend operations. A number of factors including terrain, fuel type, target location, resources at risk, cross-winds, etc. must be considered:
  - Heavy Airtanker Drops: Generally ineffective in winds over 20-25 knots (23-29 mph)
  - SEAT Operations: Generally ineffective in wind over 15-20 knots (17-23 mph) Operations shall be suspended when sustained winds are 30 knots (34 mph) or the gust spread is 15 knots (17 mph)
  - Helicopter Drops: Generally ineffective in winds over 25-30 knots (29-34 mph)

Tactical and Reconnaissance Aircraft

Documentation in ROSS at the time of hire must include which contract the aircraft is hired under (i.e. USFS CWN or DOI On-Call), as well as be communicated with the vendor hiring official/pilot and flight manager.

A copy of the resource order should be shared with the ATGS, pilot and/or company point of contact.

Cost, aircraft performance, configuration, and incident location will be considered when filling orders.

Ordering Considerations for Air Attack

(Should be noted in special needs)

- Turbo prop/Turbine powered
- Operating at High Altitude - 10,000+ feet MSL
- Pressurized (required for 10,000+ feet MSL)

- Prefer King Air or AC-690
    - Example of justification for special needs: Turbine, 15,000' feet MSL operating altitude, 3 passengers with overnight gear, 4 hour mission duration
- Avionics Typing (from NMG chapter 50) and/or 3/3 Radio configuration
- If high wing is preferred or if low wing is acceptable
- Identify ATGS in special needs/documentation if known, with contact info.
- ATGS – evaluate situation to determine if agency vehicle will be provided or if rental car is needed and/or authorized.
- Will an ATGS trainee be used (could affect performance)

When using CWN aircraft, the ATGS and aircraft will be brought together at a pre-designated airport, an airtanker base or a fixed base operator (FBO) location prior to arrival at the incident.

Airtankers

(Refer to NMG chapter 50)

NICC, RMACC and/or RMA dispatch centers shall retain control of air tankers during incidents and have authority to divert airtanker(s) to initial attack situations based on threat to life, property, or resource values. Incidents affected by diversions must be informed by the local dispatch center. Critical items listed earlier under the *Ordering Tactical Aircraft* section must be provided as well as for any diversions from the original order.

There are five (5) types of airtankers:

Type	**Capacity (Minimum)**	
VLAT	8,000 gallons or more	(VLAT=Very Large Airtanker)
1	3,000 to 7,999 gallons	
2	1,800 to 2,999 gallons	
3	800 to 1,799 gallons	
4	Up to 799 gallons	

When RMACC has depleted available large airtanker (Types 1, 2 & VLAT) resources, request(s) will be placed with NICC. Large airtanker initial attack agreements between neighboring unit level dispatch centers are valid only where proximity allows the airtanker to respond loaded direct to the incident.

NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.

Ordering Considerations for Airtankers

(Should be noted in special needs)

- Values at risk (see RMG chapter 10)
- Distance from the fire and anticipated timeframes to the values at risk based on current and expected weather.
- Loaded or empty – 2 hour maximum flight when loaded, except for the VLATs
- Location of the reload base
- Is the reload base approved for VLAT or MAFFS?
- A Lead Plane/ASM is required for VLAT and MAFFS and must be ordered

An order for an airtanker may be filled by a VLAT due to ATB rotation. However this will not occur without dialogue between NICC, RMACC and the ordering unit. Documentation and dialogue will be critical for a positive outcome in these scenarios, especially if the ordering unit is not able or willing to accept a VLAT.

Airtanker Management

To ensure consistent utilization, rotation and management of the national airtanker fleet, please refer to the Interagency Airtanker Base Operations Guide, PMS 508, and the Interagency SEAT Operations Guide (ISOG) PMS 506.

Airtanker Dispatch Limitations

(Refer to the Interagency Airtanker Base Operations Guide, PMS 508)

To reduce the hazards of airtanker retardant drops in the early morning and late afternoon hours, comply with the limitations on times when airtankers may drop retardants on fires. The following limitations apply to the time the aircraft arrives over the fire to conduct the drop, not to the time the aircraft is dispatched from a base. Pilots, Aerial Supervision, and Airtanker Base Managers, are mutually responsible for ensuring these limitations are not exceeded. The following shall apply:

Start-up and Cut-off Limitations

Normally, airtankers are dispatched to arrive over a fire not earlier than 30 minutes after official sunrise (start-up) and not later than 30 minutes before official sunset (cut-off).

Exceptions

Airtankers may arrive over a fire as early as 30 minutes prior to official sunrise and may drop as late as 30 minutes after official sunset provided that a qualified Air Tactical Group Supervisor (ATGS), Airtanker coordinator (ATC) or ASM/Lead Plane pilot is on the scene and has done the following:

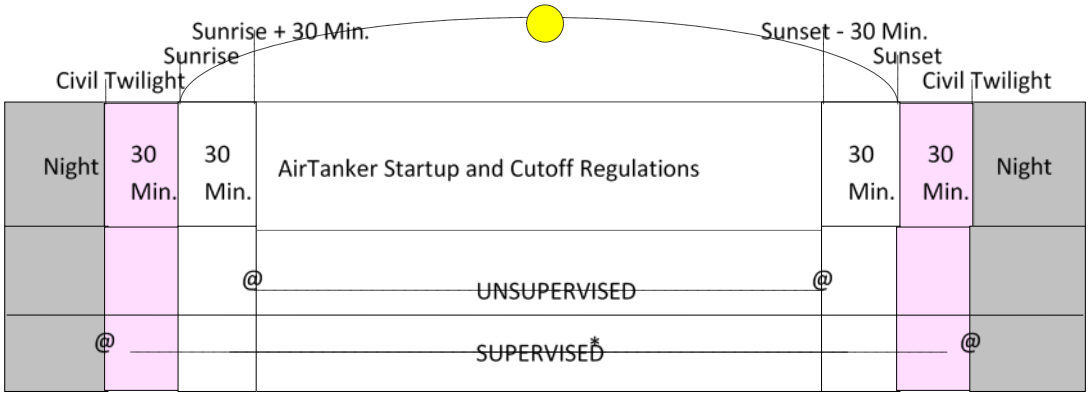
- Determined with concurrence with the pilot in command that visibility and other safety factors are suitable for dropping retardant.
- Notifies the appropriate dispatcher of this determination.

Determination of Official Sunrise, Start-up, Cut-off, and Sunset Time:

Each Airtanker Base and dispatch office shall have tables showing the official sunrise, start-up, cut-off, and sunset times at those locations.

Determinations for Airtanker Dispatch

Official sunrise should be used for each airtanker dispatch, start-up, cut-off, and sunset times of the airtanker base nearest the fire, and should comply with the limitations in the preceding paragraphs.



@ = Arrival Over The Fire (No earlier in the morning or later than in the evening)

* = SUPERVISED (Defined as Airtanker Coordinator or Air Tactical Group Supervisor)

Note: Sunrise and Sunset are determined by the Official Sunrise and Sunset Tables of the nearest reload base.

Figure 2: Airtanker startup and cutoff chart with sunrise and sunset

For further information, refer to the Interagency Aerial Supervision Guide (IASG) PMS 505, the BLM Handbook H-9400-2 IV.U.3, the Forest Service Handbook 5709.11-41 and the Interagency SEAT Operations Guide (ISOG) PMS 506 Chapter 3, II, E.

Airtanker Use in Optional and Post Season Periods

(Refer to NMG chapter 50)

RMA Airtanker Bases (ATB) / Reload Bases -

Tanker Base Name	Airport Identifier	Dispatch Center	Hosting Agency	Operational Dates*
Durango ATB	DRO	DRC	USFS	May 15 – Sept 30
Jeffco ATB	BJC	FTC	USFS	All year, winter 3hr. set up
Grand Junction ATB	GJT	GJC	BLM	April 15 – Sept 30
Rapid City ATB	RAP	GPC	USFS	June 1 – Sept 30
Casper Reload Base **	CPR	CPC	BLM	As needed/temporary
Pueblo Reload Base***	PUB	PBC	USFS	As needed/temporary

Table 25: RMA Air Tanker Bases (ATB) / Reload Bases

*Dates are subject to change due to fire activity

** CPR requires activation /ordering of a mobile retardant base

***PUB approved only for LATs and SEATs as a reload base

RMA VLAT (DC-10 only) Approved Reload Bases

Tanker Base Name	Airport Identifier	Comments
Colorado Springs Reload Base*	COS	Agreement good through May 2022
Casper Reload Base *	CPR	Agreement good through May 2037

Table 26: RMA VLAT Approved Reload Bases

*Require activation /ordering of a mobile retardant base

For information regarding airtanker base capabilities and contact information, refer to the Interagency Airtanker Base Directory (PMS 507/NFES 002537). This publication is prohibited from internet posting due to sensitive airport frequency info.

Water Scoopers

(Refer to NMG chapter 50)

Modular Airborne Firefighting Systems (MAFFS)

(Refer to NMG chapter 50)

MAFFS Airlift Wings in the RMA

MAFFS Base	Airport Identifier	Hosting Agency	Number of C-130s
Peterson Air Force Base, CO	COS	Federal-Air National Reserve	2
Cheyenne, WY	CYS	State-Air National Guard	2

Table 27: MAFFS Airlift Wings in the RMA

State Activation of MAFFS units

The State of Wyoming has an agreement between the Governor and the Wyoming Air National Guard MAFFS unit, which allows activation of the Cheyenne unit. Orders will be placed through established dispatch channels, and notification made to USFS R2 SFAM Operations, RMACC and NICC.

National Activation of MAFFS units

RMACC will ensure that all commercial airtankers in the RMA are committed to fires or pledged to initial attack needs before placing the order with NICC. NICC will advise RMACC if MAFFS activation is warranted or if the request can be filled with a contract tanker. If MAFFS are activated, RMACC will deal directly with the MAFFS liaison officer as directed by NICC.
Refer to the MAFFS Operating Plan for further information regarding MAFFS operations.

Colorado Springs is a MAFFS unit under the operational control of the United States Air Force National Reserves and requires national activation.

Refer to the USFS MAFFS Operating Plan for more information.

MAFFS Approved Reload Bases in the RMA

MAFFS Reload Base	Airport Identifier	Dispatch Center	Hosting Agency
Durango ATB	DRO	DRC	USFS
Jeffco ATB	BJC	FTC	USFS
Grand Junction ATB	GJT	GJC	BLM
Rapid City ATB	RAP	GPC	USFS
Pueblo Reload Base	PUB	PBC	USFS
Colorado Springs Reload Base	COS	PBC	USFS

Table 28: MAFFS Approved Reload Bases in the RMA

Single Engine Airtankers (SEATs)

(Refer to NMG chapter 50 and for general guidelines about SEATs, see the Interagency SEAT Operations Guide (ISOG) PMS 506 NFES 001844.)

SEAT Typing

Because of the growing number of SEATs that qualify as Type 3 airtankers, the numbering system for SEATs will be as follows:

- All SEATs that qualify as Type 3 will be issued airtanker designation numbers and call signs starting at 800 and ending with 899.
- All SEATs that qualify as Type 4 will be issued airtanker designation numbers and call signs starting at 400 and ending with 499.

Aviation managers will coordinate any administrative movement of SEATs with RMACC and affected dispatch centers.

Requests for Federal or State approved SEATs will be through normal channels. SEATs can be utilized for initial attack. There are occasions when single engine airtankers can be used more safely than large airtankers due to terrain. The incident commander or aerial supervisor should determine this utilization.

A SEAT Manager (SEMG) will be assigned at all times. Exclusive use SEATs will not necessarily come with a SEMG and one should be ordered if needed. A SEMG should be ordered separately for CWN SEATs.

Ordering considerations for SEATs

(Should be noted in special needs for orders placed to NICC)

- Operating altitude
- Operating temperature
- Reload base
- Is support truck needed?
- Is there a SEMG in place?
- Values at risk
    - Distance from the fire
    - Anticipated timeframes to the values at risk based on current and expected weather

SEATs are required to be "*on the ground*" by 30 minutes after sunset.

When operating in a congested area under USFS jurisdiction and hire, SEATs must operate in accordance with USFS Grant of Exemption #392 which requires lead plane, an airtanker coordinator or an ATGS on scene and the implementation of a Temporary Flight Restriction (FAR 91.137).

When operating in a congested area under BLM jurisdiction and hire, SEATs must operate in accordance with FAR Part 91.119(b) and FAR Part 137.51 and 137.53 for general aviation and dispensing of chemicals.

BLM – Colorado/Wyoming (CSO/WSO) SEATs

The DOI will host exclusive use SEATs nationally, and will be moved as requested through the ROSS ordering system.

BLM (Colorado and Wyoming) may be requesting On-Call SEAT contracts for up to 90 days in coordination with the BLM National Aviation Office. These start dates will be based on current or expected fire activity. The hosting base will be determined at that time. It is expected that the federal SEATs will move with fire activity.

Colorado Division of Fire Prevention and Control (DFPC) SEATs

The Division of Fire Prevention and Control has an annual exclusive use SEAT contract for two SEAT aircraft with host base locations at the Loveland/Fort Collins (FNL) and Rifle/Garfield County (RIF) airports. This contract may be for up to four SEATs. The start date is determined by fire activity, generally starting in May or June. In addition, DFPC also has On-Call CWN SEAT contracts that can be activated through the DFPC Duty Officer. For additional information, contact CO DFPC Aviation Unit Chief.

State of South Dakota (SDS) SEATs

SDS may host up to 4 SEATs during fire season. These SEATs are contracted directly with the state of South Dakota on a CWN basis usually starting July 1st. All SDS contracted SEAT aircraft are required to hold a current "interagency fire" aircraft card, and all pilots of the SDS contracted SEATs will possess a current "interagency fire" pilot card for the make/model flown. Prepared SEAT bases will be located at Hot Springs (HSR), Lemmon (LEM), Pierre (PIR), and Buffalo (9D2), SD.

All SDS contracted SEATs are required to hold a current national DOI On-Call SEAT contract, as well as the SDS SEAT contract. All SDS contracted SEATs are mobilized through Great Plains Interagency Dispatch Center (GPC). SDS is granted a Letter of Agreement (LOA) by USFS-R2 and DOI to mobilize SDS SEATs to federal jurisdictional fires within SD, NE and WY within the GPC zone under the state contract.

SDS contracted SEATs that are requested to mobilize outside of the GPC zone will follow the established On-Call SEAT contract ordering process. Upon approval to fill the order, the SDS SEATs will be released from the SDS state contract, and will be filled by the ordering agency under the DOI On-Call SEAT contract.

State of Nebraska (NES) SEATs

SEATs are contracted by the Nebraska Emergency Management Agency (NEMA). The contact is Earl Imler. All NES contracted SEATs are required to hold a current interagency fire aircraft card. All NES contracted pilots will possess a current interagency fire pilot card for the make/model aircraft flown.

State of Nebraska contracted SEATs that are requested to mobilize outside of the GPC zone will follow the established On-Call SEAT contract ordering process. Upon approval to fill the order, the NES SEATs will be released from the NES state contract, and will be filled by the ordering agency under the DOI On-Call SEAT contract.

SEAT Base Category I and II Definitions

Category I – Any large ATB or SEAT base with an established full service, bulk or blanket purchase agreement (BPA) retardant contract that is published in the IATB Directory. Personnel are either permanently assigned or placed on an on-call status to immediately support SEAT operations. Equipment and retardant are on site year-round. All category I bases will meet the standards identified in the SEAT Base Checklist(s).

Category II – Airports that have been identified as capable of supporting SEAT operations and will support parking mobile loading equipment for a limited timeframe on a call-when-needed basis.

Appropriate agreements are in place with hosting airport authority. Personnel are assigned to the base as needed to support short term SEAT operations. A water supply may be identified and available.

RMA SEAT Bases

RMA Category I SEAT Bases

Airport	Airport Identifier	Dispatch Center
Buffalo, SD	9D2	GPC
Canon City, CO	1V6	PBC
Casper, WY	CPR	CPC
Chadron, NE	CDR	GPC
Cortez, CO	CEZ	DRC
Craig, CO	CAG	CRC
Durango, CO	DRO	DRC
Northern Colorado (NoCo)	FNL	FTC
Grand Junction, CO	GJT	GJC
Greybull, WY	GEY	CDC
Hot Springs, SD	HSR	GPC
Broomfield/Jeffco, CO	BJC	FTC
Lemmon, SD	LEM	GPC
Mobridge, SD	MBG	GPC
Pierre, SD	PIR	GPC
Pueblo, CO	PUB	PBC
Rapid City, SD	RAP	GPC
Rawlins, WY	RWL	RWC
Rifle, CO	RIF	GJC
Riverton, WY	RIW	CDC
Valentine, NE	VTN	GPC

Table 29: RMA Category I SEAT Bases

RMA Category II SEAT Bases

Airport	Airport Identifier	Dispatch Center
Alliance, NE	AIA	GPC
Elkhart, KS	EHA	PBC
Gillette, WY	GCC	CPC
La Junta, CO	LHX	PBC
Meeker, CO	EEO	CRC
Rangely, CO	4VO	CRC

Table 30: RMA Category II SEAT Bases

Large Transport Aircraft

NICC contracts with Sierra Pacific for large transport aircraft support. This aircraft is typically a Boeing 737 passenger jet.

There are no large transport aircraft on exclusive use contract within the RMA. RMACC will help facilitate all large transport needs within the RMA through NICC for crew and IMT mobilization. See the NMG chapter 50 for further information.

Suitable airports for landing and support of the NICC Large Transport Aircraft

State	Airports
Colorado	Grand Junction (GJT), Denver (DEN), Colorado Springs (COS), Durango (DRO), Rocky Mountain Metro (BJC), Ft Collins (FNL), Centennial (APA)
Wyoming	Cheyenne (CYS), Casper (CPR)
Kansas	Salina (SLN), Wichita (ICT), Kansas City (MCI), Topeka (FOE)
Nebraska	Omaha (OMA)
South Dakota	Rapid City (RAP)

Table 31: Suitable airports for landing and support of the NICC Large Transport Aircraft

Need to consider the availability of air stairs at each airport listed above. Local unit may need to provide ramp personnel, portable toilets, food and water for passengers.

Passenger/Cargo Manifests

The Passenger/Cargo Manifest form shall be used in conjunction with all large transport operations. FAR 121 require a minimum of two copies be furnished to the operator; the sending unit should retain one copy as a permanent record. NICC requires that personnel weights be separated from gear/cargo weights.

All crews shall be manifested and a copy sent to the local dispatch center within 2 hours of their departure.

Helicopters: Exclusive Use (EU) Contract

(Refer to NMG chapter 50 and the Interagency Aviation Tech Bullein IA-07-03 for information regarding restricted category of aircraft.)

Exclusive use and agency owned helicopters must be ordered through normal dispatch channels and should be used before CWN aircraft. They should always be filled with a roster in ROSS.

Ordering Considerations for EU Helicopters

(Should be noted in special needs)

- Operating altitude
- Operating temperature
- High performance
- Bucket vs tanked
- Intended use information for the incident or project to ensure the appropriate aircraft is ordered to meet mission needs.
- Rappel
- Short-haul capable

RMA USFS, DOI & State Exclusive Use Contract Helicopter Listing

Heavy Helicopters (National Contracted)

Type 1 Restricted	Home Base	Airport Identifier	Hosting Dispatch
USFS - R2	Broomfield, CO (Jeffco ATB)	BJC	FTC
USFS - R2	Rifle, CO	RIL	GJC

Table 32: Heavy Helicopters (National Contracted)

Medium Helicopters (National and State Contracted)

Type 2 Standard	Home Base	Airport Identifier	Hosting Dispatch
USFS - R2	Durango, CO	DRO	DRC
Colorado State	Cañon City, CO	1V6	PBC
Colorado State	Montrose, CO	MTJ	MTC

Table 33: Medium Helicopters (National and State Contracted)

Light Helicopters (Agency Contracted)

Type 3 Standard	Home Base	Airport Identifier	Hosting Dispatch
USFS - Arapaho-Roosevelt National Forest	Broomfield/Jeffco, CO	BJC	FTC
USFS - Pike/San Isabel National Forest	Monument, CO	61CO	PBC
USFS - Black Hills National Forest	Custer, SD	CUT	GPC
BLM – Colorado State Office	Rifle, CO	RIL	GJC
BLM – High Desert District	Rawlins, WY	RWL	CPC
BIA – Ute Mountain Agency	Towaoc, CO		DRC
NPS – Mesa Verde National Park (short haul capable)	Fort Lewis, CO		DRC
Wyoming State	Glenrock, WY		CPC

Table 34: Light Helicopters (Agency Contracted)

Helicopters: USFS CWN and/or DOI On-Call

Orders for helicopters will be placed through established ordering channels.

For DOI contracted On-Call helicopters, use the OAS-23/23E Aircraft Use Report form which is entered into the Aviation Management System (AMS). For USFS contracted CWN helicopters, use form 6500-122 which is entered into the Aviation Business System (ABS).

DOI On-Call Small Helicopters

A listing of DOI/OAS approved vendors, aircraft, and pilots can be found at the DOI/OAS website. Access is only available to DOI employees**.**

USFS CWN Helicopters

Contract information will be shared by the USFS aviation management to the field.

Helicopter Call Signs

FAA assigned tail numbers will be used by exclusive use and CWN helicopters as the call sign. Out-of-area aircraft shall utilize their FAA assigned tail number as their call sign when working in the RMA (for example, N2016B = H-16B or Helicopter One Six Bravo).

Ordering Procedures for CWN USFS and/or DOI On-Call

The Type 1 and Type 2 CWN Helicopter program is administered by the National Interagency Fire Center (NIFC) in Boise, ID. All ordering of CWN T1 and T2 helicopters will be done through normal dispatch channels through RMACC to NICC.

If there is a T1 or T2 CWN helicopter in close proximity to the incident, please ensure that the values at risk as well as the date & time needed reflect the situation. Do not include vendor names or tail numbers in the resource order.

To reassign T1 and T2 helicopters, approval must be acquired through NICC. (Refer to NMG chapter 50)

RMA Type 3 helicopters should be ordered through the following established dispatch channels:
For wildfires, all T3 orders for CWN will be placed with RMACC. If none are available within the RMA, the order will be placed with NICC.

For local projects or prescribed fires, the T3 helicopter order may be placed directly to the vendor within the RMA. If the order is placed up to RMACC it must include the appropriate cost comparison documentation.

RMACC should be notified prior to any potential ordering of CWN helicopters for both fire and project work.

Documentation in ROSS at the time of hire must include which contract the aircraft is hired under, i.e. USFS or DOI. A copy of the resource order shall be shared with the HMGB, pilot and/or company point of contact. Cost, helicopter performance, con-figuration, and incident location will be considered when filling orders.

Minimum CWN Helicopter Module Staffing

(Refer to NMG chapter 20, the RMG chapter 20 and Interagency Helicopter Operating Guidelines (IHOG) PMS 510 chapter 20.)

Use a ROSS support request and order as follows:

- For any standard, light helicopter, a manager plus a minimum of 2 crewpersons
- For any standard, medium size helicopter, a manager plus a minimum of 3 crewpersons
- For any standard, heavy helicopter, a manager plus a minimum of 4 crewpersons
- For any limited/restricted helicopter, a manager

Non-Fire CWN Project / Administrative Work

A project helicopter manager will be assigned to a helicopter for any project work to ensure safety, as detailed in the Project Aviation Safety Plan (PASP). Refer to agency and local policy for specific requirements.

Ordering Considerations for CWN Helicopters
(Should be noted in special needs)

- Operating altitude – 10,000+ feet MSL
- Operating temperature
- High performance

- Bucket vs tanked
- Long line required (length: 50', 100', etc)
- Helicopter Manager identified, with contact info.
- Intended use information for the incident or project to ensure the appropriate aircraft is ordered to meet the mission needs.
- Hand tools / chain saw kit
- Helicopter support kit
- Rental authorized if needed
- Cell phone/laptop authorized for HMGB
- Flight helmets / radios
- Module and support / chase rig needed

When using CWN helicopters, module personnel and aircraft will be brought together at a pre-designated place PRIOR to arrival at the incident, usually an airport. See IHOG chapter 2.

Helicopters: National Guard

Commercial sources must be exhausted or not immediately available during times when there is a threat to life and property, prior to activation of National Guard units for federal fires.

NOTE: National Guard helicopters, when activated by a state governor within the Rocky Mountain Area, are not considered military helicopters.

Colorado Army National Guard

Colorado Army National Guard (CO-ARNG) is located at the Buckley Air National Guard Base in Aurora, Colorado. Their mission purpose is limited to emergency lifesaving and/or wildland fire fighting activities as specified in the Colorado Interagency Cooperative Fire Management Agreement.

The High Altitude ARNG Aviation Training site (HAATS), located in Eagle, CO provides "graduate level" training to military helicopter pilots flying in mountainous terrain and/or high temperatures.

Nebraska Army National Guard

Nebraska Army National Guard helicopters are located in Lincoln, Nebraska. Their mission purpose is limited to emergency lifesaving and/or wildland fire fighting activities as specified in the Nebraska Interagency Cooperative Fire Management Agreement.

The Nebraska National Guard is responsible for maintaining and providing state assets of ground and aerial wildfire suppression personnel and equipment when authorized by proclamation of the Governor under the Nebraska Emergency Management Act.

South Dakota Army National Guard

South Dakota Army National Guard Helicopters are located at the Rapid City Regional Airport in Rapid City, South Dakota. Their mission purpose is limited to emergency lifesaving and/or wildland fire fighting activities as specified in the South Dakota Interagency Cooperative Fire Management Agreement.

Wyoming Army National Guard

Wyoming Army National Guard Helicopters are located in Cheyenne, Wyoming. Their mission purpose is limited to emergency lifesaving and/or wildland fire fighting activities as specified in the Wyoming State Interagency Cooperative Fire Management Agreement.

Helicopters: Hoist/Extraction

See the Emergency Helicopter Extraction Source list for more information. When ordering a helicopter with short-haul capability, request the aircraft as normal and define the added capability "Short-Haul" in special needs in ROSS.

Short-Haul/Hoist/Extraction Evacuation

Short-haul or hoist/extraction evacuation may be used under any of the following circumstances:

- A patient has life and/or a loss of limb or eyesight threatening injury or other medical complications that warrant prompt extraction.

- When a conventional rescue operations would expose rescue personnel and/or patient to a higher degree of risk. The following factors can contribute to this:
  - duration and/or difficulty of a conventional extraction
  - patient safety and potential medical complications
  - weather (past, present and predicted)
  - available daylight
  - resource availability

Ordering a Short-Haul/NG Extraction Helicopter for Emergency Medevac

Dispatch centers or ordering unit direct request to RMACC aircraft desk
If an extraction ship is located in a dispatch zone

For an emergency response, Ordering Unit may order a short-haul/extraction helicopter by placing a call direct to the hosting dispatch center.

Ordering Units or Incidents must supply the necessary information to facilitate an emergency response.

At a minimum, include the following items, which are found on the standard aircraft dispatch form:

- Incident name
- Incident geographic location and/or latitude/longitude
- Incident ground contact
- Incident air-to-air frequency
- Incident air-to-air contact (if known)
- Incident air-to-ground frequency
- Other aircraft on the incident
- Hazards if known

* Additional Patient information may be obtained from the Medical Incident Report (i.e. 9-Line)

A request for short-haul/extraction will be processed by the host dispatch center or hosting IMT as a priority emergency response. The host dispatch center will contact RMACC whenever a short-haul/extraction mission is launched and follow-up with a "commit" message to all RMA Dispatch

Centers. If hosting unit utilizes the short-haul/extraction aircraft for a medical emergency, the IMT will notify the hosting dispatch center to ensure proper notifications are made. If applicable, RMACC will notify RMA Dispatch Centers and update the appropriate web products in a timely manner whenever there is a short-haul/extraction resource status or location change.

Units hosting an extraction resource need to proactively communicate and coordinate resource coverage, extended staffing and availability with neighboring dispatch centers and IMTs. When the extraction potential has subsided, evaluate if the resource could be better utilized supporting other units.

National Guard Medical Hoist/Extraction Helicopters

The National Guard may have available helicopters, equipment, and personnel for the purpose of medical hoist/extraction needs within the RMA on wildfire incidents.

Colorado National Guard Medical Hoist/Extraction Helicopters

Colorado National Guard units may be ordered through CO State for state incidents or through the RMACC for federal incidents. See tables below.

When the need has been identified for medical hoist/extraction aircraft, the IC will contact the hosting unit dispatch center, who will contact RMACC. RMACC will contact the CO DFPC Duty Officer or CO DFPC Aviation Unit Chief or acting, and/or the USFS R2 Helicopter Operations Specialist or acting, as appropriate. They will contact the local agency aviation officer. Use of any Colorado National Guard resources (aircraft, equipment, facility or personnel) requires specific state approval.

Wyoming National Guard Medical Hoist/Extraction Helicopters

Contact Wyoming State Forest Duty Officer 307-777-5566, who will contact the Division of Homeland Security, who will contact the Wyoming National Guard.

South Dakota National Guard Medical Hoist/Extraction Helicopters

South Dakota National Guard helicopters based in Rapid City are UH-60M models with medical hoist extraction capability for medivac operations within the state.

Mobilization of National Guard Helicopters

National Guard contact process for incidents on Federal lands

State	Contact Process
Colorado	RMACC contacts the Colorado DFPC Duty Officer (720-460-9367) or DFPC Aviation Unit Chief, or USFS R2 Helicopter Operations Specialist
Nebraska	SD-GPC (Nebraska National Forest)
South Dakota	SD-GPC (South Dakota Wildland Fire)
Wyoming	RMACC contacts the WY State Forest Duty Officer 307-777-5566

Table 35: National Guard contact process for incidents on Federal lands

National Guard contact process for incidents on state & local jurisdiction lands

State	Contact Process
Colorado	Colorado DFPC Duty Office (720-460-9367) or DFPC Aviation Unit Chief
Nebraska	SD-GPC (Nebraska State Emergency Management Agency)
South Dakota	SD-GPC (South Dakota Wildland Fire)
Wyoming	WY State Forest Duty Officer 307-777-5566 with follow-up with the appropriate zone dispatch center and RMACC

Table 36: National Guard contact process for incidents on state & local jurisdiction lands

The USFS and DOI jointly issues an annual approval letter which lists approved National Guard pilots and aircraft.

VHF-AM and VHF-FM radios will be installed in all helicopters to allow necessary communication with all other resources assigned to the incident.

Annual interagency training will be provided by regional and state aviation technical specialists, helicopter operation specialists, incident air operations personnel, and experienced fire suppression specialists. Training will include aviation policy, incident air operations, organization, coordination, communication, dispatching procedures, fire tactics/behavior, and water bucket techniques.

National Guard Liaison Officer (or Principal Advisor) will be mobilized with the guard on all federal incidents.

Communication and coordination notifications should always occur with the appropriate zone dispatch center and RMACC.

Airspace Coordination

Airspace Conflicts

RMA dispatch center operating plans must have boundary airspace management procedures identified. Templates are available in the BLM national or state aviation plans. For information refer to the Interagency Airspace Coordination Guide chapter 8 and the Interagency Airspace Coordination webpage).

Military Training Routes (MTR) and Special Use Airspace (SUA)

(Refer to NMG chapter 50 and the Interagency Airspace Coordination webpage)

Military training routes and special use airspace that present conflicts with incident related aviation activities will be identified by local units. One source for this information is AP/1B, Flight Information Publication, and "Military Training Routes." Each dispatch office is responsible for having a current edition of the AP/1B available.

Special use airspace may be found on sectional aeronautical charts. Critical airspace information pertinent to flight should be organized for easy and rapid utilization; i.e., displayed on dispatching hazard maps. Further direction may be obtained in the Interagency Airspace Coordination Guide.

In order to ensure that safe operations can be conducted and continued in areas of increased military aircraft operation, the local dispatch center must inform the military of the presence of USFS and/or DOI aircraft operating in or near military airspace. The military operates high speed flights that are often at low altitudes along prescribed routes called MTRs and in areas of high density military training or in special use airspace (SUA). It is imperative that the military be informed of wildland fire aircraft operations to de-conflict the airspace prior to commencing operations.

MTR and SUA procedures

- Identify the MTRs/SUAs that are impacted.
- Units should develop an overlay using unit boundary and the AP/1B to identify those routes that affect their area.
- Check routes against those listed in the AP/1B to identify the type of flight, altitudes, and route numbers. Certain data may not be depicted on the AP/1B and is only available through your local military units.
- MTRs change periodically; units need to review the routes quarterly with their unit overlays.
- Air space restriction information is passed to the military through the FAA. Sometimes information is not processed in a timely manner. Phone numbers for local military units can be found in the AP/1B MTR publication.

Unmanned Aircraft Systems (UAS)

(Refer to Interagency Standards for Fire and Fire Aviation Operations chapter 16 page 319-321 or Interagency Fire Unmanned Aircraft Systems Operations Guide PMS 515 July 2017)

Unmanned Aircraft Systems (UAS) or drone operation by individuals and organizations must be authorized by the FAA under Part 107 or comply with the S*pecial Rule for Model Aircraft* (Section 336 of P.L. 112-95). Information is available online at the FAA UAS webpage. Individuals who are determined to have interfered with wildland fire operations may be subject to civil penalties and potentially criminal prosecution.

When UAS are flown for USFS/DOI work or benefit, FAA, USFS, and DOI regulations apply.

Units wishing to utilize UAS must have a plan in place for how they are going to collect, process, and disseminate data gathered by a UAS.

Consult with your unit aviation officer or the regional or state aviation staff to assist in selecting and ordering the aircraft best suited for the mission.

UAS Minimum Standards

The following minimum standards apply:

- All aircraft (to include UAS) purchase, lease, or acquisition **must** follow agency procurement policy and procedures.
- All aircraft and pilots employed by the USFS or DOI agencies **shall** be approved. Federal use of cooperator agency UAS may be authorized by a Cooperator Aircraft Letter of Approval.
- UAS flights under USFS operational control **must** adhere to USFS policy and regulations regarding their use. Guidance can be found in FSM 5713.7, the USFS National Aviation Safety and Management Plan and at the USFS UAS webpage.

- UAS flights under DOI operational control **must** adhere to DOI policy and regulations regarding their use. Guidance can be found in 350-353 Departmental Manuals and Operational Memorandum 11.
- All government agency use or takeoff and landing on federal land of UAS **requires** prior notifications and approval. Some agencies have issued internal direction regarding UAS use. Agency aviation managers must be consulted prior to commencing UAS operations to ensure compliance with individual agency policy that may be more stringent than FAA requirements.
- A Project Aviation Safety Plan (PASP) or agency approved operations plan/risk assessment is required for all missions or projects, to include UAS missions on fires.
- All government and commercial applications **require** an FAA "Certificate of Waiver or Authorization" (COA) which specifies the time, location, and operating parameters for flying the UAS. A COA also requires the requesting agency to certify the airworthiness of the proposed aircraft and definition of the standards used to make that determination. For federal fires, the DOI or USFS would be the lead agency for obtaining a COA depending on the jurisdiction of the fire. In the event of a multi-jurisdiction incident the DOI UAS Division Chief, the USFS UAS Program Manager, or State or local representative will determine who should obtain the COA.
- Incident Management Teams **must** work with the agency administrator prior to use of UAS. A modification to the Delegation of Authority should be considered.
- Personally owned UAS or model aircraft **may not** be used by federal agencies or their employees for interagency fire use.

UAS Key Points

An emergency COA can only be issued by the FAA if the proponent already has an existing COA. The request must be accompanied with a justification that there is eminent potential for loss of life, property, or critical infrastructure, or enhances the safety of personnel.

Cooperators, pilot associations and volunteer aviation groups or individuals may offer to fly unmanned aviation missions (e.g., aerial surveys, fire reconnaissance, infrared missions, etc.) at no charge to the IMTs. Although these offers seem very attractive, we cannot accept these services unless they meet FAA, USFS and/or DOI policy.

The use of any UAS (including model or remote controlled aircraft) with or without compensation is considered a "commercial" operation per the FAA. The FAA has established guidelines for hobbyists who fly model and remote controlled aircraft via Advisory Circular 91-57. Model aircraft are to be flown only for recreation or hobby purposes.

Agency specific information can be found at:

FAA **–** *https://www.faa.gov/uas*
DOI **–** *https://www.doi.gov/aviation/uas*
FS – *https://www.fs.fed.us/science-technology/fire/unmanned-aircraft-systems*

UAS Intrusion Reporting

(Refer to NWCG Unmanned Aircraft System Incursion Protocol for Wildland Firefighters)

All UAS intrusions and problems must be reported to the FAA whether or not there is a Temporary Flight Restriction (TFR) in effect. Field personnel reports to their dispatch center who reports to RMACC, who reports to the appropriate Air Route Traffic Control Center (ARTCC) who reports to their Defense Event Network (DEN).

RMA UAS Intrusion Form

All RMA UAS intrusions should be reported using the RMA UAS intrusion form.

Use the following UAS Intrusion Reporting Info Pocket Card as a reporting guide:

- Name & contact info of reporting party
- Date, time & location of Intrusion
- Latitude & longitude if possible
- Intrusion type: TFR or situational (non-TFR)
- Description of intrusion/situation
- Number, type, size & color of UAS(s)
- Altitude (approx.) & direction of flight (NE, SW)
- Law enforcement officer (LEO) notified? If so, their contact info
- UAS operator located? In contact with LEO?
- Agency aircraft on scene? Number & type(s)
- Agency aircraft grounded? Number & type(s)

UAS Intrusion Reporting Considerations

- Collect intrusion info prior to notifying dispatch
- Dispatch submits report and notifies the RMACC who notifies FAA ARTCC
- File a SAFECOM under Airspace/UAS category
- Additional notifications: Regional Aviation Officer (RAO), State Aviation Manager (SAM), Unit Aviation Manager (UAO), Forest Aviation Officer (FAO)
- Consider a TFR if not already issued for incident & is appropriate to request
- Collect photos &/or videos for documentation
- Refer to the FAA UAS regulations webpage for additional information.

Aircraft Services

Temporary Flight Restrictions (TFR) (FAR 91.137)

(Refer to NMG chapter 50 and Interagency Airspace Coordination Guide chapter 6)

TFRs will be established when incident related aviation activities present potential conflict with other aviation activities.

Refer to the FAA TFR webpage for a current listing and graphical depiction of TFRs throughout the nation. The DINS website is also available for a current listing of TFRs throughout the nation, without the map or graphics, and includes the incident name.

Requests for TFRs (FAR 91.137) will be placed through RMA dispatch centers to RMACC who will enter the TFR request into the FAA NOTAM (Notice to Airman) Entry System (NES), and follow up with a phone call to the appropriate ARTCC.

The FAA requires that latitude/longitude information for TFRs must be provided in degrees, minutes, and seconds, including reference to north latitude and west longitude. If second information is not available, add two zeros to the description. Do not use spaces, commas or other symbols in the description. For example: ddmmssN/dddmmssW or 450400N/1174005W.

The corner points should be listed in a clockwise sequence around the requested TFR to avoid "bow tie" depictions.

Request that the TFR altitude restriction is 2000'– 2500' MSL above the highest terrain point due to the FTA. This will assist in keeping the air attack and other necessary aircraft flying within the TFR.

RMA dispatch centers will ensure that the TFR is cancelled through the RMACC as soon as it is no longer required.

Ordering considerations for TFRs

Order a new air to air frequency before placing an order for a TFR whenever possible.

If using a local IA frequency for the initial TFR and the incident will continue past one operational period, replace it by ordering a new air to air frequency as soon as possible.

Refer to RMG chapter 80 for the FAA TFR form.

Infrared Aircraft - IR – Airborne Thermal Fire Mapping - NIROPS

Infrared requests for NIROPS imagery must be placed with NICC through established ordering channels no later than 1530 Mountain Time. Requests for infrared flights will be created on the National Infrared Operations (NIROPS) website. User accounts can be requested by contacting NIROPS directly.

See RMG chapter 80 for Infrared Aircraft Scanner Request Form.

A ROSS A# is required to complete the NIROPS request form. ROSS requests are ordered as a Service - Aviation, Service - Infrared Flight, and placed to RMACC to be placed to NICC by 1530 Mountain Time. IR flights must be ordered on a daily basis as needed.

See NMG chapter 50 for IR aircraft flight rates.

FAA Temporary Control Tower Operations

(Refer to NMG chapter 50)

GACCs within the FAA's Western Service Area (AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA, and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

FAA Temporary Control Towers are ordered on an aircraft request. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined in chapter 11 of the Interagency Airspace Coordination Guide. RMACC does not need to forward the request to the NICC.

The interagency agreement with the FAA requires that a resource order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by RMACC to the FAA's Regional Operations Center (ROC). In addition, there is a helpful checklist in chapter 11 of the Interagency Airspace Coordination Guide that aids in requesting a Temporary Tower.

If the FAA cannot supply radios, the incident COML will order radios as an equipment request through established ordering channels.

Agreements will be set up on an as-needed basis for South Dakota through Air Traffic Division Great Lakes Region, or through Air Traffic Division Central Region for Nebraska and Kansas.

Dedicated Radio Frequencies and Management

(Refer to NMG chapter 50)

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, "Controlled Unclassified Information//Basic". This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

RMACC will order a Communications Coordinator (COMC – refer to RMG chapter 20) based on activity level and/or preparedness level after consultation with the Communications Duty Officer (CDO). Trigger points could include projected lightning, extensive IA, elevated PL, number of deployed radio systems in the RMA, etc. Refer to the National Incident Radio Support Cache User's Guide, NFES 0968. The CDO can be contacted at National Incident Radio Supply Cache (NIRSC) 208-387-5644. Requests will be processed through normal dispatch channels.

Frequency Management

Federal and state land management agencies agree to the sharing of specific radio frequencies that are authorized/licensed for each agency. Shared frequencies are to provide efficient, cost effective radio/communication support in protecting life and property. The sharing of frequencies is under the authority of the National Telecommunications and Information Administration (NTIA) Regulations Manual, Sections 7.3.1, 7.3.4 and 7.5.1 and the Federal Communications Commission (FCC) Rules and Regulations, Part 90, Sections 90.405 and 90.407.

National Air Guard Frequency

Air Guard is approved as an emergency frequency in an event that the aircraft has an emergency. It is also approved as a hailing frequency for establishing initial contact or redirecting an aircraft, etc. It is not approved for tactical missions.

National Flight Following Frequency

National Flight Following is approved for point-to-point flight following. It is not approved for tactical missions such as recon, fire, projects, etc. A local designated frequency should be used for initial attack and agency or project frequency.

National Airtanker Base Frequency

Refer to the National Airtanker Base Directory (NFES #2537) for the most current information.

If a tanker base is not listed in the National Airtanker Base Directory, there is no frequency assigned to that base. When a temporary base is activated, a ROSS order must be placed requesting a frequency for that location. Per FAA engineering, each tanker base frequency is authorized for a service volume of 40 nautical miles and a 5000' ceiling. Each project/all-risk incident service volume is engineered at 20 nautical miles and a 5000' ceiling. When placing a ROSS order for an air to air AM frequency for a temporary tanker base, you will need to state in the request that this is for a tanker base or else the FAA will only authorize a service volume on 20 NM and 5000' ceiling

Initial Attack Aircraft Frequency Assignments

Each state in the RMA and their RMA dispatch areas has been divided into initial attack zones by the national frequency coordinator. These zones are coordinated with the rest of the nation's frequency assignments. Each zone has pre-identified initial attack air-to-ground and air-to-air frequencies. These frequencies should not be dedicated to project fires. These frequencies are updated annually. See RMA frequency maps for specific information.

All additional air-to-ground and air-to-air frequencies must be ordered from and coordinated by the RMACC. If a tertiary Initial Attack air-to-air frequency is available in the IA zone, it may be used as needed. However, notification to the RMACC is required, who will then notify the CDO at NIRSC.

Once the incident exceeds the first operational period, all requests for additional firefighting frequencies must be placed through established dispatch channels to RMACC who will place the request to NICC. It may take up to 6 hours for new frequencies to be assigned.

Aviation frequencies are to be ordered on an aircraft order as an "A" request.

Time Conversion Charts

Time Conversion Table – Standard Time

ZULU	ALASKAN	PACIFIC	MOUNTAIN	CENTRAL	EASTERN
0000	1400	1600	1700	1800	1900
0100	1500	1700	1800	1900	2000
0200	1600	1800	1900	2000	2100
0300	1700	1900	2000	2100	2200
0400	1800	2000	2100	2200	2300
0500	1900	2100	2200	2300	0000
0600	2000	2200	2300	0000	0100
0700	2100	2300	0000	0100	0100
0800	2200	0000	0100	0200	0300
0900	2300	0100	0200	0300	0400
1000	0000	0200	0300	0400	0500
1100	0100	0300	0400	0500	0600
1200	0200	0400	0500	0600	0700
1300	0300	0500	0600	0700	0800
1400	0400	0600	0700	0800	0900
1500	0500	0700	0800	0900	1000
1600	0600	0800	0900	1000	1100
1700	0700	0900	1000	1100	1200
1800	0800	1000	1100	1200	1300
1900	0900	1100	1200	1300	1400
2000	1000	1200	1300	1400	1500
2100	1100	1300	1400	1500	1600
2200	1200	1400	1500	1600	1700
2300	1300	1500	1600	1700	1800

Table 37: Time Conversion Table – Standard Time

Time Conversion Table - Daylight Saving Time

ZULU	ALASKAN	PACIFIC	MOUNTAIN	CENTRAL	EASTERN
0000	1500	1700	1800	1900	2000
0100	1600	1800	1900	2000	2100
0200	1700	1900	2000	2100	2200
0300	1800	2000	2100	2200	2300
0400	1900	2100	2200	2300	0000
0500	2000	2200	2300	0000	0100
0600	2100	2300	0000	0100	0200
0700	2200	0000	0100	0200	0300
0800	2300	0100	0200	0300	0400
0900	0000	0200	0300	0400	0500
1000	0100	0300	0400	0500	0600
1100	0200	0400	0500	0600	0700
1200	0300	0500	0600	0700	0800
1300	0400	0600	0700	0800	0900
1400	0500	0700	0800	0900	1000
1500	0600	0800	0900	1000	1100
1600	0700	0900	1000	1100	1200
1700	0800	1000	1100	1200	1300
1800	0900	1100	1200	1300	1400
1900	1000	1200	1300	1400	1500
2000	1100	1300	1400	1500	1600
2100	1200	1400	1500	1600	1700
2200	1300	1500	1600	1700	1800
2300	1400	1600	1700	1800	1900

Table 38: Time Conversion Table - Daylight Saving Time

RMA
Mobilization Guide

Chapter 60
Predictive Services

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Chapter 60 - Predictive Services

Predictive Services (PS) provides decision-support to the federal, state and local wildland fire agencies for operational management of and strategic planning for firefighting resources. This is accomplished through the collection, analysis and dissemination of information about fire activity, resource status, weather and fuels, and assessments of fire danger and fire potential.

RMACC will post daily reports and other useful information on the RMACC Intelligence (Intel) web page.

It is the RMA dispatch center's responsibility to gather and disseminate this information in a timely manner to all agency/unit firefighting personnel within their area of influence.

Daily reports found on the RMACC Intel web page and to be distributed by the RMA Dispatch Centers are:

Report Name	Typical Time Available during RMA Core Fire Season*
National SIT Report	0530 hours
RMA Resource Status Summary Reports	0800 hours
RMA Daily Fire Weather Outlook	0800 and 1600 hours
7-Day Significant Fire Potential Outlook **	1030 hours
RMA Prescribed Fire Report	1100 hours
RMA SIT Report	1800 hours
Fire Behavior Information	As Updated

Table 39: Daily reports posting time during RMA core fire season

* The RMA core fire season is typically from late May through September.
** Outside of the RMA core fire season, alternative products, which are based on best scientific practices and data available, will be issued for decision support.

All other fire information will be either posted to the web page or electronically mailed to the RMA dispatch centers for further distribution. Time critical information will be followed up with a phone call to the dispatch centers.

No official close of business report is required. However, RMA dispatch centers should keep RMACC informed via telephone of any significant activity (e.g. major resource mobilization, media impacts, etc.) occurring throughout the day or after hours.

National Incident Status Summary (ICS-209) Guidance

(Refer to NMG chapter 60 and the FAMWEB website for more information.)

The Incident Status Summary (ICS-209) conforms to National Incident Management System (NIMS) policy. The ICS-209 is used to report large wildland fires and other significant events on lands under federal protection or federal ownership, and is submitted to RMACC. Lands administered by states and other federal cooperators may also report in this manner. The ICS-209 program is a Fire and Aviation Management Web (FAMWEB) application referred to as the "209 Program."

The ICS-209 is submitted by the agency that has protection responsibility for the incident, regardless of who administers the land. If the protection agency is non-federal and chooses not to meet federal

reporting standards, then the federal agency which has administrative jurisdiction will submit the incident ICS-209.

Required Reporting of Wildland Fires in the RMA

The Rocky Mountain Area Intelligence Coordinator will ensure that RMA dispatch centers submit complete and accurate ICS209 reports daily by 1800 Mountain Time (unless a later time is negotiated) for any wildland fire meeting the requirements specified in the "When to Report Wildland Fire Incidents ICS-209" flowchart shown below. All incidents submitting ICS-209s will provide updated ICS-209s until 100% contained and "finaled". Specific instructions for entering ICS-209 information can be found online in the SIT-209 User's Guide. Blank ICS-209 forms (pdf / doc) can be accessed at the NICC Intelligence web page.

For more information, including definitions and examples, refer to "When to Report Wildland Fire Incidents" available on the NICC Intelligence web page, or contact the RMACC Intelligence Coordinator.

NOTE: The RMA reserves the right to request an ICS-209 from an incident at any time. For example, at Preparedness Levels 4 and above, a greater competition for resources exists. In order to prioritize incidents and allocate resources effectively and efficiently, more detailed incident situational information will be needed.

When to Report Wildland Fire Incidents Flowchart

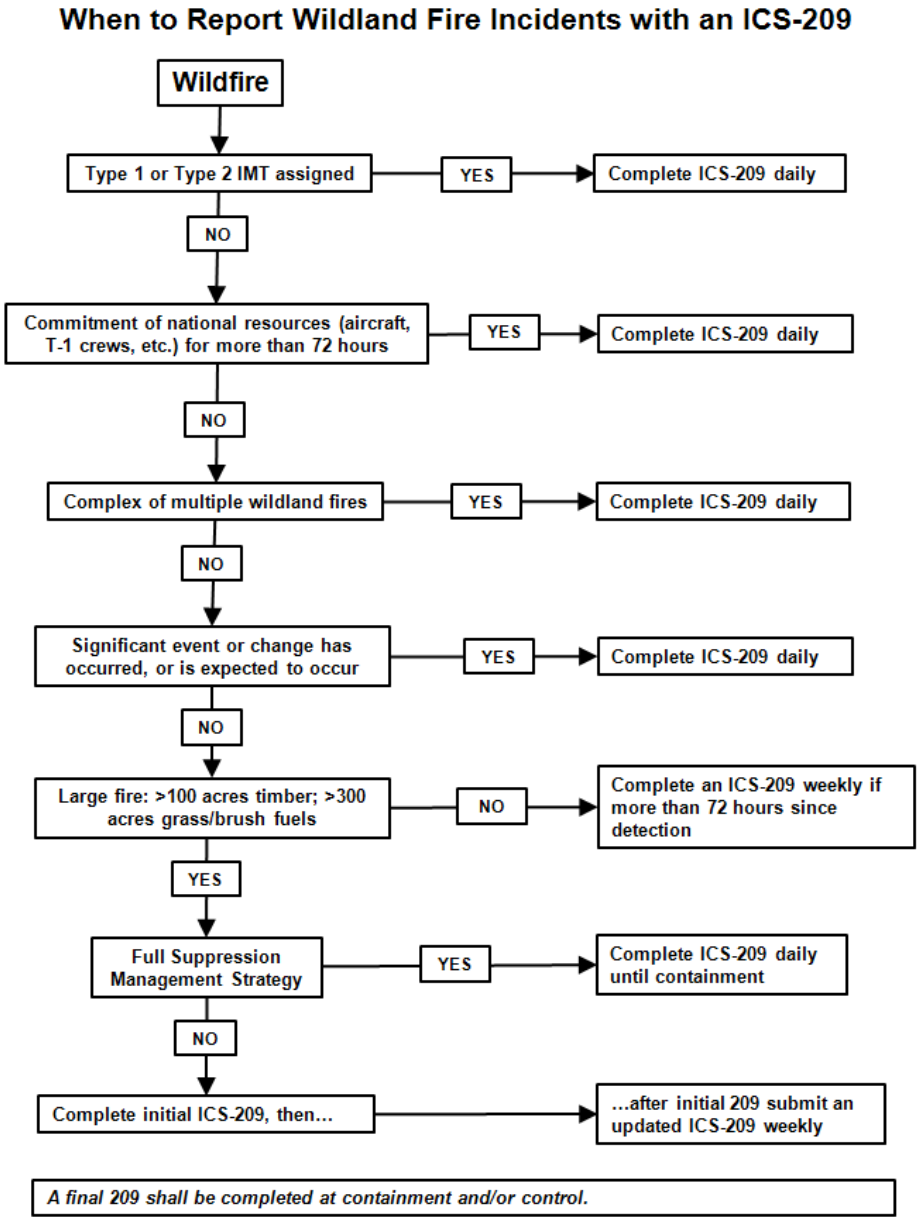

Figure 3: When to report wildland fire incidents with an ICS-209.

National Interagency Situation Reporting Guidance

The Interagency Situation (SIT) Report reporting period is from 0001 to 2400 daily. (Refer to the User Guide for the Interagency Situation Report for additional information.)

As per national direction, the Situation Report is required to be issued daily, except when the dispatch center is not staffed such as during weekends or holidays. (Refer to NMG chapter 60 for additional information.)

Rocky Mountain Area Interagency Situation Reporting Guidance

To allow RMACC Intelligence unit sufficient time for problem resolution/correction to prepare the "RMA-wide Report", RMA dispatch centers are to have their local SIT Reports entered into the SIT/209 system by the following time schedule, unless an alternate time is negotiated.

RMACC recommends, but will not enforce, that the RMA dispatch center's Situation Report be issued daily unless the RMA dispatch center is not staffed appropriately.

Rocky Mountain Area Interagency Situation Reporting

Required Daily: May through October by 1800.

As Needed: November through April, daily by 1500

When any of the following conditions are met:

- Wildfire activity occurs (includes monitor/confine/contain)
- Prescribed fire activity (includes pile burning and black lining).
    - During unstaffed periods, report planned prescribed fire projects occurring on weekends to RMACC Intelligence Unit the Friday prior to project date.
- A unit's fire danger is reported as very high or extreme.

The following offices should report directly for their areas of influence:

Code	Dispatch Center
CPC	Casper Interagency Dispatch Center
CDC	Cody Interagency Dispatch Center
CRC	Craig Interagency Dispatch Center
DRC	Durango Interagency Dispatch Center
FTC	Ft. Collins Interagency Dispatch Center
GJC	Grand Junction Interagency Dispatch Center
GPC	Great Plains Interagency Dispatch Center
MTC	Montrose Interagency Dispatch Center
PBC	Pueblo Interagency Dispatch Center

Table 40: Rocky Mountain Area Dispatch Centers and their abbreviation

Interagency Situation Reporting Remarks

In the Remarks Section of the SIT Report, please include the following:

- A brief write-up about any IA activity occurring and resources being used.
- A weather and fuels synopsis for your dispatch zone.
- A brief analysis / prognosis of resource availability, resource needs, concerns for your dispatch zone.
- Any other information you would like to add.
- Prescribed fire information must be detailed and include the names of the specific contingent resources. Dispatch centers should ensure year-to-date numbers are accurate and updated as necessary.

Incident Management Situation Report (IMSR)

(Refer to NMG chapter 60)

7-Day Significant Fire Potential Outlook

(Refer to NMG chapter 60)

National 7 Day Significant Fire Potential Outlook Reporting Guidance

Per national direction, the 7-Day Significant Fire Potential Outlook is required to be issued daily, except when the Geographic Area Predictive Services unit is not staffed such as during weekends or holidays. (Refer to NMG chapter 60)

Rocky Mountain Area 7 Day Significant Fire Potential Outlook Reporting Guidance

The RMA 7 Day Significant Fire Potential Outlook will be issued from approximately late May through September. Alternative forecast products and/or briefings can be utilized during abnormally dry periods or increased fire activity outside the core fire season.

National Wildland Significant Fire Potential Outlook

(Refer to NMG chapter 60)

Fuel and Fire Behavior Advisories

(Refer to NMG chapter 60 and the Fuels and Fire Behavior Advisories website.)

Fuels and Fire Behavior Advisories are alerts issued as needed to address an exceptional or extreme circumstance that could threaten firefighter safety. Conditions that could be reasonably expected normally do not warrant a Fuels and Fire Behavior Advisory. Advisories will focus on fuel conditions and fire behavior that have long term impacts, not atmospheric conditions that can change significantly over short periods of time and can be found in other products. Advisories will highlight conditions that are currently on-going and give specific examples that have been experienced in the field. Advisories should be tailored so that firefighters at all experience levels can recognize the situation and act accordingly.

Advisories should be coordinated with neighboring administrative units to ensure that all areas with similar conditions are being addressed. All Advisories that extend beyond a single local administrative unit or that will be posted on the national Advisory map must be coordinated with the National Interagency Coordination Center and Geographic Area Coordination Center Predictive Service Units.

Each Advisory must include a map of the affected area. Only one Advisory may be active at any time over any area. If multiple Advisory conditions are present incorporate them into one Advisory. Advisories will remain in effect for 14 days from issuance. If the Advisory conditions continue beyond the 14 days a new Advisory will need to be issued to update conditions and circumstances with more timely information. Advisory templates can be found online and in Chapter 80 of the National Interagency Mobilization Guide.

The RMACC Predictive Services should be involved with the issuance of any fuels/fire behavior advisories covering a large percentage of the RMA. The advisory can carefully consider both the content and intended audience of the messages.

When a situation arises that may warrant an advisory message, the following should be addressed:

Determine area of extent

If local area only (single agency unit or county) – local area should issue advisory or safety message (use of standard template strongly recommended). No other RMACC action needed.

If geographic in scope (multiple units, counties, or significant portion of geographic area):

- Involve and coordinate with the RMACC Predictive Services staff to get their input/feedback.
- Discuss whether a Fuels and Fire Behavior Advisory or a Fuels Assessment is needed.
- Review & tailor message for content, accuracy, suitability and distribution.

If the advisory will extend beyond the RMA, Predictive Services staffs at geographic and/or national levels, will coordinate to ensure message is appropriate for entire area of concern.

Posting Protocols

Post advisory according to protocols listed below:

- Use standard template (available from the RMACC Predictive Services).
- Coordinate as needed with neighboring units.
- Create a detailed map using available tools to draw affected area.
- Send completed advisory to the RMACC Predictive Services who will review the advisory.
- If the advisory affects other geographic areas, RMACC Predictive Services will coordinate with the Predictive Services of the GACCs with affected areas.
- RMACC Predictive Services (and other GACC Predictive Services if applicable) will approve the advisory.
- Approved advisories will be sent to National Predictive Services for posting to the Fuels and Fire Behavior Advisories website.
- The RMACC Center Manager will ensure dissemination of the approved advisory within the Rocky Mountain Area and nationally.
- NICC will post to a national map and archive messages.
- It is recommended that URLs and email messages posted or sent out by RMACC informing users about the advisory contain a link to the NICC Fuels and Fire Behavior Advisories website and national map (this will inform users about other fuels/fire behavior advisories that are posted across the country).
- The RMACC web pages should link to the NICC page for both advisory text and national map.
- Once the field had determined that the advisory message is no longer valid, contact RMACC Predictive Services.
- RMACC Predictive Services will contact NICC to remove the advisory link off the webpage and map.

Resource Status Reports

RMACC will gather resource status information from ROSS daily, and will post resource status reports on the RMACC web page during fire season. RMA dispatch centers should ensure resource status is accurate in ROSS. Refer to RMA IMT, crew & WFM status report, the crew status report and/or the aviation status report.

RMACC will notify RMA dispatch centers in the event that necessary information is not available through ROSS. Dispatch centers will then be required to provide resource status information for the critical resources listed below by 1000.

RMA Resources	National Resources
TEAMS	
Type 2 IMTs	Type 1 IMTs
Geographic Area Buying Teams	National Buying Teams
	NIMO and Area Command teams
OVERHEAD	
Type 1 & 2 Wildfire Modules	
CREWS	
Type 2 & 2 IA Crews	Type 1 Crews
	Smokejumpers
AIRCRAFT	
Single Engine Airtankers	Large and Very Large Airtankers
Air Attack Platforms	Lead Planes/ASM
Type 3 Helicopters	Type 1 & 2 Helicopters
	Smokejumper Aircraft
SUPPLIES	
Cache Van	NFES 4390 Starter Systems

Table 41: National and Rocky Mountain Area Resource Types

Prescribed Fire Notification

FMOs should submit to their dispatch center, prescribed fire information one (1) day prior to the day of planned ignition. The information is to be input into the Daily Situation Report, Prescribed Fire Information. (Input the information off the Prescribed Fire Plan).

The RMACC Intelligence unit will pull a Planned Prescribed Fire Report daily at 1100, post it to the RMACC website and fax it to the FAA. If a center enters a report after 1100 for the same day, the center will notify RMACC to allow for updating of the report.

RMA Annual Fire Report

The RMACC Intelligence Unit must generate an annual report pertaining to the year's fire and all-hazard related activities. The following information should be submitted annually by January 15 from all units and dispatch centers within the RMA and should be organized as a "Dispatch Center Annual Report".

- Narrative: Short narrative statement describing the season and how it compares to normal. It should include a summary of fire weather, resource mobilization, and other significant events.
- Fire Statistics: Number and acres of lightning fires and human caused fires by agency and unit.
- Resource Order Statistics via Cognos: Orders for all functional areas (overhead, crews, equipment, supplies, and aircraft) separated by agency and unit.
- Aviation Statistics: For identified bases, gallons of retardant pumped and missions flown by airtankers. Also include a detailed breakdown of RMA home airtankers, total gallons delivered, and missions flown.

Resource Record Keeping

RMA dispatch centers will be responsible for accurately tracking resources on incidents not in ROSS, i.e. initial attack. Resource information will be requested from each dispatch center by RMACC on January 15 annually and should include resources tracked in ROSS and on non-ROSS incidents within their area. Contact the RMACC Intelligence unit for the specific information requirements.

Reports, Due Dates, and Times

Below is a quick reference list of reports due, usually during the RMA core fire season, and their due dates and times. The RMA core fire season is considered late May through September. Dates will be adjusted as necessary and as requested according to fire activity and potential.

REPORTS DUE	TIME FRAMES
Daily Resource Status	May – October: Updated in ROSS by 0800. Recommend updating resource status the evening prior or as status changes.
Interagency Situation Report	May – October: Due by 1800 daily unless directed or negotiated otherwise. November – April: Due by 1500 if any of the criteria listed in this chapter are met unless directed or negotiated otherwise.
Incident Status Summary (ICS-209)	Due times are identical to the Interagency Situation Report above unless a later time is negotiated. Required for wildfires in timber (100+ acres) or in grass (300+ acres). See "When to Report Wildland Fire Incidents Flowchart" for more information.
Prescribed Fire Report	Due prior to the day of the burn. Notify FAA, RMA dispatch centers, cooperators, and fire management offices.
Annual Fire Report	Actual statistics and dispatch center annual reports due to RMACC by January 15.

Table 42: Reports Due Dates/Time Frames

Request for WFDSS Decision Support

For WFDSS support needs on emerging incidents (e.g., Fire Behavior Modeling or technical assistance) that cannot be met at the local unit level, the unit's first point of contact is their Agency's identified Point of Contact (POC). See POC table below. For on-going incidents or incidents with assigned incident management organizations, WFDSS support needs should be coordinated with the in-place organization and an order for the needed additional support should be placed in ROSS. If no contact can be made in a reasonable amount of time with an RMA Agency WFDSS POC, a request can be made to the National Fire Decision Support Center (NFDSC) at 208-473-8107. The NFDSC has been established to support analysis used in wildland fire decision making and WFDSS.

WFDSS Decision Support Point of Contacts

Agency	Name	Number
USFS	Mark Nelson Tara Umphries	970-295-6685 720-618-2543
BLM CO/BLM WY	Gwenan Poirier	303-239-3689
NPS	Nate Williamson Cody Wienk	970-227-7708 402-206-3128
FWS	Rich Sterry David Carter	303-236-8124 303-236-8110
BIA	Reeve Armstrong Rich Gustafson	303-913-9705 970-749-3558
State of Colorado	Rocco Snart	303-445-4364

Table 43: WFDSS Decision Support Point of Contacts

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Contact Info
NICC, RMACC, RMK,
RMA Dispatch Centers

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Chapter 70 – Contact Info

UNIT: National Interagency Coordination Center	**TELEPHONES:** FIRE #: 208-387-5400 FLIGHT FOLLOWING #: 800-994-6312
ADDRESS: 3833 S. Development Ave. Boise, ID 83705-5354	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 208-387-5400 800-994-6312
FAX NUMBERS: 208-387-5663 208-387-5414	**ELECTRONIC MAIL:** **COD**: COD@blm.gov ***or*** blm_fa_coordinator_on_duty@blm.gov **AIRCRAFT**: nicc_aircraft@blm.gov **CREWS/OVERHEAD**: blm_fa_nicc_crews@blm.gov **EQUIPMENT**: blm_fa_nicc_equipment@blm.gov **WEBSITE:** www.nifc.gov/news/nicc.html

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Simontacchi, Jarrod Center Manager	208-387-5662		
Peterson, Sean Asst. Center Manager	208-387-5400		
VACANT Asst. Center Manager	208-387-5656		
VACANT Intelligence Coordinator	208-387-5093		
Luttrell, Karla Emergency Ops Coordinator	208-387-5400		
VACANT Emergency Ops Coordinator	208-387-5400		
VACANT Emergency Ops Coordinator	208-387-5400		

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Squires, Rick Emergency Ops Coordinator	208-387-5400		
Delgado, Ed Fire Weather Program Manager	208-387-5451		
Henry, Bryan Fire Weather Assistant Program Manager	208-387-5449		
Sullens, Jeremy Fire Analyst	208-387-5439		
Clack, Wade Administrative Assistant	208-387-5400		

REMARKS:

1

UNIT: Rocky Mountain Area Coordination Center	**TELEPHONES:** 303-445-4300
ADDRESS: 2850 Youngfield Street Lakewood, CO 80215	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 303-445-4300 888-850-2925
FAX NUMBERS: 888-850-2925	**ELECTRONIC MAIL:** cormc@firenet.gov **WEBSITE:** https://gacc.nifc.gov/rmcc/

2 **...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...**

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Swendsen, Scott Center Manager	303-445-4302	303-968-5353	sswendsen@fs.fed.us
Bartter, Glenn Deputy Center Manager	303-445-4301	303-883-0080	gbartter@fs.fed.us
Juhola, Rob Assistant Coordinator	303-445-4300	720-635-4444	robert.juhola@bia.gov
Drapeau, Bruce Logistics Coordinator	303-445-4300	303-906-2825	bdrapeau@fs.fed.us
Baldauf, Amy Logistics Coordinator	303-445-4300	303-547-2995	abaldauf02@fs.fed.us
Turner, Robert Logistics Coordinator	303-445-4300	720-441-9897	robertturner@fs.fed.us
Melissa Hunt Logistics Dispatcher	303-445-4300	720-357-1762	melissa.hunt@state.co.us
Malcolm, Brooke RMACC Incident Business Specialist / RMCG Business Manager	303-445-4306	303-386-5152	brooke_malcolm@fws.gov

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Perea, Marco Intelligence Coordinator	303-445-4303	303-478-2688	mperea@blm.gov
Mathewson, Tim Fire WX Meteorologist - Program Manager	303-445-4309	720-273-1799	t2mathew@blm.gov
Mann, Russ Fire Weather Meteorologist	303-445-4308	720-273-4628	rmann@blm.gov
RMACC Fire Information Coordinator	303-445-4322		rmaccinformation@gmail.com

REMARKS:

1

UNIT: Casper Interagency Dispatch Center	**TELEPHONES:** 307-233-1140 800-295-9952 / 800-295-9953
ADDRESS: 3777 Airport Parkway Casper, WY 82604	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 800-295-9952 800-295-9953
FAX NUMBERS: 307-233-1167 307-233-1168	**ELECTRONIC MAIL:** casperdispatch1@gmail.com **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2cpc/

2 **...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...**

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Niebauer, Rob Center Manager	307-233-1145	406-425-0325	rneibaue@blm.gov
Batchelder, Gary Assistant Center Manager	307-233-1146	970-215-1520	gbatchelder@blm.gov
Schake, Josh Assistant Center Manager	307-233-1147		jschake@fs.fed.us
Adams, Kyle Aviation Dispatcher	307-233-1148	307-797-6394	K75adams@blm.gov
Spaulding, Adam Lead Dispatcher	307-233-1150	307-262-4367	aspaulding@blm.gov
Simpson, Rachel Intelligence Dispatcher / IA	307-233-1151		rcsimpson@blm.gov

3 **REMARKS:**

UNIT: Cody Interagency Dispatch Center	**TELEPHONES:** 307-578-5740
ADDRESS: 2501 Wright Brothers Road Cody, WY 82414	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 800-295-9954
FAX NUMBERS: 307-578-5759	**ELECTRONIC MAIL:** codydispatch@gmail.com **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Hutton, Cathy Center Manager	307-578-5757	307-250-0631	cmicek@blm.gov
Williamson, Katie Assistant Center Manager	307-578-5740	307-921-1422	kwilliamson@fs.fed.us
Braten, Travis Assistant Center Manager	307-578-5740	307-250-0861	tbraten@fs.fed.us
Bromley, Hal IA Dispatcher	307-578-5740	480-220-3215	hbromley@fs.fed.us
Taylor, Josh IA Dispatcher	307-578-5740	307-899-4553	joshuataylor@fs.fed.us
Phillips, Kelly IA Dispatcher	307-578-5740	406-223-3849	kellyphillips@fs.fed.us

REMARKS:

Fire Phone 800-295-9954 - The fire phone has a 24-hour answering service.

UNIT: Craig Interagency Dispatch Center	**TELEPHONES:** 970-826-5037
ADDRESS: 455 Emerson Street Craig, CO 81625	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 970-826-5037
FAX NUMBERS: 970-826-5051 970-826-5055	**ELECTRONIC MAIL:** cocrc@firenet.gov **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2crc

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Janota, Nick Center Manager	970-826-5014		
Hutton, Eddie Asst. Center Manager	970-826-5020		
Armetta, Jenny I/A Dispatcher	970-826-5032		
Frazier, Danielle I/A Dispatcher	970-826-5034		
Westendorf, Sarah I/A Dispatcher	970-826-5054		

REMARKS:

The 24-hour number will transfer you to the answering service who will then contact the on-call dispatcher during fire season.

UNIT: Durango Interagency Dispatch Center	**TELEPHONES:** 970-385-1324
ADDRESS: 15 Burnett Court Durango, CO 81301	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 970-385-1324
FAX NUMBERS: 970-385-1386	**ELECTRONIC MAIL:** durangodispatch@gmail.com **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2drc

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Moore, Justin Center Manager	970-385-1335	801-755-9527	justindmoore@fs.fed.us
VACANT Assistant Center Manager	970-385-1324		
VACANT Lead Aircraft Dispatcher	970-385-1324		
Cave, Heather Initial Attack Dispatcher	970-385-1324		hmcave@fs.fed.us hcave@blm.gov
Lyons, Catherine Initial Attack Dispatcher	970-385-1324		
Burkett, Lindsey Initial Attack Dispatcher	970-385-1324		lindseyburkett@fs.fed.us
French, Craig Tanker Base Manager	970-375-3322		Cfrench01@fs.fed.us
VACANT Fire Information Officer	970-385-1219		

REMARKS:

Fire Information Officer FAX- 970-375-2331.

UNIT: Fort Collins Interagency Dispatch Center	**TELEPHONES:** 970-295-6800
ADDRESS: 2150 Centre Avenue, Building E Fort Collins, CO 80526 - 8119	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 970-295-6800
FAX NUMBERS: 970-295-6801	**ELECTRONIC MAIL:** coftc@firenet.gov **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2ftc/

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Kern, Tracey Center Manager	970-295-6830	970-219-9490	traceyrkern@fs.fed.us
Molinari, Scott Assistant Center Manager	970-295-6831	970-214-5637	smolinari@fs.fed.us
Stevi, John Aircraft Dispatcher	970-295-6800	970-217-5444	jstevi@fs.fed.us

REMARKS:

UNIT: Grand Junction Interagency Dispatch Center	**TELEPHONES:** 970-257-4800
ADDRESS: 2774 Landing View Lane Grand Junction, CO 81506	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 970-257-4800 After hours: Phone rings to on call dispatcher
FAX NUMBERS: 970-257-4855 970-257-4847	**ELECTRONIC MAIL:** cogjc@firenet.gov **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2gjc

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
VACANT Center Manager	970-257-4817		
Craig, John Assistant Center Manager	970-257-4816	970-948-5666	jccraig@fs.fed.us
VACANT Lead Dispatcher/Initial Attack	970-257-4818		
Oxford, Ross Lead Dispatcher/Aircraft	970-257-4812		
Giron, Robert Intel/Logistics	970-257-4815	970-697-3200	roberttgiron@fs.fed.us
Culhane, Sara Unit Aviation Officer	970-683-7701	970-852-1610	sculhane@blm.gov
Goeden, Adam Air Tanker Base Manager	970-683-7710	970-640-8414	agoeden@blm.gov
Lloyd, Jake Assistant Air Tanker Base Manager	970-683-7711	970-697-4606	jrlloyd@blm.gov
Murray, Courtney Administrative Assistant	970-257-4805	970-270-5170	courtneyjmurray@fs.fed.us

REMARKS:

After hours: Phone rings to answering service

UNIT: Great Plains Interagency Dispatch Center	**TELEPHONES:** 605-399-3160 800-275-4955
ADDRESS: 8123 Mount Rushmore Road Rapid City, SD 57702	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 605-399-3160
FAX NUMBERS: 605-343-5075	**ELECTRONIC MAIL:** GreatPlainsDispatch@fs.fed.us **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2gpc

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Solvie, Andy Center Manager	605-399-3199	605-381-7397	asolvie@fs.fed.us
VACANT Assistant Center Manager	605-399-3175		
Reiter, Paul SDS Assistant Center Manger	605-399-3160	605-381-1459	pareiter@fs.fed.us
VACANT Lead USFS Dispatcher	605-399-3160		
Rothleutner, Melody Lead BIA Dispatcher	605-399-3160	605-381-7178	mrothleutner@fs.fed.us
Steffen, Mike SDS Comm Spec.	605-399-3160	605-381-7259	michaelsteffen@fs.fed.us
VACANT SDS Comm Spec.	605-399-3160		
PIO, On Call IOF	605-923-8868		

REMARKS:

UNIT: Montrose Interagency Dispatch Center	**TELEPHONES:** 970-249-1010
ADDRESS: 2465 South Townsend Ave. Montrose, CO 81401	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 970-249-1010
FAX NUMBERS: 970-240-5369	**ELECTRONIC MAIL:** montrosedispatch@gmail.com **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2mtc

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Jossart, Becky Dispatch Center Manager	970-240-5359	970-596-7414	bjossart@blm.gov
Megel, Laura Assistant Center Manager	970-240-5354		
Powell, Carrie Aircraft Dispatcher	970-240-5353	970-901-6315	carrielpowell@fs.fed.us
Hunt, Jessica Dispatcher	970-240-5404		
VACANT I/A Dispatcher	970-240-5352		

REMARKS:

UNIT: Pueblo Interagency Dispatch Center	**TELEPHONES:** 719-553-1600
ADDRESS: 2840 Kachina Drive Pueblo, CO 81008	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 719-553-1600
FAX NUMBERS: 719-553-1616	**ELECTRONIC MAIL:** copbcdispatch@gmail.com **WEBSITE:** https://gacc.nifc.gov/rmcc/dispatch_centers/r2pbc

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Toft, Eric Dispatch Center Manager	719-553-1639	719-252-9360	ertoft@fs.fed.us
French, Cindy Assistant Center Manager	719-553-1615	719-248-8965	clfrench@fs.fed.us
Barter, Tiphaine BLM Lead Dispatcher	719-553-1600	719-246-4104	tbarter@blm.gov
VACANT USFS Initial Attack Dispatcher	719-553-1600		
VACANT USFS Dispatcher	719-553-1600		
VACANT USFS Dispatcher	719-553-1600		

REMARKS:

UNIT: Rocky Mountain Area Fire Cache	**TELEPHONES:** 303-202-4940 303-202-4944
ADDRESS: Denver Federal Center, Building 810, Door N27 PO BOX 25507 Lakewood, CO 80225-0507	**NIGHT OR 24 HOUR TELEPHONE NUMBERS:** 303-202-4940 928-642-4653
FAX NUMBERS: 303-202-4965	**ELECTRONIC MAIL:** rockymountainfirecache@gmail.com **WEBSITE:** https://gacc.nifc.gov/rmcc/logistics/cache/index.html

...IF NO ANSWER ON ABOVE NUMBERS, CALL IN ORDER LISTED BELOW...

NAME TITLE	OFFICE PHONE EXT.	CELL PHONE PAGER	HOME PHONE ELECTRONIC MAIL
Medina, Marcus Cache Manager	303-202-4943	928-642-4653	mmedina@fs.fed.us
Ontiveros, Humberto Assistant Cache Manager	303-202-4941	720-437-1085	hontiveros@fs.fed.us ontiveros31@yahoo.com
Reynoso, Ricardo Supply Technician	303-202-4944	720-277-8920	rreynoso@fs.fed.us
Gallardo, Ivan Materials Handler Supervisor	303-202-4945	208-703-7693	ivangallardo@fs.fed.us
Mixon, Matt Materials Handler	303-202-4940		mmixon@fs.fed.us

REMARKS:

RMA Mobilization Guide

Chapter 80

Forms and Links

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Chapter 80 – Forms and Links

General

Emergency Release/Message Form
Resource Extension Request Form
Resource Order Forms (Overhead, Crews, Supplies, Equipment, Aircraft)
Wildland Fire Entrapment/Fatality Form

Aircraft

Aircraft Dispatch Form
Aircraft Flight Request/Schedule Form
Temporary Flight Restriction (TFR) Form
Temporary Tower Request Form
Infrared Aircraft Scanner Request Form
RMA ROSS Aircraft Request Form
DFPC Multi-Mission Aircraft Request Form
Sunrise and Sunset Tables for a specific location

Crew

Passenger and Cargo Manifest Form
RMA ROSS Crew Request Form

Equipment/Supplies

Incident Replacement Requisition Form
Mobile Food & Shower Service Request Form
RMA ROSS Equipment Request Form
RMA ROSS Supply NFES Request Form
RMA ROSS Supply NON NFES Request Form

Overhead

Preparedness/Detail Request Form
RMA ROSS Overhead Request Form

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