

# **SOUTHERN AREA INTERAGENCY STANDARDS FOR RESOURCE MOBILIZATION**



**2025**

<b>CHAPTER 10.....</b>	<b>1</b>
<b>OBJECTIVES, POLICY AND SCOPE OF OPERATION.....</b>	<b>1</b>
MISSION STATEMENT – NATIONAL INTERAGENCY COORDINATION CENTER ...	1
PURPOSE.....	2
TOTAL MOBILITY CONCEPT.....	2
PRIORITIES .....	2
NATIONAL RESOURCES.....	4
LOCAL AND GEOGRAPHIC AREA DRAWDOWN LEVELS .....	5
NATIONAL SURGE PACKAGES.....	5
NATIONAL READY RESERVE .....	6
SCOPE OF OPERATION .....	6
National Response Framework (NRF) .....	6
MOBILIZATION/DEMobilIZATION .....	9
WORK/REST .....	10
LENGTH OF ASSIGNMENT.....	11
Assignment Definition .....	11
Length of Assignment .....	11
Days Off .....	12
Assignment Extension.....	12
Single Resource/Kind Extensions .....	13
CIMT Length of Assignment and Mandatory Unavailability .....	14
Incident Management Team Extensions .....	14
Maximum Consecutive Days Worked – Home Unit.....	14
INCIDENT OPERATIONS DRIVING.....	14
INITIAL ATTACK DEFINITION .....	15
RESOURCE MOBILIZATION.....	15
Compacts .....	16
WILDLAND FIRE ENTRAPMENT/FATALITY .....	17
UNABLE TO FILL (UTF) PROCEDURE .....	18
STANDARD CUBES, WEIGHT, AND GEAR POLICY FOR ALL PERSONNEL .....	18
NATIONAL FIRE PREPAREDNESS PLAN.....	18
WHY PREPAREDNESS LEVELS ARE ESTABLISHED .....	18
GEOGRAPHIC AREA PREPAREDNESS LEVELS.....	19
PREPAREDNESS LEVEL DESCRIPTIONS .....	19
Preparedness Level 1 .....	19

Preparedness Level 2.....	19
Preparedness Level 3.....	19
Preparedness Level 4.....	20
Preparedness Level 5.....	20
PREPAREDNESS LEVEL ACTIONS TAKEN BY NICC/NMAC .....	20
Preparedness Level 1 .....	20
Preparedness Level 2.....	20
Preparedness Level 3.....	21
Preparedness Level 4.....	21
Preparedness Level 5.....	21
MULTI-AGENCY COORDINATING GROUPS (MAC) ORGANIZATION.....	26
National Multi-Agency Coordinating Group (NMAC) Organization.....	26
NIFC Directors' Delegations.....	27
NMAC Roles/Responsibilities: .....	27
NMAC Support Function Responsibilities: .....	28
Responsibilities of GMACs: .....	28
MAC Group Coordinator .....	28
Complexity .....	29
INCIDENT SUPPORT ORGANIZATION (ISO) .....	30
Incident Support Organization (ISO) .....	30
Expanded Dispatch Organization .....	30
Expanded Dispatch Functional Areas .....	30
Technical Support.....	31
Administrative Support .....	31
Example Organizations .....	31
Incident Support Organization (ISO), Example – Complex Incident: .....	31
Incident Support Organization (ISO), Example: .....	32
MOBILIZATION PROCEDURES FOR MILITARY ASSETS .....	33
INTERNATIONAL OPERATIONS.....	33
Canada Support .....	34
Australia and New Zealand Support .....	34
Mexico Support .....	34
Other Nations Support for Large Scale Mobilizations .....	34
Processes for International Mobilization of Federal Resources .....	34
ORDERING PROCESS AND PROCEDURES .....	35

Geographic Area Coordination Centers (GACCs) .....	35
Name Requests .....	36
Name Requests on Budgeted, Severity or Non-Suppression Funds .....	36
Ordering Process for All Orders .....	36
Support to Border Fires .....	38
MOBILIZATION AND DEMOBILIZATION INFORMATION .....	39
NON-INCIDENT RELATED ORDERING .....	39
<b>CHAPTER 20 .....</b>	<b>40</b>
<b>OVERHEAD AND TEAMS .....</b>	<b>40</b>
OVERHEAD AND TEAMS OVERVIEW .....	40
Standards for Wildland Fire Position Qualifications .....	40
Overhead Mobilization and Demobilization .....	40
Supplemental Fire Department Resources .....	40
Name Requesting Single Resource Overhead .....	41
Trainee Requests .....	41
Technical Specialist .....	41
Remote Employee .....	41
Interagency Wildland Fire Modules .....	41
Wildland Fire Module Mobilization .....	42
Helicopter Module .....	42
Helicopter Rappellers .....	43
Smokeyjumpers .....	43
Non-Standard Overhead Groups .....	44
Communications Coordinator (COMC) .....	44
Incident Meteorologist (IMET) .....	45
Air Resource Advisors .....	46
Cache Support Positions .....	46
INCIDENT MANAGEMENT TEAMS (IMTs) .....	48
NMAC Management of IMTs .....	48
Appropriate Use of Interagency IMTs .....	49
Interagency Complex Incident Management Teams (CIMTs) .....	49
IMT Configurations – All .....	50
CIMT Configuration .....	50
CIMT Roster Negotiation .....	51
CIMT National Rotation Process .....	52

NICC CIMT Coordinator.....	54
NMAC CIMT Coordination Support.....	54
Surge Capacity IMTs .....	55
IMT Assignment to All-Hazard Incidents .....	55
CIMT Assignments for Suppression Repair .....	56
National Incident Management Organization (NIMO).....	56
Area Command Team .....	56
All-Hazard Incident Management Teams .....	57
Type 3 Incident Management Teams.....	58
INTERAGENCY BUYING TEAMS (BUYT).....	60
BUYT Configuration .....	60
BUYT Mobilization .....	61
BUYTs Rotation Process .....	61
PAYMENT TEAMS .....	62
REMOTE INCIDENT SUPPORT TEAM (RIST) .....	62
Program Management.....	62
RIST Configuration .....	62
Requesting RIST Support .....	63
BURNED AREA EMERGENCY RESPONSE TEAM (BAER) .....	63
Department of Interior (DOI) BAER.....	64
DOI National BAER Team Configuration .....	64
DOI Burned Area Emergency Response Team Mobilization Process .....	64
USDA Forest Service BAER .....	65
NATIONAL FIRE PREVENTION AND EDUCATION TEAMS (NFPET) .....	65
NFPET Configuration.....	65
NFPET Coordinators .....	66
COMMUNITY MITIGATION ASSISTANCE TEAMS (CMAT).....	67
CMAT Configuration.....	67
Requesting a CMAT .....	67
FIRE AND AVIATION SAFETY TEAM (FAST) .....	67
FAST Configuration .....	68
FAST Mobilization Process.....	68
AVIATION SAFETY AND TECHNICAL ASSISTANCE TEAM (ASTAT).....	68
ASTAT Configuration .....	68
SERIOUS ACCIDENT INVESTIGATION TEAMS (SAIT) .....	69

<b>CHAPTER 30.....</b>	<b>73</b>
<b>CREWS.....</b>	<b>73</b>
CREW STANDARDS FOR NATIONAL MOBILIZATION.....	73
TYPE 1 INTERAGENCY HOTSHOT CREWS (IHCs).....	73
Interagency Hotshot Crews as T2IA, T2 or Suppression Modules .....	74
TYPE 2 AND TYPE 2 IA CREWS .....	75
US FOREST SERVICE CONTRACTED CREWS.....	76
Type 2IA Crews.....	76
Type 2 Crews .....	76
INTERAGENCY RESOURCE REPRESENTATIVE (IARR) .....	77
<b>CHAPTER 40.....</b>	<b>79</b>
<b>EQUIPMENT AND SUPPLIES.....</b>	<b>79</b>
EQUIPMENT AND SUPPLIES OVERVIEW .....	79
Name Requests for Equipment .....	79
EQUIPMENT/SUPPLIES MOBILIZATION.....	79
EQUIPMENT/SUPPLIES DEMOBILIZATION .....	80
NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES .....	80
NFES Items in Short Supply.....	80
Field Office Replenishment During Fire Season .....	80
Field Office Replenishment Outside of Fire Season.....	80
Incident Replacement of NFES Items.....	80
Local Unit Incident Replacement: Type 3, 4 and 5 Incidents.....	81
Incident to Incident Transfer of Equipment and Supplies .....	81
NATIONAL INTERAGENCY INCIDENT COMMUNICATIONS DIVISION (NIICD) ....	85
Radio Ordering.....	86
Frequency and Radio Demobilization .....	87
REMOTE AUTOMATIC WEATHER STATIONS (RAWS) .....	87
Incident Remote Automatic Weather Stations, (IRAWS – NFES 005869) .....	88
Project Remote Automatic Weather Stations, (PRAWS – NFES 005870) .....	88
Smoke Monitoring Kit, (Kit – Smoke Monitor – E-Sampler, NFES 005840) .....	88
NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER FACILITIES .....	88
National Contract Mobile Food Service Units.....	88
National Contract Mobile Shower Facilities Units .....	88
National Contract Mobile Food Services and Shower Facilities Mobilization .....	89
National Contract Mobile Food Services and Shower Facilities Reassignments .....	89

National Contract Mobile Food Services and Shower Facilities Demobilization .....	89
ENGINES AND WATER TENDERS .....	89
<b>CHAPTER 50 .....</b>	<b>99</b>
<b>AIRCRAFT .....</b>	<b>99</b>
AIRCRAFT MOBILIZATION .....	99
TYPES OF FLIGHTS .....	104
Point-to-Point .....	104
Mission Flights .....	106
Flight Manager .....	106
FLIGHT FOLLOWING MANAGEMENT .....	107
FAA Flight Plans .....	107
Agency Flight Plans .....	107
Aircraft Flight Request/Schedules .....	107
Under Agency Operational Control .....	107
Flight Following .....	108
Resource Tracking .....	108
Flight Following for Demobilization .....	109
National Flight Following Frequency (168.6500 MHz) .....	109
Automated Flight Following (AFF) .....	109
Requirements to Utilize AFF .....	109
Responsibilities of the Sending Unit: .....	110
Responsibilities of Sending GACC: .....	111
Responsibilities of NICC: .....	111
Responsibilities of Receiving GACC: .....	111
Responsibilities of Receiving Unit: .....	111
COOPERATOR AIRCRAFT .....	112
Non-Federally Approved Cooperator Aircraft .....	112
HELICOPTERS .....	113
CWN Helicopters .....	113
FS CWN .....	113
DOI CWN .....	113
Exclusive-Use Helicopters .....	114
FS EU Helicopters .....	114
DOI EU Helicopters .....	114
*For all EU Helicopter Aircraft, the following apply: .....	114

US Forest Service Type 1 and Type 2 Helicopters.....	115
US Forest Service Type 3 Helicopters.....	115
BLM Type 1 Helicopter.....	119
Short-haul.....	119
FS Short Haul.....	119
MULTI-AWARD TASK ORDER CONTRACT (MATOC) .....	120
Helicopters .....	120
Type 1 Restricted w/Bucket.....	120
Type 1 Restricted w/ Tank.....	121
Type 2 Standard w/Bucket (*indicates models with twin engine capability).....	121
Type 2 Restricted w/Bucket.....	121
Type 2 Standard w/Tank.....	121
Type 2 Restricted w/Tank.....	122
Type 2 Standard Modern Bucket/Tank.....	122
Type 3 Standard w/Bucket.....	122
Type 3 Standard w/Tank.....	122
Type 3 Standard Modern .....	122
RAPPELLERS .....	123
Rappeller Numbers .....	123
Rappeller Aircraft .....	124
SMOKEJUMPERS .....	124
Smokejumper Numbers .....	125
Smokejumper Aircraft .....	125
AERIAL SUPERVISION AIRCRAFT.....	125
Aerial Supervision Module .....	125
Leadplane.....	126
Air Tactical Aircraft.....	126
UNMANNED AIRCRAFT SYSTEMs (UAS).....	128
AIRTANKERS.....	129
Airtanker Use in Optional and Post Season Periods.....	130
MODULAR AIRBORNE FIREFIGHTING SYSTEMs (MAFFS).....	131
US Forest Service and NICC Responsibility (for MAFFS).....	131
MAFFS Ordering Criteria.....	132
WATER SCOOPERS.....	132
SINGLE ENGINE AIRTANKERS (SEATs) and WATER SCOOPERS .....	132



MOBILE RETARDANT BASES (MRBs).....	134
INCIDENT AWARENESS & ASSESSMENT (IAA) .....	136
LARGE TRANSPORTATION AIRCRAFT .....	137
FREQUENCIES .....	138
FM, VHF, and UHF Frequencies.....	138
AM Frequencies .....	138
FM Air-to-Ground Frequencies .....	138
AIRSPACE.....	141
Temporary Flight Restrictions (TFR) FAR 91.137 .....	141
Participating Aircraft .....	142
Military Training Routes and Special Use Airspace.....	142
Airspace Conflicts.....	142
FAA Temporary Control Tower Operations.....	143
Airspace Coordination .....	143
<b>CHAPTER 60 .....</b>	<b>146</b>
<b>PREDICTIVE SERVICES .....</b>	<b>146</b>
PREDICTIVE SERVICES OVERVIEW .....	146
Wildland Fire Weather Forecasts.....	146
PREDICTIVE SERVICES PRODUCTS .....	146
7-Day Significant Fire Potential Outlook .....	146
National Wildland Significant Fire Potential Outlook.....	147
Fuel and Fire Behavior Advisories .....	147
Incident Status Summary (ICS-209).....	148
Required Reporting of Wildland Fires.....	149
Southern Area Supplement .....	149
Non-Fire Incidents .....	151
Southern Area Supplement .....	151
Interagency Situation Report .....	151
Incident Management Situation Report .....	152
<b>CHAPTER 70 .....</b>	<b>154</b>
<b>INCIDENT ADMINISTRATION .....</b>	<b>154</b>
INCIDENT OVERVIEW .....	154
INCIDENT CREATION .....	154
Incident Record Creation and Data Integration .....	154
NWCG Event Kind and Event Categories (Incident Type).....	155

Multiple Events .....	155
Unprotected Lands .....	155
Incident Naming Protocols .....	156
Unit Identifiers .....	156
Incident Reporting .....	157
<b>COST CODING .....</b>	<b>157</b>
Interagency Fire and Severity Activities.....	157
Bureau of Land Management (BLM) .....	158
Bureau of Indian Affairs (BIA).....	158
National Park Service (NPS) .....	160
Fish and Wildlife Service (FWS).....	161
Forest Service (FS) .....	162
<b>CHAPTER 80 .....</b>	<b>163</b>
<b>FORMS .....</b>	<b>163</b>
<b>CHAPTER 90 .....</b>	<b>164</b>
<b>FIRE ORGANIZATION DIRECTORY .....</b>	<b>164</b>
GEOGRAPHIC AREA COORDINATION CENTERS (GACCS).....	164
National Interagency Coordination Center (NICC) .....	165
Alaska Interagency Coordination Center (AICC).....	167
Eastern Area Coordination Center (EACC).....	168
Great Basin Coordination Center (GBCC) .....	169
Northern California Coordination Center (ONCC) .....	170
Northern Rockies Coordination Center (NRCC) .....	172
Northwest Area Coordination Center (NWCC).....	173
Rocky Mountain Area Coordination Center (RMCC).....	174
Southern Area Coordination Center (SACC) .....	175
Southern California Coordination Center (OSCC) .....	176
Southwest Area Coordination Center (SWCC) .....	177
National Interagency Support Caches (NISC) .....	178
SOUTHERN AREA FIRE ORGANIZATION DIRECTORY .....	179
Forest Service (USFS).....	189
Fish & Wildlife Service (FWS).....	201
National Park Service (NPS).....	203
Bureau of Indian Affairs (BIA) .....	215
Bureau of Land Management (BLM).....	222

State Forests .....	223
Other Agencies .....	232
Federal Emergency Management Agency (FEMA).....	232
National Weather Service (NWS) .....	235
Office of Aviation Services (OAS) .....	236
<b>CHAPTER 100 .....</b>	<b>237</b>
<b>SOUTHEASTERN AND SOUTH CENTRAL COMPACTS.....</b>	<b>237</b>
COMPACT AUTHORITY/ACTIVATION.....	237
OBJECTIVES AND CONTENT .....	237
MUTUAL AID PROCEDURES.....	238
PREMOBILIZATION.....	238
MOBILIZATION.....	238
DEMOBILIZATION.....	239
FIRE EMERGENCIES .....	240
COMPACT INCIDENT REVIEW .....	240
REVIEW TEAM MAKE-UP .....	240
SUPPORTING INFORMATION .....	240
INCIDENT REPORT.....	240
STANDARD DISPATCHES .....	240
SHARED RESOURCES .....	241
INITIAL BRIEFING FOR STATE CREWS.....	242
APPENDIX A .....	243
Compact Map .....	243
APPENDIX B .....	245
Compact Activation Checklist.....	245
APPENDIX C .....	246
APPENDIX D.....	247
2025 Southern Fire Chiefs Directory .....	247
APPENDIX E .....	249
2025 Incident Business Contacts Directory .....	249
APPENDIX F.....	251
Shared Resources .....	251
Alabama Forestry Commission.....	253
Arkansas Department Of Agriculture Forestry Division .....	269
Florida Forest Service .....	274

Georgia Forestry Commission.....	287
Kentucky Division of Forestry .....	311
Louisiana Department of Forestry.....	313
Mississippi Forestry Commission .....	324
North Carolina Forest Service .....	327
Oklahoma Forestry Services .....	356
South Carolina Forestry Commission .....	358
Tennessee Division of Forestry .....	376
Texas A&M Forest Service.....	383
Virginia Department of Forestry .....	386
West Virginia Division of Forestry .....	392
APPENDIX G.....	397
Southern Area Wildfire Investigation Task Force Operational Plan .....	397
<b>APPENDIX:.....</b>	<b>403</b>
<b>ACRONYM GUIDE .....</b>	<b>403</b>
<b>NISRM EXECUTIVE SUMMARY OF CHANGES FOR 2025 .....</b>	<b>408</b>

## CHAPTER 10

### OBJECTIVES, POLICY AND SCOPE OF OPERATION

*The Southern Area Interagency Standards for Resource Mobilization includes the National Interagency Standards for Resource Mobilization (black text without italics) and any supplemental guidance specific to the Southern Area is in blue text with italics.*

#### MISSION STATEMENT – NATIONAL INTERAGENCY COORDINATION CENTER

The principal mission of the National Interagency Coordination Center (NICC) at the National Interagency Fire Center (NIFC) is the cost-effective and timely coordination of land management agency emergency response for wildland fire. As a partner in the National Response Framework (NRF) and as interagency cooperators, we will also meet the requirements of all-hazard incidents as directed by the NRF or Presidential and Secretarial direction. This is accomplished through planning, situation monitoring, and expediting resource orders between the Bureau of Indian Affairs (BIA) Areas, Bureau of Land Management (BLM) States, National Association of State Foresters (NASF), Fish and Wildlife Service (FWS) Regions, Forest Service (FS) Regions, National Park Service (NPS) Regions, National Weather Service (NWS) Regions, Federal Emergency Management Agency (FEMA) Regions through the United States Fire Administration (USFA) and other cooperating agencies.

#### *Southern Area Supplement*

#### ***SOUTHERN AREA MISSION STATEMENT***

*The principal mission of the Southern Area Coordination Center (SACC) is safe and cost-effective coordination of emergency response with logistical assistance of its partner agencies of the Southern Area. This is accomplished through planning, communications, situation monitoring, projecting needs, and expediting resource orders between Federal Land Management Agencies, State Agencies, and other cooperators.*

*In addition:*

*SACC serves as the focal point for providing intelligence and logistical support relating to ongoing and anticipated incident activity for all federal and cooperating state wildland fire suppression agencies in the Southern Geographic Area.*

*SACC facilitates the movement of resources between State Coordination Centers, while ensuring the states' continued fire suppression capabilities to support fire potential by monitoring weather and prescribed fire activity within the Southern Area.*

*SACC plays a significant role in providing logistical support to all-risk incidents such as hurricanes, floods, and other natural disasters, as well as human-caused all-risk incidents.*

*SACC also responds to requests for support from other geographic areas through the National Interagency Coordination Center.*

**PURPOSE**

The National Interagency Standards for Resource Mobilization identifies standard procedures that guide the operations of multi-agency operational and logistical support activity throughout the national coordination system. These standards are intended to facilitate interagency dispatch coordination, ensuring timely and cost-effective incident support services are provided. It is designed to accommodate amendments as needed and will be retained as current material until amended. Local and Geographic Mobilization Guides should be used to supplement the National Interagency Standards for Resource Mobilization.

**TOTAL MOBILITY CONCEPT**

The national coordination system uses the total mobility concept to position and utilize resources to meet existing and anticipated incident, preparedness, severity, wildland and prescribed fire needs regardless of geographic location or agency affiliation.

To accomplish total mobility, all resources will be statused and assigned in the resource ordering system regardless of incident type or location.

**Southern Area Supplement****SOUTHERN AREA TOTAL MOBILITY**

*The SACC Center Manager has authority, through the Southern Area Coordinating Group (SACG), to move personnel and equipment throughout the Southern Area, and to/from adjacent areas, to meet wildland fire preparedness and suppression needs, as outlined in the interagency agreement between the National Park Service, U. S. Fish and Wildlife Service, and U. S. Forest Service, and from the administrators of the Southeastern and South Central (State) Forest Fire Protection Compacts (as set forth in Public Law 642).*

**PRIORITIES**

When competition for wildland fire resources occurs among Geographic Areas, the National Multi-Agency Coordination Group (NMAC) at NIFC will establish national priorities.

The delegation of authority for NMAC states:

*“NMAC is the national level authority for directing and controlling firefighting resource allocations between Geographic Areas to ensure priority objectives are met, with full authority to take appropriate actions to implement their decisions.”*

When requested, Geographic Areas will establish priorities for their incidents and wildland fires and report them to NICC.

The single overriding suppression priority is the protection of human life – both that of our firefighters and of the public.

In setting national priorities and drawdown levels, the following criteria will be considered:

- Protecting communities and community infrastructure, other property and improvements, and natural and cultural resources.
- Maintaining initial attack capability.
- Limiting costs without compromising safety.

- Meeting agency suppression objectives.
- Support to National Response Framework (NRF) taskings.
- Resource allocation decisions are based on the following considerations:
  - Wildfire suppression.
  - Emergency Support Function (ESF) / National Response Framework.
  - Agency Prescribed Fire operations.
  - International cooperation.
  - Suppression repair.

### **Southern Area Supplement** **PRIORITIES**

*When competition for resources exists within the Southern Area, the SACC Center Manager, or the SAMAC will establish priorities.*

*The standard criteria to be used in establishing priorities are:*

- **Potential to destroy**
  - Human life.
  - Property and Resource Values.
- **Initial Attack.**
- **Escaped fires and emerging fires:** *Units will be asked to describe the probability of meeting wildland fire objectives within the specified time frame documented in the Wildland Fire Decision Support System (WFDSS) to assist in determining priorities.*
- **Support of ongoing incidents.**

*Requests for non-fire or all-hazard incident support will be evaluated on a case-by-case basis by the SACC Center Manager and the SAMAC, and a decision on dispatch/coordination system involvement will be made using the following criteria (these same criteria can be used as a checklist at the local level by State MAC Groups):*

- *Is the incident an emergency or extreme emergency? Is emergency travel authorized for non-exempt personnel (for example, "compensable because it results from an event which could not be scheduled nor is the incident a planned 'special event'")?*
- *What is the anticipated magnitude and duration of this event?*
- *Is it appropriate for agency personnel/resources to assist in this incident?*
- *Are ground and aviation safety standards in place?*
- *Can the resources we've been asked to mobilize safely operate on the incident?*
- *Is the incident expected to impact other agency or other geographic area resources and to what extent?*
- *Are there any laws or policies that would prohibit any federal or state agencies from assisting the requesting agency?*
- *Do MOUs or agreements exist (or need to be developed) in order to reimburse other agencies for all associated costs?*

- *If law enforcement personnel are requested, are jurisdictional issues covered by an MOU (or need to be developed) for other agencies to assist?*
- *If dispatch/coordination system assistance is desired by the requesting agency, will overtime authorization(s) be completed to reimburse overtime salaries for support personnel at the State Coordination Center, SACC, and Fire Cache level?*
- *Are there any constraints on the use and reimbursement of detailers to process resource requests at the State Coordination Center and SACC level?*
- *Is there any "value added" to the mobilization and demobilization process by dispatch/coordination system involvement? (For example, will the dispatch/coordination system be tasked with networking incident requests, or will the resource order process be used only to document and pass information on "name requested" resources after the requesting agency/unit locates and identifies these resources?)*

## **NATIONAL RESOURCES**

National Resources are those which have national utilization, high demand, limited availability, and unique status reporting requirements identified by NICC. They are:

- Complex Incident Management Teams (CIMT).
- National Incident Management Organization Teams (NIMO).
- Area Command Teams.
- National Buying Teams.
- Type 1 Interagency Hotshot Crews.
- Large and Very Large Airtankers.
- Modular Airborne Firefighting System.
- Type 3 Multi-Engine Water Scoopers.
- National Aerial Supervision Modules and Lead Planes.
- Exclusive-Use Air Tactical Aircraft and personnel.
- Smokejumpers and Smokejumper Aircraft.
- National Contract Type 1 and Type 2 Helicopters, helitack (including rappel) and associated contract personnel.
- National Contract and agency owned Unmanned Aircraft Systems (UAS) and modules.
- National Infrared Aircraft (Agency and Contract).
- Large Transport Aircraft.
- National Contract Mobile Food Services Units.
- National Contract Mobile Shower Facilities.
- Incident Remote Automatic Weather Station.
- National Interagency Support Cache (NISC) System.
- National Fire Equipment System (NFES) Managed Items.

When requested by NMAC, GACCs will notify NICC of the commitment of National Resources within their Geographic Area.



### Southern Area Supplement **SOUTHERN AREA RESOURCES**

- *Mobile Cache Support Vans*
- *Portable Retardant Bases*
- *Prevention Teams*
- *Southern Area Type 3 Incident Management Teams*
- *Type 3 Helicopters*

*Commitment of national resources, regional prepositioned resources, and SACC prepositioned resources require a courtesy call to SACC within 15 minutes of commitment.*

### **LOCAL AND GEOGRAPHIC AREA DRAWDOWN LEVELS**

Drawdown is the predetermined number and type of fire suppression resources that are required to maintain viable initial attack (IA) capability at either the local or Geographic Area.

Drawdown resources are considered unavailable outside the local or Geographic Area for which they have been identified, National Resources may be reallocated by NMAC in coordination with the NICC and Geographic Areas to meet higher priority obligations.

Drawdown is intended to ensure adequate fire suppression capability for local and/or geographic area managers and enable sound planning and preparedness at all management levels.

Local drawdown is established by the local unit and/or the local MAC Group and implemented by the local dispatch office. The local dispatch office will notify the Geographic Area Coordination Center (GACC) of local drawdown decisions and actions.

Geographic Area drawdown is established by the Geographic Area Multi-Agency Coordination Group (GMAC) and implemented by the GACC. The GACC will notify local dispatch offices and NICC of Geographic Area drawdown decisions and actions.

### **NATIONAL SURGE PACKAGES**

National Surge Package (NSP) resources are intended to assist GMACs with a means to accomplish critical tactical missions. Prioritization and use of NSP resources should be based on probability of success, values at risk, and a strategy that will likely result in completing key incident objectives that may maintain or reduce incident complexity and/or resource needs.

NMAC may assemble a variety of resources into NSPs. GACCs will be notified by NICC of the availability of NSP resource packages. Interested GMACs will provide a written request for available NSP resource packages to NMAC through their NMAC liaison within 24 hours of notification.

Requests for NSP resource packages must include information about the strategy for use of the NSP package. This strategy should be specific and outline how the resources will be utilized to prevent specific incidents from increasing in complexity and/or to accomplish key incident objectives that decrease long-term resource needs on the incident(s).

The intent of NSP resource allocation is to assign the group of resources to a series of specific incidents to accomplish critical tactical and/or key incident objectives over the course of a three-to-seven-day span, then move the resources to the next priority incident. NSP resources should not

be spread to multiple incidents where key incident objectives cannot be attained with a single NSP resource.

NSP resources may also be composed of support function personnel intended to assist GMACs with a means to reinforce key support functions during high tempo periods. Requests for support NSP resources should be based on current support function gaps and long-term outlook of support resource needs.

It is the responsibility of the GMACs to ensure NSP resources/packages are utilized in alignment with the original request and report back to their NMAC liaison on accomplishments/utilization of surge resources/packages.

### **NATIONAL READY RESERVE**

National Ready Reserve (NRR) is a means by which NMAC identifies and readies specific categories, types, and quantities of fire suppression resources in order to maintain overall national readiness during periods of actual or predicted national suppression resource scarcity.

National Ready Reserve implementation responsibilities are as follows:

- NMAC establishes National Ready Reserve requirements by resource category, type, and quantity.
- NICC implements NMAC intent by directing individual GACCs to place specific categories, types, and quantities of resources on National Ready Reserve.
- GACCs direct local dispatch centers and/or assigned IMTs to specifically identify resources to be placed on National Ready Reserve.
- NICC mobilizes National Ready Reserve resources through established ordering channels, as necessary.

National Ready Reserve resources must meet the following requirements:

- May be currently assigned to ongoing incidents.
- Must be able to demobilize and be enroute to the new assignment in less than 2 hours.
- Resources must have a minimum of 7 days left in a 14-day rotation (extensions will not be factored in this calculation).
- May be assigned to incidents after being designated ready reserve, in coordination with NICC; and
- Designated ready reserve resources may be adjusted on a daily basis.

NMAC will adjust ready reserve requirements as needed. Furthermore, in order to maintain national surge capability, NMAC may retain available resources within a Geographic Area, over and above the established Geographic Area drawdown level.

### **SCOPE OF OPERATION**

#### **National Response Framework (NRF)**

The NRF provides a comprehensive, national, all-hazards approach to domestic incident management across a spectrum of activities including prevention, protection, mitigation, and recovery. The NRF identifies the Forest Service as the Primary and Coordinating agency for

implementing the Emergency Support Function (ESF) #4, Firefighting with the scope of coordinating firefighting activities and providing personnel, equipment, and supplies in support of state, tribal and local agencies involved in wildland, rural and urban firefighting operations. The NRF also identifies the Department of Interior (DOI) as a Primary Agency, along with the United States Department of Agriculture (USDA), for implementing ESF #11, Agriculture and Natural Resources. The Forest Service and DOI also have Support Agency responsibilities under all 15 Emergency Support Functions.

Activities will be accomplished utilizing established dispatch coordination concepts. The affected GACC will coordinate ordering points with Regional Response Coordination Centers (RRCC) and Joint Field Offices (JFO). As necessary, it will pass on to NICC at Boise, ID for national response and logistical support when Geographic Area resources are fully committed. In the event of national level shortages or unavailability, the National Response Coordination Centers (NRCC) through the ESF #4 Desk in Washington, DC will pursue resolution of such shortages. Requests that originate from the NRCC will be processed through the Virginia Interagency Coordination Center (VICC) in Roanoke, VA. Situation and damage assessment information will be transmitted through established fire management intelligence channels.

In most cases, federal agencies, when requested to support the NRF, will provide base eight salaries for permanent employees. FEMA will reimburse overtime, travel, and per diem costs for all employees. Base eight salaries may be reimbursed for temporary, Administratively Determined (AD) and state employees mobilized to assist.

### Southern Area Supplement

#### **RESPONSIBILITIES OF SOUTHERN AREA COORDINATION**

- *Provide a focal point for information concerning the overall incident situation in the Southern Area, including but not limited to fire danger, number of fires, and number of personnel and equipment committed to fires.*
- *Anticipate needs and stay ahead of the logistics curve.*
- *Provide, a Predictive Services unit responsible for the situation reporting program, incident status summaries, weather data, resource status reports, fire activity forecasting, and the Southern Area Coordination Center website.*
- *Determine the amounts and locations of available overhead, crews, equipment, aircraft, transportation, and supplies. Establish criteria and priorities for sharing available resources.*
- *Coordinate the movement of overhead, crews, equipment, aircraft, and supplies from one State or Area of Federal Land Management Agencies and Cooperators to another within and outside the Southern Area. Provide coordination between other Geographic Areas concerning pre-suppression needs.*
- *Coordinate with Agency Directors of Fire and Aviation Management or designated alternates to determine priorities for overhead, crews, equipment, aircraft, and supplies when multiple fire situations make it difficult to fill all requests for assistance.*
- *Keep federal land management agency heads, supervisors, chief's office(s), NICC, and cooperators informed of current and critical fire situations and major fires. Establish needs and priorities for resource allocation.*

- *Develop and maintain an accurate summary of crew assignments to fire suppression and prescribed fire projects so that crew use can be weighed against the desired delivery time and transportation efficiency.*
- *Provide liaison between ordering units and fire cache on supply needs and delivery methods.*
- *Monitor dispatch operations for compliance in meeting dispatch standards.*
- *Participate in incident closeouts and in the analysis of coordination and dispatch activities.*
- *Provide leadership in dispatch training programs to facilitate current dispatch and coordination needs.*
- *Determine needs to preposition suppression resources at the most strategic locations and initiate moves through host State Coordination Centers.*
- *Assist during State compact activity.*

### **RESPONSIBILITIES OF STATE COORDINATION CENTERS**

- *Most state centers are responsible for initial attack dispatch. Some centers may not actually engage in initial attack activities. However, they will be responsible for establishing standards and monitoring initial attack activity.*
- *Responsible for mobilizing and dispatching of resources within their area of jurisdiction.*
- *Facilitate adequate staffing of all incidents through the State Coordination Center's dispatch system.*
- *Inform the Southern Area Coordination Center of any anticipated critical fire situations, fire activity, or all-risk activity that may exhaust the State Center's capabilities.*
- *Maintain a written or electronic log of all suppression activities up until the time the formal Resource Order dispatch begins and continue the log on essential items not covered by Resource Order.*
- *Maintain a record of the locations of personnel, equipment, and aircraft during pre-suppression activities.*
- *Provide Southern Area Coordination Center with incident status information on all large fires, or small fires that threaten life or property on a daily basis.*
- *Determine needs for prepositioning resources or for deviations from published staffing levels. Additional shared resources which are needed will be requested on a Resource Order through normal dispatch channels with the concurrence of the Southern Area Coordination Center.*
- *Request resources from one State Coordination Center's jurisdiction to another (unless covered by an MOU or initial attack agreement) through the neighborhood concept or through SACC.*

### **SACC OFFICE STAFFING**

*The SACC Center Manager will ensure SACC is staffed to meet the needs of the field units. During periods of incident activity, SACC will extend the staffing hours as determined by the SACC Center Manager. Responses to after-hours activity will be provided by an on-call Coordinator.*

**MOBILIZATION/DEMOBILIZATION**

The NICC will coordinate the movement of all resources across Geographic Area dispatch boundaries not covered by local operating plans, agreements or other direction found in this guide. When it is reasonable to expect containment prior to the next operational period, dispatch centers at the local level should coordinate directly if resources are used for initial attack on adjacent jurisdictions. If it becomes evident the incident will not be contained during the first operational period, resources mobilized will be ordered through established ordering channels.

Resource mobilization and reassignments between Northern California Operations and Southern California Operations do not require resource orders placed through NICC. The NICC must be notified on movement of National Resources.

Units responding to non-compact requests are responsible for ensuring the resources dispatched meet the criteria specified in this Guide and/or the *National Wildfire Coordinating Group (NWCG) Standards for Wildland Fire Position Qualifications, PMS 310-1* found at the following link:

<https://www.nwcg.gov/publications/310-1>

Resources assigned to emergency incidents will follow sending agency dispatch procedures for travel to the incident. Incident agency dispatch procedures will be followed for return travel from the incident with the hosting dispatch office making travel arrangements and providing airline tickets or travel information to individuals and resources as needed. Travel arrangements made outside of incident agency dispatch procedures may not be reimbursed without proper approvals and authorization. Commercial and/or contract transportation methods may be used.

During demobilization of resources, emphasis will be placed on having personnel home no later than 2200 hours local time. Occasionally, the availability of large transport aircraft will dictate demobilization timeframes.

**Southern Area Supplement**

*The Southern Area Coordination Center provides for the cost-effective mobilization and demobilization of resources between the State Coordination Centers and the National Interagency Coordination Center.*

*Cost-effective, timely and safe mobilization/demobilization of resources throughout the Southern Area will be managed at all levels of the dispatch coordination system. Incidents and sending units should coordinate any non-standard mobilization alternatives including POVs, charter aircraft, and/or delayed mobilization/demobilization.*

*Southern Area State Coordination Centers will fill orders from the most logical source available at the time of need. This choice will be made based on urgency or need, availability, delivery time, reasonable cost effectiveness, operational impact on the other units, closest forces, consideration of the integrity of the overall program, and, above all, safety. This will be accomplished while adhering to the resource mobilization priorities as set by the SACG.*

*For initial attack, the closest forces concept applies.*

*For extended attack on Forest Service incidents, contract resources will be ordered using Dispatch Priority Lists (DPLs), when available. Other agencies may utilize contract resources on the DPLs.*



*If a request requires individuals to be self-sufficient for the duration of the assignment, they must be able to procure food, lodging, and local transportation.*

*State Coordination Centers are responsible for ensuring that resources mobilizing outside of the GACC are following NWCG standards.*

### **DEMOBILIZATION**

*Emphasis will be placed on having personnel home no later than 2200 hours local time during demobilization. Occasionally, the availability of large transport aircraft will dictate time frames during demobilization.*

*Orderly flow of personnel and resources from the incident to the place of origin must follow the reverse order of mobilization and remain within established communication channels.*

*SACC Coordinator On-Duty (COD) will advise the State Coordination Centers and Incident Commanders of any geographic area or national priorities to be included in the demobilization plan(s). At PL 4 or 5, demobilizations will be given to the dispatch center 48-hours prior to demobilization for reassignment if applicable.*

### **MOBILIZATION CENTERS**

*Primary mobilization centers in the Southern Area are in Knoxville, Tennessee; Tampa, Florida; and Ft. Smith, Arkansas. Other centers may be activated on an ad-hoc basis to deal with specific incidents. These centers are an extension of SACC and will be activated as recommended through the SACC Center Manager and managed by the Host Unit. SACC will coordinate with the State Center in which the mobilization center is located for coordination of resource mobilization.*

*Early notification must be given to the unit hosting the mobilization center. SACC will coordinate arrival times with the hosting unit before the resources are ordered. Upon concurrence that the Mobilization Center can be supported by the host unit, the host unit will generate an incident order identified by the name of the location of the Mobilization Center and will include the appropriate accounting code for activation.*

*The Mobilization Center Manager will coordinate the facilities, supplies and staffing needs according to the operating plan. SACC will coordinate with the Mobilization Center Manager on incident priorities.*

*(The following applies to Forest Service incidents only)*

*Mobilization Center Managers should evaluate the need for a Human Resource Specialist (HRSP) in Mobilization Centers with less than 300 people.*

*A Human Resource Specialist will be assigned to the mobilization center when 300 or more people are at the center.*

### **WORK/REST**

This section states work/rest policy for the U.S. Forest Service, Bureau of Indian Affairs, Bureau of Land Management, National Park Service, and U.S. Fish and Wildlife Service. Other agencies, state and local governments, and cooperators should reference policy specific to their organization.

To mitigate fatigue, agency administrators, fire managers, supervisors, incident commanders (IC), and individual firefighters should plan for and ensure that all personnel are provided a minimum

2:1 work/rest ratio (for every 2 hours of work or travel, provide 1 hour of sleep and/or rest). Work shifts that exceed 16 hours and/or consecutive days that do not meet the 2:1 work/rest ratio should be the exception. When this occurs, the following actions are required:

- Personnel will resume 2:1 work/rest ratio as quickly as possible.
- The IC or agency administrator will justify work shifts that exceed 16 hours and/or consecutive days that do not meet 2:1 work to rest ratio. Justification will be documented in the daily incident records, made available to the employee by the finance section/local unit, and must include mitigation measures used to reduce fatigue.
- The time officer's/unit leader's approval of the Emergency Firefighter Time Report (OF-288), or other agency pay document, certifies that the required documentation is on file and no further documentation is required for pay purposes.

The work/rest guidelines do not apply to aircraft pilots assigned to an incident. Pilots must abide by applicable Federal Aviation Administration (FAA, <https://www.faa.gov/pilots>) guidelines, or agency policy if more restrictive.

## LENGTH OF ASSIGNMENT

Refer to the *NWCG Standards for Interagency Incident Business Management*, PMS 902, <https://www.nwcg.gov/publications/pms902>, as the authoritative source for definitions in this section.

Portions of this section states specific policy for the U.S. Forest Service, Bureau of Indian Affairs, Bureau of Land Management, National Park Service, and U.S. Fish and Wildlife Service. Other agencies, state and local governments, and cooperators should reference policy specific to their organization.

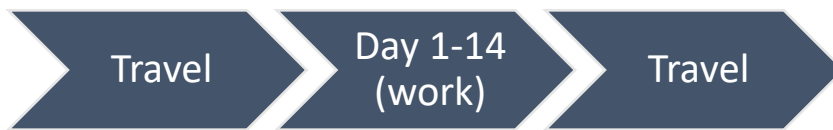
### Assignment Definition

An assignment is defined as the time period (days) between the first full operational period, excluding travel, and the last operational period. The last operational period is the last full day worked, excluding all travel. Assignments include staging/preposition, prescribed fire, and fuels treatments.

### Length of Assignment

Standard assignment length is 14 days, exclusive of travel from and to the home unit, with possible extensions identified below. **Time spent in staging and preposition status counts toward the 14-day limit, regardless of pay status, for all personnel, including incident management teams (IMT).** Contracted aircraft are not restricted by length of assignment. In order to limit disruption to operations, reduce strain on the ordering system and reduce unnecessary mobilization and demobilization of these high-cost resources, exclusive-use aviation personnel are encouraged to utilize a personnel rotation schedule that meets staffing criteria required of the resource. When numerous internal rotations of staffing Exclusive-Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances.

### 14-day Scenario



### Days Off

To assist in mitigating fatigue, days off are allowed during and after assignments. Agency administrators (incident host or home unit) may authorize time off supplementary to mandatory days off requirements.

The authority to grant a day off with pay lies within 5 U.S.C. 6104, 5 CFR 610.301-306, AND 56 COMP. GEN. DECISION 393 (1977).

After completion of a 14-day assignment and return to the home unit, three mandatory days off will be provided (also referred to as “3 after 14”). Days off must occur on the calendar days immediately following the return travel in order to be charged to the incident (SEE SECTION 12.1-2.) (5 U.S.C. 6104, 5 CFR 610.301-306, AND 56 COMP. GEN. DECISION 393 (1977)). For off-site/remote assignments, days off must occur on the calendar days immediately following last operational shift worked. If the next day(s) upon return from an incident is/are a regular workday(s), a paid day(s) off will be authorized. Regulations may preclude authorizing this for non-National Wildfire Coordinating Group (NWCG) and State/local employees.

Pay entitlement, including administrative leave for a paid day(s) off, cannot be authorized on the individual’s regular day(s) off at their home unit. Agencies will apply holiday pay regulations, as appropriate. A paid day off is recorded on home unit time records according to agency requirements. Administratively Determined (AD) personnel are not entitled to paid day(s) off upon release from the incident or at their point of hire.

Contract resources are not entitled to paid day(s) off upon release from the incident or at their point of hire.

- *DOI – After completion of a 14-day assignment and return travel, the mandatory days off will be charged to administrative leave (code 061, Weather and Safety) if they fall on a regularly scheduled workday.*

Home unit agency administrators may authorize additional day(s) off with compensation to further mitigate fatigue. If authorized, home unit program funds will be used.

### Assignment Extension

Extensions beyond 14-day assignments should be made sparingly. Consider the health, readiness, and capability of incident personnel prior to authorizing back-to-back assignments. The health and safety of incident personnel and resources will not be compromised under any circumstance. Assignments may be extended when:

- Life and property are imminently threatened.
- Suppression objectives are close to being met.
- A military battalion is assigned.
- Replacement resources are unavailable or have not yet arrived.



The assignment is a planned event (e.g., fuels treatment, prescribed fire implementation) with fatigue mitigations (e.g., shorter workdays, adequate rest in hotels, etc.).

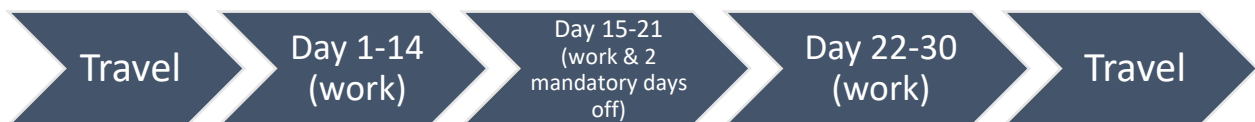
Upon completion of the standard 14-day assignment, an extension of up to an additional 14 days may be allowed (for a total of up to 30 days, inclusive of mandatory days off, and exclusive of travel).

### 21-day Scenario



A 21-day assignment is exclusive of travel from and to home unit. Time spent in staging and preposition status counts toward the 21-day assignment, regardless of pay status, for all personnel, including IMTs.

### 30-day Scenario



An assignment longer than 22 days is exclusive of travel from and to home unit. Time spent in staging and preposition status counts toward the assignment, regardless of pay status, for all personnel, including IMTs. For an assignment exceeding 21 days, two mandatory days off will be provided prior to the 22nd day of the assignment.

For an assignment exceeding 21 days, two mandatory days off will be provided prior to the 22nd day of the assignment. Upon completion of the assignment and return to the home unit, three mandatory days off will be provided.

Contracts, incident blanket purchase agreements (I-BPA), and emergency equipment rental agreements (EERA) should be reviewed for appropriate pay requirements and length of assignment. If the contract, I-BPA, or EERA do not address this, the incident Finance/Administration Section chief or the procurement official should be consulted as to whether compensation for a day off is appropriate.

### **Single Resource/Kind Extensions**

The section chief or IC will identify the need for assignment extension and will obtain the affected resource's concurrence. The section chief and affected resource will acquire and document the home unit supervisor's approval.

The IC approves the extension. If a convened Geographic Multi-Agency Coordinating Group (GMAC) or the National Multi-Agency Coordinating Group (NMAC) directs, the IC approves only after GMAC/NMAC concurrence.

If the potential exists for reassignment to another incident during the extension, the home unit supervisor and the affected resource will be advised and must concur prior to reassignment.

**CIMT Length of Assignment and Mandatory Unavailability**

The assignment length and unavailability period for CIMTs is determined based on the Incident Commander's (IC) travel and follows the process outlined below:

- Day 1 will be the first full day following IC travel to the reporting location on the original resource order, whether it is staging/preposition, to shadow, or the first day in command of the incident.
- For a 14-day assignment, transfer of command may happen on day 14 or the morning of day 15, provided travel back to the home unit begins on day 15. Closeouts, evaluations, and other final processes should be conducted prior to day 15.
- Should an extension be approved, the transfer of command will occur no later than the final extension date.
- Requests to NMAC for a CIMT to be available again prior to the 7-day unavailability period should occur prior to the start of the 7 days. Only in exceptional circumstances will a CIMT be asked by NMAC within the 7-day period to roster prior to the end of the 7 days.
- The day following return travel by the IC will be day 1 of the CIMT unavailability period. The CIMT will be available to roster after a full 7 days have passed. Agency approved days off are included in the 7-day unavailability period.
- Tracking of these days will be accomplished by the Geographic Areas and shared with the NICC CIMT Coordinator for planning purposes.

**Incident Management Team Extensions**

Incident management team extensions are to be negotiated between the incident agency administrator, the IC, and the GMAC/NMAC, if directed.

**Maximum Consecutive Days Worked – Home Unit**

During extended periods of activity at the home unit, personnel will have a minimum of 2 days off in any 21-day period. Home unit is defined as the duty station.

- *FS – During extended periods of activity in support of local fire management, personnel will have a minimum of 2 days off in any 14-day period.*

**INCIDENT OPERATIONS DRIVING**

These standards address driving by personnel actively engaged in wildland fire or all-hazard response activities, including driving while assigned to a specific incident or during initial attack fire response (includes time required to control the fire and travel to a rest location). In the absence of more restrictive agency policy, these guidelines will be followed during mobilization and demobilization as well. Individual agency driving policies shall be consulted for all other non-incident driving.

Agency resources assigned to an incident or engaged in initial attack fire response will adhere to the current agency work/rest policy for determining length of duty day.

- No driver will drive more than 10 hours (behind the wheel) within any duty day.
- Multiple drivers in a single vehicle may drive up to the duty day limitation provided no driver exceeds the individual driving (behind the wheel) time limitation of 10 hours.

- A driver shall drive only if they have had at least 8 consecutive hours off-duty before beginning a shift. Exception to the minimum off-duty hour requirement is allowed when essential to:
  - Accomplish immediate and critical suppression objectives, or
  - Address immediate and critical firefighter or public safety issues.
- 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.

### INITIAL ATTACK DEFINITION

Initial Attack (IA) is a preplanned response to a wildfire, given the wildfire's potential. Initial attack may include size up, patrolling, monitoring, holding action, or suppression. Initial Attack will take priority over extended attack incidents.

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

Initial attack involving the commitment of resources across recognized dispatch boundaries must comply with the following guidelines:

- Resources dispatched are identified in formalized Agreements, Operating Plans, or Memoranda of Understanding and are located on/or adjacent to mutual jurisdictional wildland fire management boundaries.
- At the time it becomes evident the incident will not be contained during the first operational period, at the request of the sending unit, resources assigned will be formally ordered through established ordering channels.

### RESOURCE MOBILIZATION

To ensure safe and efficient mobilization of resources to incidents, resources are requested and mobilized using the Interagency Resource Ordering Capability (IROC). Standard interagency mobilization processes are identified within the *Interagency Standards for Resource Ordering Guide (ISROG)* located at the following link:

<https://www.nifc.gov/sites/default/files/NICC/3-Logistics/Reference%20Documents/ISROG.pdf>

Except for compact orders, NICC will not process requests for resources “after the fact,” for resources that self-mobilized i.e., requests for resources that have mobilized to an incident prior to receiving a resource order.

NICC will process requests for Task Forces if the requested configuration is clearly identified in the “Special Needs” block on the resource order. If “Special Needs” does not identify the specific configuration, the request will not be processed.

The Mobile Food & Shower Service Request Form, the Aircraft Flight Request/Schedule Form, and the Preparedness/Detail Request Form are the approved forms ([Chapter 80](#)) that, when associated with an IROC request, satisfy documentation required for the resource to be mobilized.

Responsible agency management fiscal codes must be included on each approved form.

The NICC will process resource orders for planned events. The NICC will not process overhead resource orders for training unless it is required for an AD hire, or for a unique situation (agency approval required).

Prior to incident mobilization, all resources will be requested, by a standard resource categorization (A = Aircraft; O = Overhead; C = Crews; E = Equipment; S = Supplies) and identified with a unique request number through established dispatch channels.

A two (2) letter (alpha) identifier for the State in which the responsible agency is located, followed by a three (3) or four (4) character (alpha and/or numeric) identifier for the responsible agency, and a unique order or incident number containing a maximum of six (6) characters (alpha and/or numeric) will make up the incident/project order number.

Resources assigned to incidents will be identified by a two (2) letter (alpha) identifier for the State in which the resource is based, followed by a three (3) or four (4) character (alpha and/or numeric) identifier for the sending agency.

For a complete listing of Unit Identifiers go to: <https://unitid.nifc.gov/>

### **Compacts**

The Weeks Act of 1911 authorized states to enter into compacts for the protection of forests and watersheds. Today there are eight Forest Fire Compacts in the United States and Canada representing almost all U.S. states and Canadian provinces/territories.

Recognition of the need for consistency and continuity has led to the development of the Alliance of Forest Fire Compacts. The Alliance includes all eight forest fire compacts in the U.S. and Canada. More information is located at: <http://affcompacts.org>.

The purpose of forest fire compacts is to facilitate the sharing and coordination of resources, information, prevention efforts, training, fire management knowledge, and lessons learned. Compacts allow for the exchange of resources between states, provinces and territories by using established procedures incorporating agency specific standards and terms.

State and federal agencies use the national interagency mobilization system as authorized in master cooperative wildland fire agreements. Forest fire compact orders are often processed in the national interagency mobilization system under the authorities of the forest fire compacts. Resources shared under compact authorities remain under compact control for the duration of their assignment and are separate from national interagency mobilizations. The two systems sometimes overlap, and understanding compact mobilizations is an important part of dispatching.

### **Southern Area Supplement**

*The Southern Area Coordinating Group has established priorities for resource mobilization. The priorities are as follows:*

- 1. Resources represented by the Southern Area Coordinating Group (Bureau of Indian Affairs, Department of Defense, U.S. Fish and Wildlife Service, U. S. Forest Service, National Park Service, and Southern States). Each of these agencies has equal priority. State Coordination Centers should devise a fair and equitable manner to utilize these resources. This can be*

*accomplished by using a rotation established pre-season, “first-available/first-mobilized”, or other method(s).*

2. *Administratively Determined (AD) hires. This refers to resources that are not employees of the agencies represented by the Southern Area Coordinating Group. This does not include state employees that are paid utilizing the AD Pay Plan.*
3. *Contractors*
4. *Fire Departments*

### **WILDLAND FIRE ENTRAPMENT/FATALITY**

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 for its intended purpose. 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 immediately to the NICC. A Wildland Fire Fatality and Entrapment Initial Report should be completed within twenty-four (24) hours and emailed to the NICC Coordinator on Duty (COD). Submit this report even if some data is missing.

NICC COD: [nicc.cod@firenet.gov](mailto:nicc.cod@firenet.gov)

The form is located at the following web site:

<https://www.nifc.gov/nicc/logistics/reference-documents>

Subsequent to the Initial Report, the investigation and review shall be conducted following agency specific policies and NWCG Guidelines.

#### **Southern Area Supplement**

### **WILDLAND FIRE ENTRAPMENT/FATALITY**

*Notification will be made immediately by telephone directly to SACC. SACC will ensure notification of the SACG Agency Representative in addition to NICC.*

### **SERIOUS ACCIDENT/INJURY REPORTING**

*In addition to agency specific requirements all serious accidents and injuries will be reported through the dispatch coordination system to SACC. Serious accidents and injuries can be defined as those that require hospitalization and/or significant property damage. All such incidents should be reported on the same day of the incident occurrence.*

*Reporting details will include:*

- *Reporting Party*
- *Employee/Host Unit IDs*
- *Injuries/ Fatalities*
- *Transport/Hospital/Burn Center Information*

- *Name of Incident*
- *Aircraft or Equipment Involved*

### **UNABLE TO FILL (UTF) PROCEDURE**

A 48 hour “Unable to Fill” (UTF) policy exists nationally. NICC will return requests to the ordering GACC with a “UTF” no more than 48 hours after receipt, unless notified the order can be filled. NICC will not accept or process any request previously UTF’d unless a new request number is assigned.

### **STANDARD CUBES, WEIGHT, AND GEAR POLICY FOR ALL PERSONNEL**

All personnel, (excluding Smokejumpers, Rappellers, and Helicopter Managers), 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 (6,625 pounds for 25 person crews).
- All personnel baggage weights must be displayed separately from individual weights on flight manifests.
- Pre-identified Complex 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.

### **NATIONAL FIRE PREPAREDNESS PLAN**

National Preparedness Levels are established by NMAC at NIFC throughout the calendar year. Preparedness Levels are dictated by burning conditions, fire and non-fire activity, and resource availability. Resource availability is the area of most concern. Situations and activities described within the Preparedness Levels consider wildland fires, prescribed fires, all-hazard response and international assistance. At Preparedness Levels 4 or 5, prescribed fire application can be continued or be initiated if the proposed action is approved by an agency at the Regional or State Office level. This approval must be based on an assessment of risk, impacts of the proposed actions on Area resources and activities. At any Preparedness Level, NMAC may request that proposed new prescribed fire (Rx) applications be curtailed to meet national resource needs for emergency operations. Reference specific agency guidance for further information.

### **WHY PREPAREDNESS LEVELS ARE ESTABLISHED**

Preparedness Levels are established to:

- Identify the level of wildland fire and non-fire activity, severity, and resource commitment nationally.
- Identify actions to be taken at NIFC and Geographic Areas to ensure an appropriate level of preparedness/readiness for the existing and potential situation.
- Guide and direct Geographic Area Fire Management activities when essential to ensure national preparedness or in response to the national situation.



The NICC will monitor the national wildland fire activity and Geographic Area Preparedness Levels and will recommend to NMAC a National Preparedness Level. Response and support to non-fire incidents requiring a significant commitment of resources may also affect National Preparedness Levels. National Preparedness Levels will be responsive to the Homeland Security Advisory System.

National Preparedness Levels are determined from the ground up and may influence resource allocations within Geographic Areas not experiencing significant activity to ensure sufficient resources are available for the national situation.

## **GEOGRAPHIC AREA PREPAREDNESS LEVELS**

Geographic Area Preparedness Plans should be prepared in accordance with Agency Directives. Copies of Geographic Area Plans should be forwarded to NICC.

## **PREPAREDNESS LEVEL DESCRIPTIONS**

### **Preparedness Level 1**

Geographic Areas accomplish incident management objectives utilizing local resources with little or no national support. There is little risk of drawing down capability in any geographic area to support incident operations.

- Conditions are not favorable to support significant wildland fire activity in most Geographic Areas.
- Resource capability is adequate with little or no mobilization of resources occurring through NICC.
- Potential for emerging significant wildland fires is expected to remain minimal.

### **Preparedness Level 2**

Active Geographic Areas may require national support to accomplish incident management objectives. Resource capability remains stable enough nationally to sustain incident operations and meet objectives in active Geographic Areas. There is a low to moderate probability that drawing down resources from non-active Geographic Areas may pose a risk should existing conditions change.

- Significant wildland fire or non-fire activity is increasing in a few Geographic Areas.
- Resources within most Geographic Areas are adequate to manage the current situation, with light to moderate mobilization of resources occurring through NICC.
- Potential for emerging significant wildland fires is normal to below normal for the time of year.

### **Preparedness Level 3**

Mobilization of resources nationally is required to sustain incident management operations in active Geographic Areas. National priorities are established to address the demand for shared resources among active Geographic Areas. There is a moderate to high probability that drawing down resources from non-active Geographic Areas may pose a risk should existing conditions change.

- Significant wildland fire or non-fire activity is occurring in multiple Geographic Areas with Incident Management Teams (IMTs) actively engaged.
- Mobilization of resources through NICC is moderate to heavy.
- Potential for emerging significant wildland fires is normal for the time of year.

#### **Preparedness Level 4**

National Resources are heavily committed. National mobilization trends affect all Geographic Areas and regularly occur over larger distances. National priorities govern resources of all types. Heavy demand on inactive/low activity Geographic Areas for available resources.

- Significant wildland fire or non-fire activity is occurring in multiple Geographic Areas with a substantial commitment of IMTs.
- NICC increasingly engages GACCs to coordinate and fill orders for available resources.
- Potential for significant incidents emerging in multiple Geographic Areas indicates that resource demands will continue or increase.

#### **Preparedness Level 5**

- National Resources are heavily committed, and additional measures are taken to support Geographic Areas. Active Geographic Areas must take emergency measures to sustain incident operations. Inactive/low activity Geographic Areas are reaching drawdown levels.
- Full commitment of National Resources is ongoing.
- NICC coordinates resource requests with GACCs as resources become available.
- Potential for emerging significant wildland fires is high and expected to remain high in multiple Geographic Areas.

### **PREPAREDNESS LEVEL ACTIONS TAKEN BY NICC/NMAC**

The following specific actions will be taken by the NICC and/or NMAC for the corresponding Preparedness Levels regardless of activity or the time of year. At any PL level, NMAC may assume the responsibilities of the NICC based on resource allocation and activity.

#### **Preparedness Level 1**

- NICC produces the Incident Management Situation Report (IMSR) weekly on Fridays or as needed based on significant activity.
- NMAC meets as needed to accomplish administrative and procedural business.
- NICC manages national resource allocations as coordinated with NMAC based on pre-established prioritization criteria and resource mobilization guidelines.
- NICC CIMT Coordinator will monitor and coordinate CIMTs.

#### **Preparedness Level 2**

- NICC produces the IMSR daily Monday through Friday.
- NMAC meets on a regular basis to ensure situational awareness nationally as well as assessing resource commitment and availability.
- NICC manages national resource allocations as coordinated with NMAC based on pre-established prioritization criteria and resource mobilization guidelines.



- NICC will actively engage with the Geographic Areas for the assessment and coordination of Incident Management Teams.

### **Preparedness Level 3**

- NICC produces the IMSR daily.
- NMAC will assume management of Type 1 and Type 2IA Crew assignments.
- NMAC will monitor CIMT assignments and may engage with GAs as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.
- NMAC activates the following support functions:
  - Crew Coordinator
  - CIMT Coordinator
  - SMKJ Coordinator
- NMAC implements a formal meeting schedule to align with the national situation.
- Geographic Areas must identify a CIMT Coordinator to serve as the communication link with the NMAC CIMT Coordinator for all CIMT actions.

### **Preparedness Level 4**

- NMAC will manage all crew assignments.
- NMAC will manage all CIMT assignments. CIMT rationale forms may be required for all requests.
- NMAC will evaluate the need for activations of military and/or international assistance.
- NMAC meets daily Monday through Friday and on weekends as needed.

### **Preparedness Level 5**

- NMAC may activate additional support functions as needed:
- NMAC receives requests for and assembles/allocates surge packages.
- NMAC may activate military and/or international assistance.
- NMAC has the delegated authority and may actively manage all suppression resources as needed.

### **Southern Area Supplement**

#### **SOUTHERN AREA PREPAREDNESS LEVELS**

*The Southern Area Preparedness levels have been established to:*

- *Identify the level of wildland fire or prescribed fire activity, all-hazard activity, severity, and resource commitment within the Southern Area*
- *To identify actions to be taken by Agency Administrators, Center Manager, Unit Administrators, and State Coordination Centers to assure an appropriate level of preparedness/readiness for the existing and potential situation.*
- *To modify or curtail Area or Unit fire management activities when essential to assure preparedness and response capabilities for situations within the Southern Area.*

### **GENERAL**

*The SACC Center Manager will monitor the Area wildland fire and all-hazard situation and determine Preparedness Levels. Preparedness Level 4 and above will be set after consultation*

*with the Southern Area Coordinating Group. In declaring the Preparedness Level, the following will be considered:*

- *Current and forecasted weather and fire danger*
- *Severity and number of recent fires*
- *Resources currently committed*
- *Heavy risk periods*
- *Severity and/or complexity of all-hazard incidents*

*Area Preparedness Levels are determined from the ground up, and at the higher levels may constrain activities in a single unit not experiencing similar activity. This ensures that sufficient resources will be available for Area or National situations. However, Area Preparedness Levels must also be responsive to the National Preparedness Levels that identify amounts of wildland fire activity, severity and resource commitment nationally.*

*Certain circumstances may arise where it is necessary to make exceptions to management considerations specified in the Preparedness Levels. The following section describes applicable circumstances and procedures to be followed.*

### **EXCEPTIONS**

*Since the National Preparedness Levels are designed to ensure that sufficient resources are available for the National situation, management direction/considerations at higher National Preparedness Levels may constrain activities in the Southern Area, where no incident activity may be occurring.*

*In instances where the Southern Area may be requested to support other Geographical Areas with its resources, the SACC Center Manager and MAC Group may increase the Area PL and take the appropriate actions. The Southern Area PL may differ from the National PL, based upon the availability of resources within the Southern Area and potential and/or severity of incidents.*

### **PREPAREDNESS LEVEL DESCRIPTION**

*The following tables specify actions that the Southern Area will take in providing incident support capability suited to the hazard, risk, and situation complexity. Each action specified under a PL is in addition to all actions taken in the preceding PL.*

<b>ALL PREPAREDNESS LEVELS</b>	
<i>Description: The following activities apply regardless of the level of incident activity.</i>	
<i>Management Direction/Consideration</i>	<i>Responsibility</i>
<i>A. Report wildland and prescribed fire activity via the Interagency Situation Report program as directed by SACC.</i>	<i>Unit Administrator / State Coordination Center</i>
<i>B. For all incidents that meet the large fire criteria, prepare an ICS-209 and submit via FAMWEB system. (Southern Area and National Interagency Standards for Resource Mobilizations, Chapter 60)</i>	<i>Incident Commander/State Coordination Center</i>
<i>C. Provide SACC with timely intelligence on existing and emerging situations.</i>	<i>State Coordination Center</i>
<i>D. Provide 7-day product</i>	<i>SACC Predictive Services</i>
<i>E. Staff State Coordination Centers commensurate with the level of incident activity and resource order workload not only at the local level but also the Southern Area and National activity levels. This will range from providing an afterhours contact to staffing the center on an extended shift basis.</i>	<i>Fire Management Officer</i>
<i>E. Weekly conference call with Southern Area Incident Commanders</i>	<i>SACC</i>

<b>PREPAREDNESS LEVEL 1</b>	
<i>Description: Minimal activity area wide. Most Fire Danger Rating Areas have low to moderate fire danger and probability of significant incident occurrence. Potential for escaped fires is low. Minimal commitment of Southern Area Resources. Units are handling all incidents without outside resources.</i>	
<i>Management Direction/Consideration</i>	<i>Responsibility</i>
<i>A. SACC staffed as appropriate. Outside of business hours, a Duty Coordinator will be on-call.</i>	<i>Center Manager</i>
<i>B. Monitor daily situation reports.</i>	<i>Center Manager</i>

<b>PREPAREDNESS LEVEL 2</b>	
<i>Description: Moderate activity. At least several Fire Danger Rating Areas with Moderate to High fire danger and possibility of significant incident occurrence. Potential for escaped fires is moderate. Potential exists for fires becoming Class D or larger. Potential for hurricane or other all-hazard involvement. Little or no commitment of Southern Area Resources in Area, although national mobilization may be occurring.</i>	
<i>Management Direction/Consideration</i>	<i>Responsibility</i>
<i>A. Consider staffing SACC seven days a week with extended hours and/or Duty Coordinator on call.</i>	<i>Center Manager</i>
<i>B. Consider severity needs.</i>	<i>Area Administrators</i>
<i>C. Consider coordinating the issuance of press releases that highlight interagency current conditions and a brief outlook.</i>	<i>Area Administrators</i>

<b>PREPAREDNESS LEVEL 3</b>	
<i>Description: Several Fire Danger Rating Areas are experiencing High or greater fire danger and/or two or more units experiencing significant incidents, either fire or all-hazard or national mobilization requiring a major commitment of Southern Area resources. Potential exists for fires becoming Class E or larger. Possible hurricane strike in area within 72 hours. FEMA is considering issuing mission assignments. One Incident Management Team is on standby or committed to an incident, or 50 percent of Area crews or initial attack resources are committed.</i>	
<i>Management Direction/Consideration</i>	<i>Responsibility</i>
<i>A. SACC staffed 0800-1800 seven days a week. Hours may be extended, according to activity occurring. Consider seven-day staffing of Predictive Services unit. Consider Activation of Decision Support.</i>	<i>Center Manager</i>
<i>B. Provide daily weather briefing</i>	<i>SACC Predictive Services</i>
<i>C. Consider the activation of MAC.</i>	<i>Center Manager/MAC</i>
<i>D. Ensure management systems provide sufficient support to keep computers and telecommunications fully operational.</i>	<i>Center Manager</i>
<i>E. Maintain two airtankers within the Southern Area as appropriate.</i>	<i>Center Manager</i>
<i>E. Consider daily/weekly conference calls with State Coordination Centers.</i>	<i>Center Manager</i>
<i>F. Consider need for daily/weekly Aviation calls.</i>	<i>Center Manager</i>
<i>G. Coordinate pre-positioning of resources as appropriate.</i>	<i>Center Manager/MAC</i>
<i>H. Ensure incident qualified personnel are available for assignment.</i>	<i>Agency Administrator</i>

<i>I. Consider opening pre-identified Mobilization Centers/Staging Areas as appropriate.</i>	<i>Center Manager</i>
<i>G. Consider activating State Compacts.</i>	<i>Compact Coordinator/ Fire Chiefs</i>

**PREPAREDNESS LEVEL 4**

*Description: Several Fire Danger Rating Areas are experiencing Very High or Extreme Fire Danger. Four or more units experiencing fire or all-hazard incidents requiring additional resources mobilized from outside the area. High number of fires escaping initial attack. No improvement in the predicted weather is expected for at least 48-72 hours. More than two Incident Management Teams are committed in the Southern Area. Possible hurricane strike in the area within 24 hours and FEMA has tasked SACC with several mission assignments.*

<i>Management Direction/Consideration</i>	<i>Responsibility</i>
<i>A. Allocation of resources according to priorities set by the MAC Group.</i>	<i>Center Manager</i>
<i>B. Open pre-identified Mobilization Centers/Staging Areas as appropriate.</i>	<i>Center Manager</i>
<i>C. Activate Interagency Public Information Group</i>	<i>Center Manager</i>
<i>D. Activate a Decision Support at SAOTC as needed based upon need and severity.</i>	<i>Center Manager</i>
<i>E. Consider prepositioning Incident Management Teams.</i>	<i>MAC</i>
<i>F. Consider prepositioning Helicopter Modules, Safety Officers, and Type 3 Incident Commanders.</i>	<i>Center Manager/MAC</i>
<i>G. Consider activation of Aviation Safety Assistant Teams</i>	<i>MAC</i>

**PREPAREDNESS LEVEL 5**

*Description: Several State/Federal units are experiencing major fire or all-hazard incidents which have the potential to exhaust all resources, while numerous new fires or resource commitments continue to occur. Most, if not all, the resources within the Area are committed. As resources become available, they are immediately reassigned to other incidents. The majority of support is coming from outside the Area. No improvement in the weather is predicted for at least 72 hours. A hurricane has made landfall causing significant damage. FEMA has tasked SACC with several mission assignments related to the hurricane or all-hazard incident leading to a depletion of Southern Resources.*

<i>Management Direction/Consideration</i>	<i>Responsibility</i>
<i>A. Intensify coordination efforts with all wildland fire protection agencies.</i>	<i>MAC</i>
<i>B. All State Coordination Centers staffed 7 days a week to provide coverage/service for affected units.</i>	<i>Fire Management Officers</i>

<i>C. Assess risk and impacts of the proposed actions and discuss with the National MAC Group.</i>	<i>Center Manager / MAC</i>
--	-----------------------------

<b><i>PREPAREDNESS LEVEL 5 to 4</i></b>
<i>Description: Large fire potential has decreased. Most critical needs for ongoing large fires or incidents have been met. No longer receiving new mission assignment for hurricane or all-hazard incidents.</i>

<b><i>PREPAREDNESS LEVEL 4 to 3</i></b>
<i>Description: Competition for resources has decreased. Team commitment across the area is decreasing. Ordering for hurricane or all-hazard support has decreased and critical needs have been met.</i>

<b><i>PREPAREDNESS LEVEL 3 to 2</i></b>
<i>Description: The majority of significant fires are releasing resources and reaching containment. Initial attack resources are becoming available. Fuels and weather conditions are not conducive for significant fire growth. Requests for hurricane or all hazard support is greatly diminished.</i>

## **MULTI-AGENCY COORDINATING GROUPS (MAC) ORGANIZATION**

Multi-Agency Coordinating Groups (MAC) at the National and Geographic Area level should be activated in accordance with needs found in the National or Geographic Area Mobilization Guides.

As the number and complexity of wildland fires increase, involvement and/or impact on agencies increase, and competition for resources increase, it becomes necessary to expand the normal coordination system to ensure efficient use of critical and National Resources.

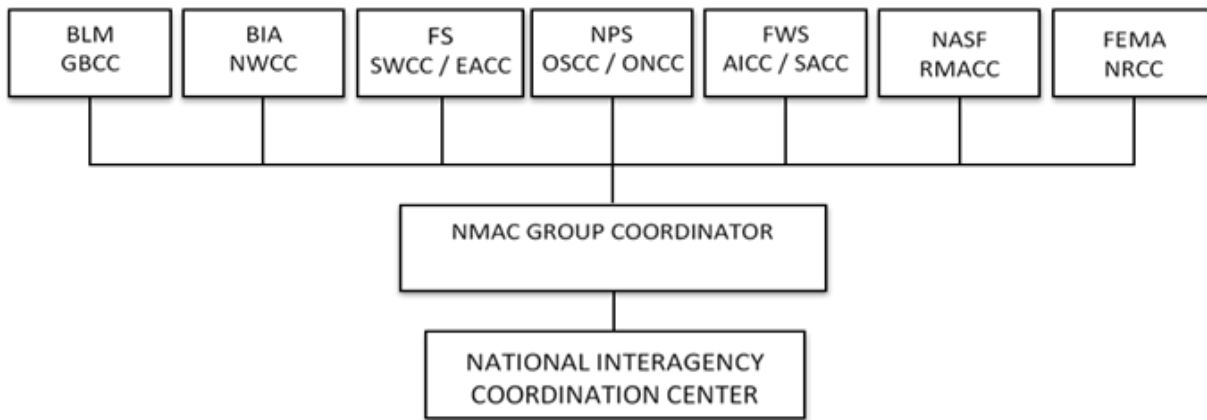
There may be a need for Geographic Areas to activate their MAC Groups when the National Preparedness Level is at 5, enabling geographic area response to requests and direction from NMAC.

### **National Multi-Agency Coordinating Group (NMAC) Organization**

During National Preparedness Levels 4 and 5, NMAC is activated for daily briefings and meetings. Through intergovernmental coordination, NMAC provides national wildland fire operations direction, prioritization, allocation, and oversight.

For information regarding NMAC go to:

<https://www.nifc.gov/nicc/nmac>



### NIFC Directors' Delegations

The FS, BLM, BIA, NPS, FWS, NASF, and FEMA Directors at NIFC have written, delegated authority, from their respective agency heads to represent their agency on all matters related to wildland fire operations. This includes membership on NMAC, determining national priorities, and allocating/reallocating incident resources.

### NMAC Roles/Responsibilities:

- Establish national priorities among the Geographic Areas.
- Direct, allocate or reallocate resources among or between Geographic Areas to meet national priorities.
- Anticipate and identify future national fire management resource requirements (prepositioning).
- Provide oversight of general business practices between NMAC and GMAC groups.
- Distribute and archive decisions, direction, and best management practices.
- Provide an NMAC member as the media spokesperson assisting NIFC External Affairs for issues of national importance (as requested).
- NMAC members serves as liaisons to specific Geographic Areas.
- NMAC members are responsible for dissemination of written correspondence to their respective agencies.
- Determine National Preparedness Levels (PLs).
- Determine national fire resource availability to support non-fire/all-hazard operations (Reference Support to the National Response Framework).
- Determine activation, coordination, and involvement of military and international resources.
  - Requests for assistance from the military that may include MAFFS, military ground support, etc.
  - Requests for assistance from foreign countries such as New Zealand, Australia, Canada, Mexico, etc.
- Manage Area Command Teams.
- Provides liaison and oversight to the Incident Commanders Advisory Council (ICAC).
- Manage Complex Incident Management Team rotations, monitor work/rest cycles, and may modify national rotations.

**NMAC Support Function Responsibilities:**

At any time regardless of Preparedness Levels NMAC may activate additional support functions. The following standard practices will apply when the specific role is activated:

**Incident Management Team Coordinator:**

- Coordinates with NICC and the GA to implement NMAC decisions.
- Tracks all IMT utilization.
- Provide recommendations to NMAC for team assignments.

**Crew Coordinator:**

- Coordinates with NICC and the GA to implement NMAC decisions.
- Tracks all Type 1 and 2IA crew assignments.
- At PL 4 and 5, NMAC may delegate tracking of all crew types.
- Provides recommendations to NMAC for crew allocations.
- Works directly with GAs to track crew needs and availability.

**Smokejumper Coordinator:**

- Coordinates with NICC and the GA to implement NMAC decisions.
- Tracks all smokejumper movement and availability.
- Assists NMAC and the NICC in prioritizing competing booster requests.

**Responsibilities of GMACs:**

- Determine and set Geographic Area priorities.
- Acquire, allocate, and reallocate resources.
- Issue coordinated Situation Assessment Statements.

**MAC Group Coordinator**

The MAC Group Coordinator should be assigned when a MAC Group is activated. The MAC Group Coordinator serves as a facilitator to multi-agency decision making. The position provides expertise in obtaining and summarizing multi-agency information to affect collective decisions at the MAC Group level and implementing agencies' priorities.

**Responsibilities of the MAC Group Coordinator:**

- Ensure MAC Group decisions are communicated and implemented through established channels.
- Arrange for and manage facilities and equipment necessary to support the MAC Group function.
- Facilitate the MAC Group decision process by ensuring the analysis and display of information that will assist the MAC Group, or their representatives, in keeping abreast of the total situation.
- Provide the data necessary for setting priorities, resource allocation and other collective decisions.



## Complexity

An increase in complexity usually requires more involvement with management. Examples of complex situations are multiple problem fires, multiple agency involvement, or when competition for resources is high. MAC Groups may be activated in the most complex situations or directed by a Preparedness Level. They provide direction to off-incident coordination and support. Basic actions of a MAC Group are priority setting, allocating resources, and issuing coordinated situation assessments to the media. MAC Groups occur at all levels of the organization.

Communications to and from the incident(s) are accomplished through the host agency's dispatch unit, using established dispatch channels. This includes ICS-209s, supplemental intelligence worksheets, situation assessments, analysis, prognosis, and fire behavior/weather information. The Agency Administrator will communicate specific direction and policy directly to the Incident Commander(s) and Public Affairs will contact the Incident Information Officer(s) for media information and/or news releases. Redundant contacts are to be avoided.

### Southern Area Supplement

#### **SOUTHERN AREA MULTI-AGENCY COORDINATING GROUP (MAC)**

#### **ACTIVATING THE MAC GROUP**

*At Preparedness Level 3 or when significant commitment of resources is occurring, the Southern Area Coordinating Group and Southern Area Center Manager will discuss and consider the need to activate the MAC Group and supporting organization. The MAC group is comprised of top management level personnel from those agencies who have jurisdictional responsibility and those that are heavily supporting the effort or may be significantly impacted by lack of local resources. Each of the members of the MAC Group should have delegated authority from their respective Agency Administrators for the following responsibilities:*

- *Prioritize incidents.*
- *Ensure that the collective situation and resource situation status is provided and current, by agency.*
- *Anticipate future resource needs*

#### **ROLE OF THE MAC GROUP**

*Activation of a MAC group improves interagency coordination at top management levels and provides for allocation and timely commitment of multi-agency emergency resources on any incident. Participation by multiple agencies in the MAC effort will improve:*

- *Overall situation status information.*
- *Incident priority determination.*
- *State and Federal disaster coordination.*
- *Political interfaces.*
- *Overall coordinated information provided to the media and agencies involved.*
- *Prioritization of incidents and critical resources*

***Refer to the SA MAC Group Operating Plan.***

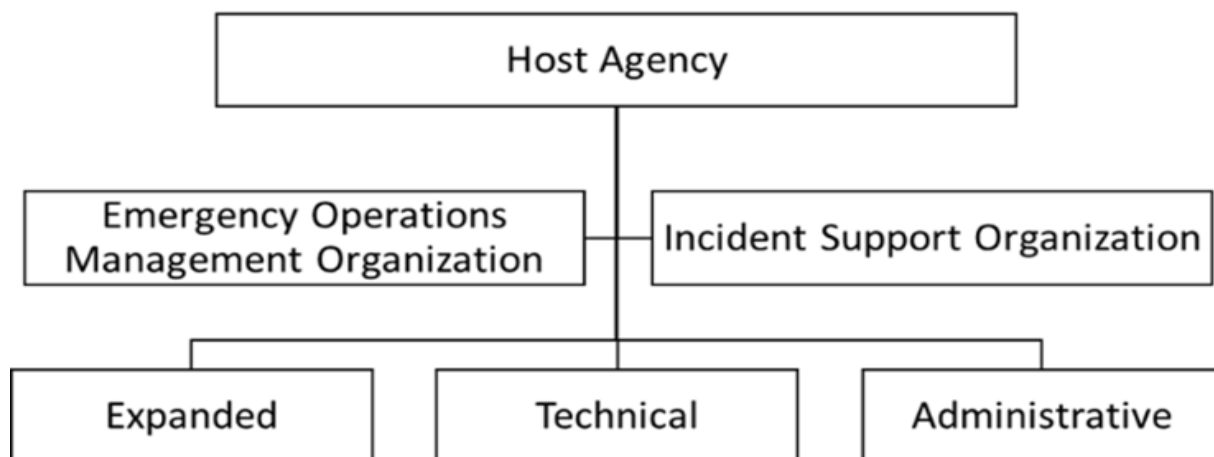
***[https://gacc.nifc.gov/sacc/resources/logistics/SAMAC\\_Operating\\_Plan.pdf](https://gacc.nifc.gov/sacc/resources/logistics/SAMAC_Operating_Plan.pdf)***

**INCIDENT SUPPORT ORGANIZATION (ISO)**

Agency Administrators are responsible for emergency operations. They provide general guidance and interact with the MAC Group. Typically, some or all of their responsibilities are delegated to personnel who can devote more complete attention to the situation. Often, the unit Fire Management Officer (FMO) has responsibility for the ISO and as a representative on the local MAC Group. Routine initial attack and other dispatch functions continue but are separated from the ISO. Each office shall maintain a Dispatch Operating Plan, which will include authorities, roles, and responsibilities for Expanded Dispatch personnel, procedures for routine and emergency operations, the resource order process, job aids, and references for the integration of Buying Teams and sources of supply.

The ISO works to provide logistical support to the host agency and the incident(s). The ISO is implemented to address the increased business volume and to supplement established organizations. Staffing positions in an ISO are to be based on need rather than a preconceived organizational chart.

The ISO reports to the Agency Administrator and is composed of functional branches: Expanded Dispatch, Technical Support, and Administrative Support. The functional branches coordinate and cooperate to support the host agency and the incident(s).

**Incident Support Organization (ISO)****Expanded Dispatch Organization**

The Expanded Dispatch function of the ISO relieves the host agency's dispatch unit by focusing exclusively on the large or complex incident(s).

**Expanded Dispatch Functional Areas**

- Overhead
- Crews
- Aircraft, Logistical
- Equipment
- Supplies

The volume of orders and complexity of the incident(s) determines staffing levels and the degree of expertise required of the Expanded Dispatch organization. In less complex situations, one (1) dispatcher can handle more than one (1) functional area. Additional personnel may also work within the Expanded Dispatch,

The Expanded Dispatch Supervisory Dispatcher (EDSP) is a facilitator accomplishing the direction provided by the Center Manager or Fire Management Officer, who has delegated authority from the Agency Administrator. Facilitation is accomplished by adequately staffing and supervising the operations of the Expanded Dispatch organization, maintaining positive and effective liaison with the host agency and incident management team(s), and assisting in clarifying the roles and responsibilities for the ISO and the host agency dispatch unit as needed. The individual filling this position must be a qualified EDSP and capable of performing all functions within the Expanded Dispatch organization.

An Expanded Dispatch Coordinator (CORD) is normally assigned in the most complex situations where there are considerable external influences affecting the ISO, a local MAC Group is in place, or where span of control within the ISO and/or Expanded Dispatch becomes an issue.

### **Technical Support**

The Technical Support function of the ISO provides specialized skills, which assist off-incident support operations. These can vary from situation to situation. Common Technical Support functions are telecommunications, caching of supplies, transportation services, equipment inspection, aviation ramp services, mobilization or demobilization center management, and security.

### **Administrative Support**

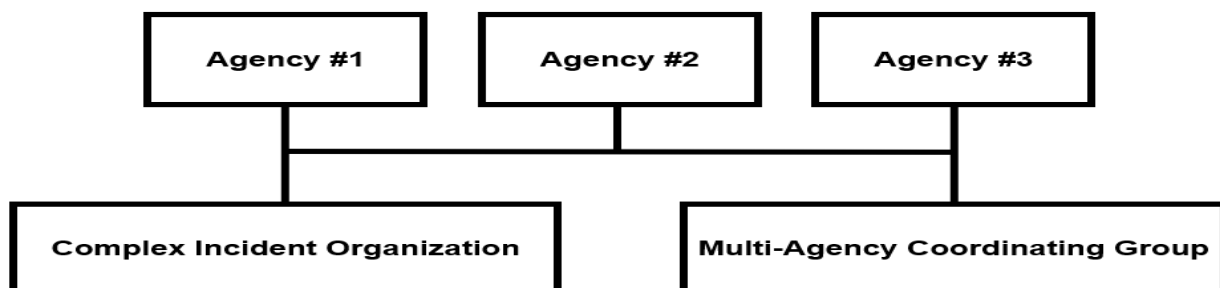
The Administrative Support function of the ISO provides administrative services for the host agency, ISO, and incident(s). These can vary from situation to situation. Common Administrative Support functions are equipment and personnel timekeeping, procurement services such as a Buying Team(s), hiring of local ADs or casual employees, follow-up on local compensation and claims actions, providing fiscal advice, and vendor payments.

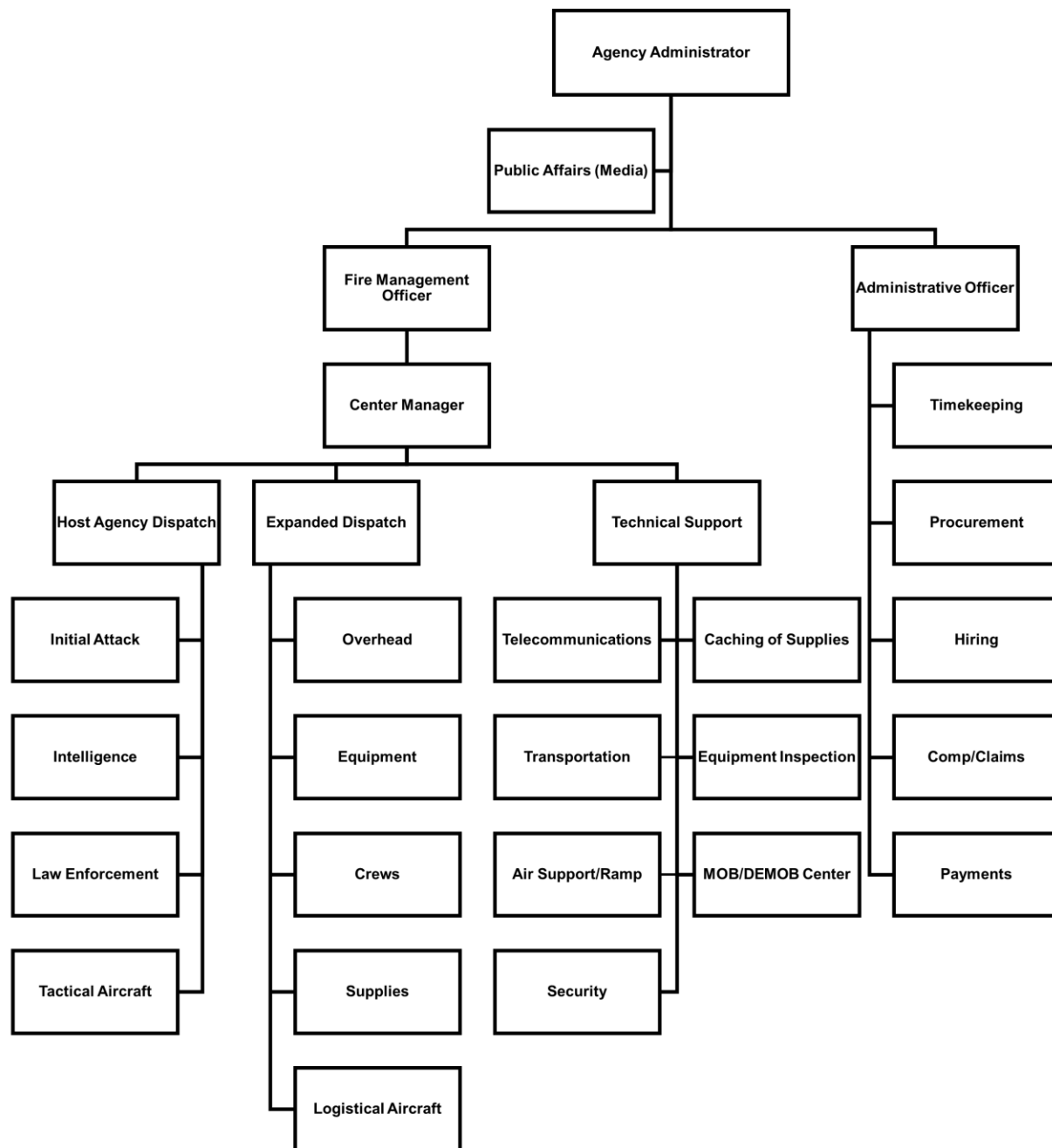
An Incident Business Advisor (INBA) may be ordered by the Agency Administrator to assist with incident business.

### **Example Organizations**

ISOs are implemented to address the increased business volume and to supplement established organizations. Staff positions in an ISO are to be based on need rather than a preconceived organizational chart. (See ISO Organizations on the following pages.)

#### **Incident Support Organization (ISO), Example – Complex Incident:**



**Incident Support Organization (ISO), Example:**

*Southern Area Supplement*  
***TRANSITION CHECKLIST***

*The following is a simple checklist for the transition from initial attack dispatching to major incident support:*

*State Coordination Center Responsibilities:*

- *Order Interagency Incident Management Team/All-Hazard Management Team and related support items (cache van, radios systems, etc.), as appropriate.*

- *Request a Temporary Flight Restriction – If required, request special VHF radio frequencies from SACC, as needed.*
- *Implement a preplanned transition to an incident support organization. Refer to the National Interagency Standards for Resource Mobilization, Chapter 10.*
- *Implement agency organization commensurate to the situation, including Safety Officer(s), Law Enforcement Officer(s), Information Officer(s), Hazardous Materials Coordinator(s), etc.*
- *Designate agency person as incident information focal point at the unit level.*
- *Notify cooperating agencies.*

#### *SACC Responsibilities:*

- *Notify appropriate agency management personnel of the situation.*
- *Notify on-call IC of the situation. When Incident Management Team or All-Hazard Management Team is ordered, ensure related support items (cache van, radios systems, etc.) are considered and requested by the ordering unit.*
- *Order additional staffing for expanded operations and any local logistical support.*
- *Consider needs for staging area and personnel.*
- *Request that Public Affairs Officer is designated as incident information focal point at the regional level (Forest Service incidents only).*
- *Ensure an Agency Official is designated as a Technical Liaison when the Region is notified that Departmental or Administrative Officials will be visiting an incident (Forest Service incidents only).*

### **SOUTHERN AREA COORDINATION CENTER**

*The Southern Area Coordination Center (SACC), Atlanta, Georgia, is the focal point for internal and external requests for all federal and state land management agencies within Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, Puerto Rico, and the U.S. Virgin Islands.*

### **STATE COORDINATION CENTERS**

*The twelve State Coordination Centers are responsible for coordinating the mobilization of resources within their areas of jurisdiction and the collection and dissemination of intelligence information on incidents within their states. The State Coordination Centers serve as the link between SACC and individual Forests, Parks, Refuges, Tribes, BIA Agencies, and State units.*

### **MOBILIZATION PROCEDURES FOR MILITARY ASSETS**

It is advisable that units and field level users intending to order and utilize military resources obtain copies of the *Military Use Handbook*, located at:

[https://www.nifc.gov/sites/default/files/document-media/Military\\_Use\\_Handbook.pdf](https://www.nifc.gov/sites/default/files/document-media/Military_Use_Handbook.pdf)

### **INTERNATIONAL OPERATIONS**

International Arrangements and Agreements, and respective Operating Plans, can be found at:

<https://www.nifc.gov/nicc/logistics/reference-documents>

[https://www.nifc.gov/nicc/logistics/International\\_Agreements.html](https://www.nifc.gov/nicc/logistics/International_Agreements.html)

**Canada Support**

Mobilizations involving the United States of America (USA) and Canada are governed and directed by the diplomatic note, Reciprocal Forest Fire Fighting Arrangement Operational Guidelines, and by local initial attack agreements. Requests to Canadian agencies will normally be made after USA resources are depleted, shortages are projected, or reasonable timeframes cannot be met. All requests for use of Canadian Resources must be ordered through NICC, except for local mutual aid that does not include provisions for any reimbursement. The USA may request airtankers from Canada only after all available contract and Call-When-Needed (CWN) aircraft have been mobilized. The USA may request helicopters from Canada after all available contract and CWN helicopters have been mobilized.

**Australia and New Zealand Support**

Mobilizations involving the USA, Australia, and New Zealand are coordinated through NICC, and are defined in the Wildfire Arrangements between the Department of the Interior and Department of Agriculture of the United States and the Australian and New Zealand Participating Agencies and in the Annual Operating Plan for these Arrangements. Request to Australian and New Zealand Participating Agencies will normally be made after USA resources are depleted, shortages are projected, or reasonable timeframes cannot be met.

**Mexico Support**

Mobilizations involving the United States and Mexico for fires within ten (10) miles either side of the U.S. – Mexico border are defined in the Wildfire Protection Agreement between the Department of the Interior and the Department of Agriculture of the United States and the Secretariat of Environment, Natural Resources, and Fisheries of the United Mexican States for the Common Border.

Mobilizing USA resources for suppression assistance within Mexico beyond the ten (10) mile zone must be approved and coordinated by NICC.

**Other Nations Support for Large Scale Mobilizations**

DASP responds to requests and works closely with U.S. Embassy's to determine if several criteria have been met for the U.S. Ambassador to declare a disaster. There needs to be evidence of significant unmet humanitarian needs, U.S. humanitarian assistance will save lives, reduce suffering, and mitigate impact of emergencies, the affected country requests or will accept U.S. government assistance, and response aligns with U.S. government interests and objectives. If that support includes available resources through the land management agencies, DASP will place requests through NICC, which will also be coordinated through the DASP liaison located at NIFC. Small scale requests for disaster assistance or technical assistance are coordinated directly by DASP through the home units of the requested individuals.

**Processes for International Mobilization of Federal Resources**

International fire assignments are unique. The approval process for federal government employees has been expedited through the State Department and specific agencies, from 60-90 days to 3-7 days. Due to the condensed process, it is critical the sending unit completes and submits all required documents in a timely manner. The NICC International Coordinator must have all completed documentation to ensure State Department and agency clearance prior to the employee receiving country clearance. Clearance must be completed and approved prior to travel beginning.

### Dispatch Procedures for International Mobilization

International fire assignments are managed by the NICC, any questions should always be directed to the NICC International Coordinator. Once an order has been filled by a local dispatch center, they will ensure the completion of the following steps within the appropriate time allowed:

- Ensure the resource is aware of all attached documentation within the order (i.e.: briefing packets, Special Needs documents, etc.)
- International Manifest is accurately completed and returned in a timely manner. The manifest must be submitted to NICC no later than **72 hours** before the Needed Date and Time on the Resource Order Form.
  - Failure to meet the 72-hour timeframe will result in the order being canceled.
- Vehicle Information is completed (if applicable) within the manifest.
- Travel can be arranged but not implemented until notification is received from the NICC International Coordinator that they are cleared for travel. (This process may be different based on which country we are providing assistance/support.)
  - A copy of the itinerary is required to be submitted with the international manifest.
- Once the manifest is received by the NICC, it is sent to be reviewed for international travel clearance. (This may take 48 hours or longer)

Once NICC receives confirmation the traveler is cleared through their respective agency, and State Department Electronic Country Clearance (ECC) is confirmed, the resource and/or resources host dispatch center will be informed of the resources approval to mobilize.

**No travel can occur until this confirmation is received.**

### ORDERING PROCESS AND PROCEDURES

All agencies have designated ordering procedures for incident and wildland fire support and services. These established ordering channels provide for: rapid movement of requests, agency review, efficient utilization of resources, and cost effectiveness.

#### Geographic Area Coordination Centers (GACCs)

The GACCs act as focal points for internal and external requests not filled at the local level. GACCs are located in the following areas:

ALASKA – Fort Wainwright, Alaska: <https://fire.ak.blm.gov/>

EASTERN – Milwaukee, Wisconsin: <https://gacc.nifc.gov/eacc/>

GREAT BASIN – Salt Lake City, Utah: <https://gacc.nifc.gov/gbcc/>

NORTHERN CALIFORNIA OPERATIONS – Redding, California: <https://gacc.nifc.gov/oncc/>

NORTHERN ROCKIES – Missoula, Montana: <https://gacc.nifc.gov/nrcc/>

NORTHWEST – Portland, Oregon: <https://gacc.nifc.gov/nwcc/>

ROCKY MOUNTAIN – Lakewood, Colorado: <https://gacc.nifc.gov/rmcc/>

SOUTHERN – Atlanta, Georgia: <https://gacc.nifc.gov/sacc/>

SOUTHERN CALIFORNIA OPERATIONS – Riverside, California: <https://gacc.nifc.gov/oscc/>

SOUTHWEST – Albuquerque, New Mexico: <https://gacc.nifc.gov/swcc/>

### **Name Requests**

Each geographic area has the ability to evaluate each name request from their area, if there is an outstanding need for the requested resource capability within that geographic area or ongoing suppression efforts, it may be denied.

All name requests not filled by the item being requested will be returned to the requesting unit with the appropriate associated documentation i.e., Unable to honor this request due to outstanding needs within the geographic area.

### **Name Requests on Budgeted, Severity or Non-Suppression Funds**

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

Severity requests often involve strategic movement of resources from area with lower fire potential, being directed by agency managers and/or duty officers and will be honored.

**Refer to Chapters 20 (Overhead) and 40 (Equipment) for additional information.**

### **Southern Area Supplement**

### **NAME REQUESTS**

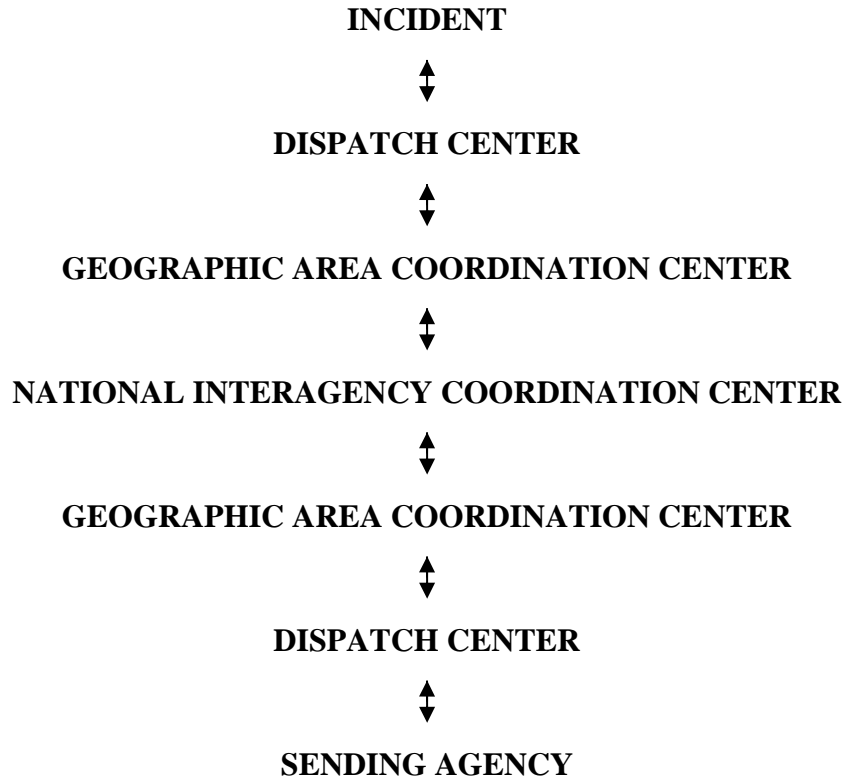
*SACC will review and approve, or deny, all name requests.*

### **Ordering Process for All Orders**

Resource order requests will be processed using IROC. Resource order requests as the result of an incident, preparedness, severity, and wildland or prescribed fire will follow the established ordering channel displayed below.

At the point in this flow when an order can be filled, reverse the process to ensure proper notification back to the incident or requesting office. Local agency dispatch offices should use mutual aid agreements with cooperators whenever possible.





#### *Southern Area Supplement*

*Southern Area Neighborhood Ordering Policy: State Coordination Centers may order resource directly from their neighbor(s). The following table defines the neighborhood for each state coordination center.*

<i>STATE COORDINATION CENTER</i>	<i>MAY ORDER FROM</i>
<i>AL-AIC</i>	<i>FIC, GIC, MIC, TNC</i>
<i>AR-AOC</i>	<i>NM-ABC*, LIC, MIC, MO-MOC*, CO-PBC*, NM-TDC*, TIC, TNC</i>
<i>FL-FIC</i>	<i>AIC, GIC</i>
<i>GA-GIC</i>	<i>AIC, FIC, NCC, SCC, TNC</i>
<i>KY-KIC</i>	<i>MO-MOC*, IL-ILC*, IN-IIC*, PA-MACC*, TNC, VIC</i>
<i>LA-LIC</i>	<i>AOC, MIC, TIC</i>
<i>MS-MIC</i>	<i>AIC, AOC, LIC, TNC</i>
<i>NC-NCC</i>	<i>GIC, SCC, TNC, VIC</i>
<i>SC-SCC</i>	<i>GIC, NCC</i>
<i>TN-TNC</i>	<i>AIC, AOC, GIC, KIC, MIC, MO-MOC*, NCC, VIC</i>
<i>TX-TIC</i>	<i>NM-ABC*, NM-ADC*, AOC, LIC, NM-SFC*, NM-TDC*</i>
<i>VA-VIC</i>	<i>KIC, PA-MACC*, NCC, TNC</i>

*\* Denotes ordering agreements with Dispatch Centers outside of the Southern Area.*

*The following conditions must be met when utilizing the Southern Area Neighborhood Ordering Policy:*

- *Dispatch Centers will utilize closest forces concept when mobilizing resources.*
- *Dispatch Centers cannot reassign resource to another Dispatch Center if that resource was originally mobilized through the neighborhood ordering without the permission of the resource's home Dispatch Center.*
- *When a resource is unavailable through the neighborhood ordering, the requesting unit may place the order with SACC, who will obtain resources through established dispatch channels. SACC will normally not check with the requesting dispatch center's neighborhood (unless requested or if the Neighborhood Ordering has been suspended).*
- *Orders for National and Regional resources will be placed through SACC.*
- *Orders must be placed with SACC when a State Coordination Center cannot fill within their dispatch jurisdiction with Forest Service Call-When-Needed aviation resources and/or DOI's On Call Aircraft Contracts & Source List aviation resources.*
- *If SACC needs a resource which has been mobilized through the neighborhood ordering policy, once permission has been granted by the home dispatch, SACC will place the order with the current dispatch center.*
- *At a Dispatch Center Manager's discretion and with SACC approval, a local dispatch center may temporarily withdraw their participation in the neighborhood ordering policy.*
- *The SACC Center Manager may suspend the Southern Area Neighborhood and/or GACC Boundary Adjacent Unit ordering authority when the total resource availability may not support current GACC activity. This most often occurs during Southern Area Preparedness Levels 4 and 5 but may occur at any Preparedness Level due to complexity of activity.*

*See Chapter 100 for Compact Mobilization/Aid Request.*

### **Support to Border Fires**

Border fires are defined as a wildfire that has crossed the boundary from one (1) Geographic Area into another or where the fire is expected to cross the boundary within two (2) burning periods.

Whereas both Geographic Areas have a vested interest and authority to provide resource support to the incident, they may order directly from each other in support of the incident. The following protocols apply:

- A single ordering point will be designated to ensure proper assignment and demobilization of resources. The incident will remain with the originating unit for situation reporting and prioritization.
- The dispatch organization designated as the single ordering point may place orders to either GACC using established ordering channels, however only the GACC of the originating unit dispatch is authorized to place orders with NICC.
- Prior to initiating border fire support operations, concurrence and agreement must occur between the two GACCs and NICC. To maintain effective coordination and ensure that the appropriate resources are mobilized, communication will be necessary between both GACCs and the ordering unit dispatch organization.

*Southern Area Supplement***ORDERING BETWEEN LOCAL OFFICES ACROSS GACC BOUNDARIES**

*Local dispatch centers adjacent to one another may engage in resource ordering across GACC boundaries without having a formal agreement or MOU in place. Resource movement could include personnel and equipment for wildland fire response, prescribed burning opportunities and/or other resource based activities. Local border agreements may be necessary if there is a need to exchange funds or provide for cross-billing authorities.*

*The sending GACC must grant approval to the local center before any National or Geographic type resources are sent across GACC boundaries. Depending on National PL levels and/or NMAC priorities, the NICC may also require approval. Resources sent across GACC boundaries cannot be reassigned without prior approval from the sending GACC and the sending local unit. With the exception of initial attack, all resources are to be mobilized across GACC boundaries on a resource order. Resources committed beyond initial attack are expected to be ordered on a resource order.*

**MOBILIZATION AND DEMOBILIZATION INFORMATION**

Travel information for resources will be transmitted by using IROC. 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.

**NON-INCIDENT RELATED ORDERING**

Resource acquisition not related to an incident, preparedness, severity, and wildland fire may also follow these ordering procedures. The use of appropriate cost coding procedures is required.

*Southern Area Supplement*

*SACC will accept requests for non-suppression incidents (i.e., flood, hurricane, tornados, homeland defense, etc.). The use of appropriate cost coding procedures is required. Orders will be placed through normal dispatch channels.*

## CHAPTER 20

### OVERHEAD AND TEAMS

#### OVERHEAD AND TEAMS OVERVIEW

Personnel must be requested by the description found in the *NWCG Standards for Wildland Fire Position Qualifications, PMS 310-1* or other agency approved qualifications guides.

#### Standards for Wildland Fire Position Qualifications

Overhead positions are listed in the *NWCG Standards for Wildland Fire Position Qualifications, PMS 310-1*. This document is located at: <https://www.nwcg.gov/publications/310-1>

The Incident Qualifications and Certification System (IQCS), and the Incident Qualification System (IQS) are information management systems that track training and certifications for Wildland Firefighters. For a complete list of all NWCG recognized Position Codes, refer to the Position Codes listed at: <https://www.nwcg.gov/positions>

#### Overhead Mobilization and Demobilization

Units filling requests for personnel are responsible for ensuring all performance criteria are met. Requests will be processed as "fully qualified" unless "Trainee Required/Acceptable" is selected as an inclusion in IROC. The sending unit must designate a Flight Manager when two (2) or more personnel travel together to the same incident via non-commercial air transport. For further information on Flight Managers refer to Chapter 50.

#### Supplemental Fire Department Resources

Supplemental Fire Department Resources are overhead provided by a local fire department through agreements and are mobilized primarily for response to incidents/wildland fires outside of their 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.

When mobilizing Supplemental Fire Department Resources outside of the fire district or mutual aid zone the following will apply:

- Mobilization will follow established ordering procedures as identified in National, Geographic, and Local Mobilization Guides.
- Resources will be mobilized from the Host Dispatch Zone in which the department is located. Personnel will be provided a copy of the resource order request after confirmation of availability and prior to departure from their home jurisdiction.
- Resource orders shall clearly indicate incident assignment, incident location, expected incident arrival time, and any additional special needs or equipment authorizations (laptops, and rental vehicles).
- If a request requires individuals to be self-sufficient for the duration of the assignment, they must be able to procure food, lodging, and local transportation.

### **Name Requesting Single Resource Overhead**

Name requests for qualified Overhead resources will be honored regardless of the type of order. The ordering unit must confirm availability for the individual being requested prior to placing the request. All name requests must include the individuals current dispatch location.

### **Trainee Requests**

Name request for geographic area priority trainee positions will be justified within the special needs as being approved by the GATR and will be processed without delay. Hosting GA priority trainee list should be utilized first.

### **Technical Specialist**

Use of THSP position code is appropriate when no other position code exists and requires additional information describing the specialty or work to be included in the assignment. Example: THSP – Duty Officer or THSP Center Manager.

### **Remote Employee**

Remote employees who are detached from their home unit (e.g., USFS Washington Office, NIFC, etc.) should typically be dispatched from the dispatch area where they physically reside. Incident qualifications and training administration will remain with the resource's home unit.

### **Interagency Wildland Fire Modules**

The primary mission of a Wildland Fire Module (WFM) is to provide an innovative, safe, highly mobile, logistically independent, and versatile fire module for wildland fire management and incident operations.

WFMs are highly skilled and versatile fire crews with a primary commitment to maintain fire's role as a natural ecological process. They provide technical and ecological based expertise in the areas of long-term planning, ignitions, holding, suppression, prescribed fire preparation and implementation support, hazard fuels reduction, and fire effects monitoring.

Orders for Interagency Wildland Fire Modules will be placed through established ordering channels in IROC using an Overhead Group Request; WFMI - Module, Wildland Fire, Type 1 or WFM2 – Module, Wildland Fire, Type 2 configured according to the *NWCG Standards for Wildfire Module Operations, PMS 430*.

For minimum module standards for national mobilization, see:

- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724):*  
<https://www.nifc.gov/standards/guides/red-book>
- *NWCG Standards for Wildfire Module Operations, PMS 430:*  
<https://www.nwcg.gov/sites/default/files/publications/pms430.pdf>

As an interagency resource, the Wildland Fire Modules are available nationally throughout the fire season. Standard WFM configuration includes:

- Module leader and six (6) to nine (9) module crewmembers.
- 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.

### *Southern Area Supplement*

*The Southern Area has two National Park Service and one US Fish & Wildlife Service Wildland Fire Modules:*

#### *NPS Southeast Region*

*(Coordinator – Brian Tonihka, Cell: 865-440-0456, Office: 865-430-4754)*

- *Great Smoky Wildland Fire Module*

#### *NPS Inter-Mountain Region*

*(Coordinator – Josh Hampton (Acting), Office: 870-446-2747, Cell: 870-577-2346)*

- *Buffalo River Wildland Fire Module*

#### *USFWS Southwest Region*

*(Coordinator – Carl Schwoppe 512-234-1999)*

- *Balcones Wildland Fire Module*

### **Wildland Fire Module Mobilization**

Geographic Areas will mobilize local Interagency Wildland Fire Modules internally. There are local unit agreements to share Wildland Fire Modules between bordering units in different Geographic Areas.

The Wildland Fire Module Leader will contact the ordering unit to discuss incident/project requirements.

### *Southern Area Supplement*

*Mobilization procedures outside the Southern Area for wildland fire modules will follow standard dispatch channels. Orders for modules from one State Coordination Center's "jurisdiction" to another will be through State Coordination Centers and SACC. Within a State Coordination Center's jurisdiction (i.e.: Arkansas and Oklahoma, and Tennessee), dispatch procedures will be as agreed to by the State Coordination Center Manager, the FMO of the host unit, and the module leader.*

### **Helicopter Module**

Refer to Chapter 50 for specific information on helicopter ordering, capabilities, use, and type.

For minimum module standards for national mobilization for helicopter modules, see *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

Units requesting helicopter modules for CWN helicopters will do so using an Overhead (O) 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.

CWN helicopters will be managed by a qualified Helicopter Manager (HMGB) and qualified Helicopter Crew Members (HECM); when combined they function as a helicopter module.

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, etc.) must also be specified.

If helicopter personnel/modules are required to arrive with special needed items (flight helmets, radios, etc.), it must be specified at the time of request.

### *Southern Area Supplement*

*The Southern Area Multi-Agency Coordination Group recommends and supports ordering trainee Helicopter Managers to be assigned with each qualified Helicopter Manager, due to the shortage of qualified Helicopter Managers in the Southern Area.*

## **Helicopter Rappellers**

Refer to Chapter 50 for specific information on helicopter rappeller initial attack ordering, capabilities, and rappeller aircraft.

The USDA Forest Service operates 12 rappel bases nationally located in the following Geographic Areas: Northern Rockies, Great Basin, California, and Northwest. Each base utilizes Bell medium helicopters, and generally operates from May through October.

Rappellers primary mission is initial attack. When Rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “RPIA – Load, Rappeller, Initial Attack” on an Aircraft request. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available. Additional mission specific information should be documented on the resource order. When ordered for initial attack, Rappellers will be self-sufficient for 36 hours after deployment on an incident and are assigned to the user unit until released.

Rappel boosters will be ordered by individual Overhead requests. Any additional support needs may be documented on the resource order.

## **Smokejumpers**

Refer to Chapter 50 for specific information on smokejumper initial attack ordering, capabilities, and smokejumper aircraft.

Smokejumpers primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. There are two primary methods for ordering smokejumpers, initial attack load or booster load/individual smokejumper. The type of order should be predicated on immediate need or augmentation.

Smokejumper boosters are utilized to increase smokejumper capability at a base or within a Geographic Area. Booster requests should be based on current and/or expected fire activity with an understanding that boosters should be released back to home or hosting unit(s) or made available to higher activity 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. 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.



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.

### **Non-Standard Overhead Groups**

The generic overhead catalog items “FUMD – Module, Fuels” or “SMOD – Module, Suppression” will be used to order non-standard overhead groups. All requests for these catalog items will be placed through established ordering channels using an Overhead Group Request. Coordination between requesting and sending units must occur.

### **Communications Coordinator (COMC)**

A COMC must be assigned when a second 4390 Starter System is assigned to any incident within a one hundred (100) mile radius of the first assigned 4390 Starter System. The COMC should be requested as a name requested position.

The GACC will coordinate filling the request with the National Interagency Incident Communications Division (NIICD) in Boise, ID by calling the National Communications Duty Officer (CDO). Rental vehicle, lap top computer and cellular phone should be authorized when placing the request.

NIICD Communications Duty Officer: (208) 387-5644

It is important that this position be ordered as early as possible to alleviate the possibility of frequency conflicts during multi-incident situations.

### **Southern Area Supplement**

*Due to the high volume of communication assets utilized on heavy or long-term incidents in the Southern Area, SACC Center Manager may activate a Communications Coordinator (COMC). The COMC will coordinate with the SACC Aircraft Desk and the Supplies Desk as needed. The COMC will be an advisor to the SACC Center Manager or when a MAC Coordinator is assigned.*

### **Duties and Responsibilities:**

- Manage the allocation of communications resources at the Geographic Area level. This includes communications equipment, personnel, and associated supplies. The COMC provides support to the assigned Geographic Area and reports daily to the NIFC CDO. The COMC will not be assigned to specific incidents or to an Area Command Team. Situations may occur when communications coordination is required between multiple Geographic Areas. Under these circumstances, a COMC may be assigned to a NICC resource order to provide overall coordination and support to COMCs assigned to the affected Geographic Areas.
- Manage the frequency resources for all incidents under assigned jurisdiction. This includes all frequencies for ground tactical, command, logistics, and air operations.

**NOTE:** During complex or multiple fire situations, the COMC will request additional qualified personnel to be assigned as field COMCs. Any situation involving complex air operations will require that a COMC be requested specifically for air operations.



**Field COMC Duties and Responsibilities:**

Maintains an accurate inventory of all communications equipment assigned to incidents under their control.

Keep current on the availability of communications resources for future Geographic Area and National requirements. The COMC should be current with procedures needed to obtain such resources.

Provide problem-solving recommendations and advice on communications issues to the respective Geographic Area Coordinators, the Area Command Teams, and/or to Incident Management Teams within a complex or single incident. National, as well as Geographic Area priorities will be considered when making recommendations and/or providing advice.

Assist incidents with communication system design and in obtaining specialized communications equipment.

**Incident Meteorologist (IMET)**

IMET status will be maintained by the respective Geographic Area in IROC. Status will include updated contact information, the home jetport, individual qualifications, and current availability.

When a National Weather Service (NWS) IMET is needed for an incident or project, the request will be placed up to the GACC. When ordering, specify whether the request is for wildfire response or prescribed fire; if prescribed fire, provide number of days IMET is expected to be deployed. The GACC will contact the NWS National Fire Weather Operations Coordinator (NFWOC) by calling the NWS Incident Response Desk.

NWS Incident Response Desk: (877) 323-IMET

For prescribed fire requests, the NFWOC will coordinate with the appropriate agency program manager to confirm funds in the agreement are sufficient to support the request. (Note: this step is not required for wildfires as NWS can incur expenses in response to wildfires and bill the agencies for reimbursement afterwards). The NFWOC will then identify the name and location of the available IMET to fill the ordering incidents IMET request. If the available IMET is located within the Geographic Area where the incident or project is located, the IMET will be ordered by name request and internally mobilized using established procedures. If the available IMET is located in another Geographic Area, the IMET request will be placed to the NICC as a name request using established procedures. NICC will place the IMET request to the appropriate Geographic Area to be filled.

For mobilization to a wildfire incident, the ordering unit provides the appropriate financial code(s). For prescribed fire mobilization, the NFWOC will provide the National Oceanic and Atmospheric Administration (NOAA) financial code.

When the NWS cannot provide transportation, the sending dispatch office is responsible for arranging and providing mobilization needed for the IMET and any required equipment to the incident. The host agency is responsible for arranging and providing demobilization needed for the release of the IMET and required equipment back to the home unit.

The IMET is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the Department of Commerce, NOAA-NWS. Standard NWS equipment that is essential to on-site meteorological support is mobilized with each IMET, no additional resource

order requests are necessary. Standard NWS equipment does not require additional ordering by the incident. Basic standard NWS equipment includes:

- Laptop computer
- Printer
- Mobile satellite setup and setup tools
- Cellular telephone
- Agency or rental vehicle appropriate for off-pavement use
- Miscellaneous office supplies

Reimbursement of costs associated with utilization of standard NWS equipment such as cell phone usage charges, satellite communication charges, and four-wheel drive SUV, truck, or similar rental vehicle to travel to incident locations with their equipment (including remote locations) is authorized under the INTERAGENCY AGREEMENT FOR METEOROLOGICAL AND OTHER TECHNICAL SERVICES, SECTION V., PART B ITEM 4. Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

### **Air Resource Advisors**

Air Resource Advisors (ARA) will be ordered as THSP-ARA. Air Resource Advisors should be assigned on Type 1 fires to the extent practicable and should be considered for Type 2 fires.

When a THSP-ARA is needed for a wildfire incident to address public and fire personnel smoke impacts, the request will be placed up to the GACC.

The GACC will contact the Interagency Wildland Fire Air Quality Response Program (IWFAQRP).

IWFAQRP: (661) GET-1ARA or (661) 438-1272.

The IWFAQRP Coordinator will identify the name, agency, and location of the available ARA to fill the THSP-ARA request. The THSP-ARA will be ordered by name request and mobilized using established procedures. THSP-ARA orders for prescribed fire will be coordinated on a case-by-case basis with direct discussion with the IWFAQRP Coordinator.

The ARA is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the USFS. Standard ARA equipment (sampling equipment, computers, appropriate size vehicle, etc.) that is essential to on-site air quality support is authorized. Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

### **Cache Support Positions**

These positions are available to assist fire caches during periods of high activity or when shortages of locally trained personnel hinder cache operations.

CASC – Cache Supply Clerk

CAST – Cache Supply Supervisory Clerk

CDSP – Cache Demobilization Specialist

FLOP – Forklift Operator

WHHR – Warehouse Materials Handler

WHLR – Warehouse Materials Handler Leader

ACMR – Assistant Cache Manager

FCMG – Fire Cache Manager

### Southern Area Supplement

#### **CACHE DEMOBILIZATION SPECIALIST**

*To ensure compliance with hazardous materials transportation regulations, and to assist the Supply Unit with packaging backhaul for refurbishment, a Cache Demob Specialist (CDSP) will be dispatched to any incident requiring a mobile support cache van or significant commitment of cache supplies or equipment. The Southern Area Incident Support Cache Manager will designate those individuals within the Southern Area who are qualified to fill this position. This position will report to the Cache Manager.*

#### **SAW MODULES**

*The Southern Area has developed a minimum saw module configuration that SACC will use when soliciting availability of saw modules for FEMA/ESF4 or Interagency use during hurricanes or all-hazard events. Any unit can request modules configured differently if that is needed and intra-agency configuration can be based on that agency's guidance and standards.*

<i>2 Person Saw Module</i>	<i>Sawyer</i>	<i>Swamper</i>
<i>Personnel</i>	<i>1 sawyer (FAL2, Faller Intermediate, minimum)</i>	<i>1 swamper (FFT2)</i>
<i>Required Training/Certification</i>	<i>RT-130, WCT (Arduous), S-212 or RT-212, CPR, First Aid with Blood borne Pathogens training.</i>	<i>RT-130, WCT (Arduous), CPR, First Aid with Blood borne Pathogens training.</i>
<i>Tools &amp; Equipment</i>	<i>Saw kit, one falling axe (minimum), dolmars, bar oil, falling wedges, first aid kit, 2 spare chains per saw (minimum), aluminum fuel bottle (Sigg) (optional), chainsaw</i>	
<i>Personal Gear</i>	<i>Arrive with: Crew first aid kit, personal first aid kit, headlamp, 1 quart canteen, web gear, sleeping bag, tent</i>	
<i>Communications</i>	<i>Programmable Radio</i>	
<i>Logistics</i>	<i>Self-sufficient recommended (at least for first 72 hours)</i>	
<i>Transportation</i>	<i>AOV preferred (4x4 recommended)</i>	

#### **AREA AVIATION COORDINATOR**

*Due to the high volume of aviation assets utilized in fire suppression in the Southern Area, the establishment of an Area Aviation Coordinator within the GACC has proved to be efficient and successful. The Area Aviation Coordinator is a Technical Specialist position assigned to the Southern Area Coordination Center. The SACC Center Manager may activate an Area Aviation Coordinator when:*

- *A MAC group is in place locally or at the Southern Area Coordination Center.*
- *Large incidents in close proximity (no Area Command Team in place).*
- *Heavy, long-term initial or extended attack where a large number of aircraft are stationed within the Southern Area for an extended period of time.*

*The Area Aviation Coordinator will serve as an assistant to the SACC Aviation Coordinator and as an aviation advisor to the Southern Area MAC, individual Agency Aviation Officers, Incident Air Operations Branch Directors, Communications Coordinators, Airspace Coordinators, aviation safety specialists and State Coordination Center Managers, as well as the SACC Center Manager. Frequent consultation, in the form of meetings or conference calls, will occur daily*

*The USFS R8 Fixed Wing Operations Specialist, Helicopter Operations Specialist or similar positions may be called upon to fill this role. It is recommended, due to the heavy involvement of the individual with the dispatch organizations, that he/she have a working knowledge and/or past experience in dispatch or logistics.*

### **INCIDENT MANAGEMENT TEAMS (IMTS)**

Incident Management Teams will be ordered by type using an Overhead Group Request in IROC. The following standards apply to all wildfire incident assignments. Assignments to other incidents, such as all-hazard response, may not adhere to these standards.

#### **Southern Area Supplement**

*The Southern Area has three complex incident management teams (CIMT) and one type 3 incident management team (IMT) that are federally sponsored. The State of North Carolina sponsors two CIMTs and the State of Florida sponsors three CIMTs that meet NWCG standards and will be available for internal and external assignments.*

*SACC, acting for the Southern Area Coordinating Group, will be the focal point for maintaining current information on federally sponsored CIMTs and type 3 IMT's status regarding rotation, on-call period, and availability.*

*When a team is ordered, the SACC OH Desk will contact the Incident Commander (IC) first and provide information on the incident.*

*An automated telephone message may be sent to team members to alert them of a mobilization and to encourage them to ensure their status in IROC is current.*

### **NMAC Management of IMTs**

NMAC is delegated authority to prioritize and direct the use of all team assignments for Complex Incident Management Teams (CIMTs), National Incident Management Organization (NIMO), and Area Command Teams as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. NMAC engagement in IMT management will occur according to direction contained herein.

When situations warrant (determined by NMAC), rationale is required by NMAC for assignment of Complex, NIMO, and Area Command Teams prior to mobilization. The current rationale form is found at <https://www.nifc.gov/nicc/logistics/reference-documents>.

To manage fatigue, promote mental health and well-being, and provide opportunities for IMT members to attend to work and personal responsibilities, all IMTs will have 7 days of unavailability

upon return from any assignment geographically or nationally (including preposition) of 7 days or more (exclusive of travel). (This applies to the IMT; individuals may have differing agency requirements.) During periods of elevated need, there may be a request by NMAC for earlier availability. This will be determined and communicated as early as practicable and prior to the start of the team's unavailability period. A GA may extend a team's unavailability period for additional rest. Refer to Chapter 10, CIMT Length of Assignment and Mandatory Unavailability for specific information or to the *NWCG Standards for Interagency Incident Business Management*, PMS 902, <https://www.nwcg.gov/publications/pms902>.

### **Appropriate Use of Interagency IMTs**

Suppression repair work is limited to the repair of resources, land, and facilities that were damaged as a direct result of suppression actions taken on the incident. Only the most critical suppression repair work should be completed during high preparedness levels. During high preparedness levels firefighting resources are scarce and the deployment and work of these resources should be focused on priority, emerging, and expanding incidents of concern that possess critical values at risk. NMAC's intent is to return CIMTs to availability and/or reassign CIMTs once wildfire incidents have stopped expanding, reached high containment levels, shifted primarily to suppression repair work, and/or when the complexity of the incident decreases such that it can be managed by a lower complexity incident management organization. CIMTs should not be used to manage ongoing indirect line construction or other non-suppression work when the need is no longer justified and there is a reduction of fire growth, behavior, and projected spread. Once suppression repair becomes the primary emphasis of work, a CIMT may be reassigned to manage other higher priority incidents. Agency Administrators may consider limiting suppression repair until both fire activity and preparedness levels have decreased. The Emergency Stabilization and Rehabilitation (DOI) or Burned Area Emergency Response (FS) process should be used for tasks like hazard tree abatement within the burned area.

### **Interagency Complex Incident Management Teams (CIMTs)**

Each GA is responsible for annual selection and rostering of CIMTs, developing an internal rotation schedule, and maintaining team availability commensurate with fire activity and mobilization guides as well as supporting national response needs. GAs will manage their CIMTs in accordance with the *National Interagency Standards for Resource Mobilization* and communicate with their NMAC liaison regularly on any changes or concerns.

Within their GA, CIMTs will be mobilized according to GA guidance, with the following exception: CIMTs ordered through NICC or prepositioned by NICC from the national rotation for staging within a GA will be prioritized for assignment to any new federal incident within that area or when a replacement team is needed within that area.

CIMTs will be requested through established ordering channels. When a GA cannot fill an CIMT order internally, the national rotation will be utilized. NMAC manages the national rotation and may direct changes to the management of geographic rotations based on preparedness levels and/or resource scarcity. NMAC, at any time, can direct a GA to utilize an out-of-area CIMT. CIMTs will be mobilized nationally according to the call-out procedures from the national rotation managed by NICC.

The intent of CIM is to strive for continuous improvement. This includes leadership development and mentorship opportunities unique to each incident. Individual teams are expected to seek to improve their capacity and to request and provide assistance as needed.

The assignment length and unavailability period for IMTs is determined based on the Incident Commander's (IC) travel. Refer to Chapter 10, CIMT Length of Assignment and Mandatory Unavailability for specific information.

### *Southern Area Supplement*

*For 2025 the Southern Area Team 1 – Red, Southern Area Team 2 – Blue and Southern Area Team 3 - Gold are designated as CIMT.*

### **IMT Configurations – All**

The Incident Commander positions on IMTs may only be filled by current agency employees. It is recommended that the following positions also be filled by current agency employees:

- Finance/Admin. Section Chief
- Procurement Unit Leader
- Comp/Claims Unit Leader

Unless notified, trainees will be mobilized for incidents on federal lands.

### **CIMT Configuration**

CIMTs are expected to be fully rostered when available. CIMTs will be considered unavailable for assignment without a minimum roster of the seven Complex Command and General Staff (C&G) plus 17 discretionary qualified positions, for a total of 24 positions.

All CIMT rosters shall follow the standard CIMT configuration:

- Master roster refers to any team's roster for the calendar year based upon approval by their coordinating group/oversight body. The number of personnel and positions on this roster is approved by the coordinating group/oversight body.
- Mobilization roster refers to any team's roster in IROC which will be used to fill a current request.
  - The minimum required configuration is the seven Complex C&G plus 17 discretionary positions, for a total of 24 positions.
  - See the list of recommended positions at <https://www.nifc.gov/nicc/logistics/overhead>.
  - The maximum roster is 75 personnel unless approved in writing by the host Agency Administrator (AA) and attached in IROC.

<b>Position</b>	<b>Number</b>	<b>Notes</b>
Minimum Required Roster	24	7 Complex C&G + 17 discretionary qualified positions
Discretionary	51	May be filled as qualified or trainee at IC discretion
<b>TOTAL</b>	<b>75</b>	<b>CANNOT exceed without documented negotiation</b>

- Roster requests of above 75 personnel must be approved in writing by the host unit AA following roster negotiations through the Pre-Mobilization Incident Management Team (IMT) Call, found at <https://www.nifc.gov/nicc/logistics/reference-documents>.
  - Personnel may work virtually or on-site, as dictated by GA business rules and IC discretion; however, they still count towards the team's total size.
  - Supporting personnel and functions are not included in the team's mobilization numbers (i.e., Resource Advisors, Air Resource Advisors, etc.).

- Local unit personnel assigned to work on the incident with the team are not considered team members but additional support.

### CIMT Roster Negotiation

Upon receiving an order, the mobilization roster will be finalized based upon incident complexity. The IC shall negotiate the mobilization roster configuration through communications with the ordering AA. The Pre-Mobilization Incident Management Team (IMT) Call is intended to facilitate this communication and convey initial situation and intent, which should drive roster negotiations and approvals of over 75 personnel. It should include an overview of fire activity and resource availability geographically and nationally, to inform overhead and resource allocation, provided by a representative from the hosting GA. This representative may be one of the following:

- GA coordinating group or operations group representative.
- State/regional/equivalent-level Fire Management Officer (FMO) for the host agency.
- Geographic Area Coordination Center (GACC) CIMT Coordinator, if in place.

GA NMAC liaisons are encouraged to participate in roster discussions for awareness on challenges such as personnel availability and/or resource scarcity and to augment situational awareness from a national perspective.

AAs will utilize the *NWCG Wildland Fire Risk and Complexity Assessment (RCA)*, *PMS 236*, to guide the negotiation discussion, specifically Part D: Functional Complexity.

- The RCA will inform complexity by functional area and assist in identifying additional Incident Command System (ICS) position needs.
  - Continued use of Wildland Fire Decision Support System (WFDSS) is equally important for those agencies who do so, using the Part D output to guide the negotiation.
- Document the agreed upon mobilization roster in the delegation of authority and on the Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>. For rosters above 75, the approved document must be attached in IROC. Identify how further scaling will be communicated and accomplished during the team's assignment.
- For all-hazard incidents, ICs will negotiate the roster with the Regional ESF #4 Coordinator. Refer to the section **IMT Assignments to All-Hazard Incidents** for more information.
- The additional negotiated positions will be immediately added to the roster for mobilization. ICs may provide names of qualified available personnel to fill these additional negotiated positions; these name requests will be honored.
- GA Coordinating/Operations Groups should additionally approve, directly or by proxy/delegation to the GA CIMT Coordinator, the mobilization roster.
- Hosting GA representative will notify the receiving GA of any position shortages.
- When a CIMT is ordered to preposition, ICs will negotiate any positions in addition to the master roster with the ordering GA coordinating group chair or delegate to determine the mobilization roster.



- Rosters for NICC preposition orders will be negotiated between the IC and NICC CIMIT Coordinator based on direction from NMAC.
- To support incident workforce development and succession, assignment of trainees is strongly encouraged.
  - AAs and ICs should negotiate the number and types of trainees; consideration should be given to trainees critical to CIMIT succession and to trainees in positions that are chronically difficult to fill nationally.
  - ICs should utilize trainees in their trainee position, not in a position in which the individual is already qualified.
  - Assignment of regular agency employees (including full time state and local agency personnel) deploying as trainees should be given priority over all other Administratively Determined (AD) trainees.

Mobilization rosters in IROC will be closed at either 75 total positions or at the time of in-briefing. While it is recognized there may be incidents that require large numbers of overhead personnel for safe and effective management, additional personnel should be ordered based upon the specific incident needs rather than by increasing the CIMIT roster beyond the approved configuration of 75 total personnel.

### **CIMIT National Rotation Process**

For 2025, all 41 interagency CIMITs are eligible for mobilization through the national rotation. Additional teams (such as state or local teams) may be integrated appropriately by the GA with NMAC coordination. (See section on Surge Capacity IMTs below.)

- GACCs will ensure their respective CIMITs are available for the national rotation and their roster in IROC meets the mobilization configuration standards.
- The national rotation rotates every seven (7) days on Thursday, effective 0001.
  - All GAs will manage their internal rotations to rotate on Thursday also.
- The national rotation will be posted/reallocated by April 1 annually.
- The national rotation will be identified by GA; each GA will determine which teams fills the order based on internal rotations and availability.
  - GAs are expected to effectively manage workload distribution across all CIMITs to mitigate fatigue, to enable team members to meet home unit responsibilities, to provide experience opportunities to all CIMITs, to meet training and workforce succession goals, and to ensure availability of CIMITs nationally when competition exists.
  - To ensure distribution of assignments and days committed to incidents, NMAC strongly encourages GAs consider utilization of the national rotation.
  - Historical data suggests a median of 3 assignments per calendar year per CIMIT is an optimal goal for NMAC and GAs to manage towards.
- For the months of January through April and October through December, the national rotation will identify two (2) GAs for a 7-day period.
  - IMT rosters may differ from peak season rosters; ad hoc CIMIT rosters are acceptable.
- For the months of May through September, the national rotation will identify a minimum of six (6) GAs for a 7-day period.
  - If necessary, the rotation could restart with the first position within the 7-day period.



- At any time, NMAC may adjust the number of GAs in the national rotation to meet demands.
- Orders will be placed to GAs according to the order of the national rotation. GAs must return a resource order as Unable to Fill (UTF) if no eligible CIMT can meet the date and time needed.
- GAs unable to provide a CIMT when ordered for assignment from the national rotation will be listed as unavailable on the national rotation.
- If the IC determines that the CIMT is underprepared for the incident due to experience or comfort levels of the C&G due to incident complexity, the GA may maintain their place in the national rotation without penalty and the next available GA will be requested to provide a CIMT.
- Prepositioned/staged CIMTs will be considered part of the rotation and will be the first utilized.
  - CIMTs on GACC preposition will be first within the GACC.
  - CIMTs on NICC preposition will be first nationally.
  - CIMTs preposition assignments longer than 7 days will be coordinated with NMAC.
  - Preposition will count as an assignment when the CIMT is assigned 96 hours or longer from the date and time needed.
- Reassignment of a committed CIMT prior to demobilization will be counted as a single assignment.
- The GA will coordinate with the national CIMT Coordinator before reassigning an out-of-area CIMT to another incident.
- Any CIMT mobilized in the previous calendar year whose assignment extends into the next calendar year will not be shown as assigned in the new calendar year.
- If a GA fills a CIMT order but the order is canceled or released within 72 hours, the GA will return to its position on the national rotation for the remainder of its regular rotation period.
- CIMT extensions can be requested by the incident agency through existing approval processes using the appropriate form, <https://www.nifc.gov/nicc/logistics/reference-documents>.
- The CIMT current national rotation and assignment history is maintained throughout the calendar year at: <https://www.nifc.gov/nicc/logistics/overhead>.

Regardless of Preparedness Level, NMAC retains the authority to manage all CIMT assignments or amend the national rotation as necessary.

### *Southern Area Supplement*

#### *Team Rotation:*

*The Red, Blue and Gold Teams are fully qualified CIMTs and serve on the National Rotation. All three teams serve on a two-week, on-call rotation throughout the year for the Southern Area. The federally sponsored type 3 Gray IMT is not on a set rotation. The availability periods will be determined by the SACG based on activity and team availability.*

#### *Team on-call rotation is as follows:*

- *Team rotation is a two-week rotation starting at 0001 hours (Eastern Time) Thursday to 2400 hours (Eastern Time) Wednesday.*
- *When the current on-call IMT is mobilized to an incident within the Southern Area and complete transfer of command, the next IMT in rotation will move up as the next available. If the original IMT assignment is less than 14 days in duration and ends before their rotation period ends, that IMT has the option to finish their rotation.*
- *When multiple teams are rostered as available SACG will determine assignments on the basis of efficient mobilization and equitable opportunities.*
- *SACG has the authority to modify the rotation to ensure team assignment equity, both within the Geographic area or for the national rotation.*

*The Southern Area IMT rotation is located on the web at:*

<https://gacc.nifc.gov/sacc/overhead.php>

### **NICC CIMT Coordinator**

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

NICC CIMT Coordinator: (208) 207-2859

### **NMAC CIMT Coordination Support**

When there is increased fire activity in multiple GAs and high demand and limited availability of IMTs, it is necessary to manage assignment of these critical resources nationally. NMAC will activate the NMAC CIMT Coordinator who will gather intelligence and make recommendations to NMAC on the allocation of these critical resources. The following standard practices will apply when this role is activated:

- All requests (including extension requests) for CIMTs and NIMOs must be approved by the NMAC. This applies to all assignments, internal and external to the GA.
- Reallocation of assigned CIMTs within the GA will be done in coordination with the NMAC liaison and the NMAC CIMT Coordinator.
- For emerging incidents posing an imminent threat, internal IMTs (including those on preposition) can be mobilized immediately if the following criteria are met:
  - The incident is new, emerging, and/or the situation has changed dramatically.
  - The consequences of any delay in mobilization are clearly articulable and include a likelihood of life-threatening situations and/or real property damage.
  - An internal CIMT is available to be mobilized immediately. An internal resource would include resources on GA preposition but not those on a national preposition.
  - Notification to the NMAC liaison for the geographic area and the NMAC CIMT Coordinator is required at the time an immediate threat mobilization is proposed. NMAC will provide a decision as soon as possible regardless of time of day or NMAC meeting schedule. This decision will be promptly communicated through the GA's NMAC liaison and the coordination system.

### **Surge Capacity IMTs**

For transparency of national capabilities at all Preparedness Levels, each Geographic Area (GA) will identify annually any CIMTs within their area that may mobilize nationally and report it to the national CIMIT Coordinator. Any special mobilization needs, such as supplemental positions or supporting equipment, should also be communicated.

Surge IMTs must meet national standards, including mobilization through IROC. Each GA may establish processes by which the teams mobilize within the GA – either through the GA’s rotation or in a surge capacity – and through the national process at any time of the year to supplement CIMIT capabilities, as either a standing team or an ad hoc organization. This must be clearly written in the GA’s mobilization standards and may not conflict with any national rotation business rules. This must also be communicated to the CIMIT Coordinator for NMAC awareness annually. While the identified surge teams may include state or local teams, this process does not preclude or supersede the ability for teams and resources to mobilize through compacts, state-to-state mobilizations, or agency-specific agreements, whether they occur through IROC or not.

At Preparedness Level 4, NMAC will request all GAs status surge teams for availability in IROC and communicate this status with the CIMIT Coordinator. This includes teams previously identified as standing teams and ad hoc organizations assembled based on extenuating needs. Once statused as available, NMAC has the discretion to prioritize and direct assignment of these teams based upon national priorities.

### **IMT Assignment to All-Hazard Incidents**

The primary mission of CIMTs is wildfire incident management. IMTs may respond to all-hazard incidents under the following guidelines:

- Planned events should be managed internally by the respective agency.
- An ESF #4 coordinator will be assigned by the regional ESF #4 coordinator as a representative to the IMT.
- IMTs will be given a letter of expectations and an in briefing packet from the ESF #4 representative.
- The NRF establishes the USFS as the primary link between firefighting and IMT resources and the Department of Homeland Security (DHS) and FEMA by appointing the USFS as the Executive Agent for oversight of ESF #4 missions. During disasters and other major emergencies, the USFS coordinates and staffs ESF #4 to represent federal firefighting assistance (including IMTs) to FEMA and other responding agencies.
- The planned length of assignment should not exceed fourteen (14) days without negotiated approval from the sending geographic area and NICC. A FEMA mobilization under the NRF will be accomplished according to the national call-out procedures. The standard length of assignment of fourteen (14) days may be extended up to thirty (30) days after negotiated approval between the IC, Regional ESF #4 Coordinator and FEMA. Base hours for federal employees, in most cases, are not reimbursed by FEMA. Overtime, premium pay, and travel expenses may be paid by FEMA.

The standards for wildland fire mobilization found herein, to include national rotation process and CIMIT configuration, may not apply for all-hazard incident assignments. Rosters will be negotiated appropriately with the ordering authority to be as small as practical for to meet the mission. The Regional ESF #4 Coordinator will participate in the Pre-Mobilization Incident

Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>, and document the approved roster on the form for attachment in IROC.

Roster configurations for all-hazard incidents will include 8 Command and General Staff positions plus 12 discretionary positions, for a total of 20 personnel including trainees. ICs are strongly encouraged to include either a Communications Unit Leader (COML) or Communications Technician (COMT) and a Basecamp Manager (BCMG) or Staging Area Manager (STAM) in the discretionary positions.

### **CIMT Assignments for Suppression Repair**

Suppression repair work is limited to the repair of resources, land, and facilities that were damaged as a direct result of suppression actions taken on the incident. Only the most critical suppression repair work should be completed during high preparedness levels. During high preparedness levels firefighting resources are scarce and the deployment and work of these resources should be focused on priority, emerging, and expanding incidents of concern that possess critical values at risk.

NMAC's intent is to return CIMTs to availability and/or reassign CIMTs once wildfire incidents have stopped expanding, reached high containment levels, shifted primarily to suppression repair work, and/or when the complexity of the incident decreases such that it can be managed by a lower complexity incident management organization.

CIMTs should not be used to manage ongoing indirect line construction or other non-suppression work when the need is no longer justified and there is a reduction of fire growth, behavior, and projected spread. Once suppression repair becomes the primary emphasis of work, a CIMT may be reassigned to manage other higher priority incidents.

Agency Administrators may consider limiting suppression repair until both fire activity and preparedness levels have decreased. The Emergency Stabilization and Rehabilitation (DOI) or Burned Area Emergency Response (FS) process should be used for tasks like hazard tree abatement within the burned area.

### **National Incident Management Organization (NIMO)**

There are four (4) National Incident Management Organizations (NIMO). NIMO configuration consists of seven (7) command and general staff positions. Incident Commander Complex (ICCI), Public Information Officer Complex (POIC), Safety Officer Complex (SOFC), Operations Section Chief Complex (OSCC), Planning Section Chief Complex (PSCC), Finance Section Chief Complex (FSCC), and Logistics Section Chief Complex (LSCC). Assignments for NIMO should be designed strategically, as traditional IMT assignments may not be ideal due to the need for additional personnel to support incidents effectively. Appropriate uses for NIMO may include, but are not limited to, Unified Command as a Federal Representative, augmenting Complex Incident Management Teams, Strategic Operational Command over multiple Type 3 organizations, and support for military mobilizations. NIMO rosters will be held by NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.

### **Area Command Team**

Orders for Area Command Teams will be placed through established ordering channels using an Overhead Group Request to NICC. Area Command Teams are comprised of six (6) positions: four (4) specific and two (2) trainees, which are the following:

- Area Commander (ACDR)
- Assistant Area Commander, Planning (ACPC)
- Assistant Area Commander, Logistics (ACLC)
- Area Command Aviation Coordinator (ACAC)
- Area Command trainees (2 each)

Depending on the complexity of the interface between the incidents, specialists in other areas such as aviation, safety, information, long-term fire planning, or risk planning may also be assigned.

### *Southern Area Supplement*

*When two or more incident management teams are needed in close proximity to each other, the appropriate line officer(s) or agency administrator(s), in consultation with the Southern Area MAC Group, will make a determination on the need to activate an Area Command Team.*

### **All-Hazard Incident Management Teams**

Many states, local jurisdictions, and federal agencies have developed All-Hazard IMTs. These IMTs are often sponsored or administered by a state or local emergency management agency and may be qualified at the Type 2 or Type 3 level (based on the FEMA National Qualification System or other recognized qualification system). Many All-Hazard IMTs are comprised of a combination of wildland fire and other response personnel. Several All-Hazard IMTs are capable of interstate response; others are limited to their state or local area.

All-Hazard IMTs which are available through a Cooperative Fire Protection Agreement can be mobilized through the wildland fire mobilization system. Some of these IMTs can be ordered directly through IROC as an Overhead Group Request; “AHMT – Team, All-Hazard,” while others will need to have team or individual member information entered at the time of mobilization. Forest Service Regional ESF #4 Coordinators are the primary wildland fire point of contact for state and local All-Hazard IMTs.

If an All Hazard IMT is mobilized specifically to manage a wildland fire, there must be NWCG-qualified personnel in key incident positions that require prerequisite wildland firefighting experience and qualifications. These positions include:

- Incident Commander or Deputy
- Operations Section Chief
- Safety Officer(s)
- Division Supervisors
- All aviation positions (when using aviation resources)
- Communications Unit Leader (when using command repeater systems)

If the team being mobilized does not have NWCG-qualified personnel in these positions (if utilized), the requesting region or unit must ensure these positions are ordered to work jointly with the All Hazard IMT Command & General Staff.

In addition, some All Hazard IMT’s may not have significant wildland fire experience and/or NWCG qualifications in the Finance, Planning, and Logistics Sections. It is recommended that the Incident Commander and mobilizing Geographic Area identify any additional needs for

NWCG qualified personnel (i.e. ORDM, ITSS, GISS, etc.) to be attached to the All Hazard IMT roster or filled by the host/ordering unit.

### *Southern Area Supplement*

#### ***NPS EASTERN ALL-HAZARD TEAM***

*The Southern Area has one NPS All-Hazard Incident Management Team. The Eastern Incident Management team (EIMT) deploys with a minimum of eight command and general staff members qualified at the Type II All-Hazard level outlined in the DOI Incident Positions Qualification Guide (IPQG). The EIMT is comprised of NPS personnel from the Northeast (NER), National Capitol (NCR), Midwest (MWR) and Southeast (SER) Regions of the National Park Service. To mobilize this team:*

- *The request shall go to the Team Coordinator, Therese Picard, Branch Chief of Law Enforcement and Emergency Services for the NER (445-888-5013, [therese\\_picard@nps.gov](mailto:therese_picard@nps.gov))*
- *The Team Coordinator will contact the available IC as well as notify the National Park Service Regional Director of the pending deployment.*
- *The IC will identify team members and communicate the team roster to the Team Coordinator.*
- *The Team Coordinator will verify the identified team members via IQCS.*
- *The team roster will be sent to the local dispatch to utilize IROC for the creation and dissemination of the resource orders.*
- *The established EIMT will coordinate all additional resource requests through the same dispatch center.*
- *The EIMT will provide a daily 209 to the Team Coordinator. Requests for copies of the daily 209 will be made through the EIMT Team Coordinator.*

#### **Type 3 Incident Management Teams**

The standards for Type 3 IMTs apply to any Type 3 IMT mobilizing across GA boundaries. Internally, a local unit may assign ad hoc Type 3 organizations appropriately configured to the incident.

- Each GA determines their internal rotation and availability periods. Year-round availability of any Type 3 IMT is neither expected nor intended.
- No national rotation will exist for Type 3 IMTs; they will be ordered and filled as needed, following standard ordering processes.
- GAs are encouraged to enact a 7-day unavailability period for standing Type 3 IMTs.
- The minimum roster to mobilize beyond the Type 3 IMT's home GA is the 10 qualified positions as noted below.
- The remaining 25 positions are identified at the full discretion of the IC and may be either qualified or trainee responders. The pre-mobilization calls between the IC and (AA) will assist in right-sizing the roster and configuration needs based on the specific incident.
  - Type 3 IMTs are encouraged to include Medical Unit Leader (MEDL), Communications Technician (COMT), Helibase Manager (HEBM), Geographic Information System Specialist (GISS), and an additional Division/Group Supervisor (DIVS)/Task Force Leader (TFLD) in the organization.



- The maximum mobilization roster size is not to exceed 35 without documentation of approval from the incident AA.
  - Minimum Qualified Positions Required for Mobilization
    - Incident Commander Type 3 (ICT3)
    - Safety Officer Type 3 (SOF3)
    - Public Information Officer Type 3 (PIO3)
    - Operations Section Chief Type 3 (OPS3)
    - Division/Group Supervisor (DIVS)
    - Planning Section Chief Type 3 (PSC3)
    - Logistics Section Leader Type 3 (LSC3)
    - Logistics Unit Leader – Discretionary, any Logistics Unit leader
    - Finance/Administration Section Chief Type 3 (FSC3)
    - Finance Unit Leader - Discretionary, any Finance Unit Leader
  - Minimum Personnel
    - 10
  - Additional Discretionary Positions
    - 25
  - Maximum Personnel
    - Not to exceed 35 unless negotiated and documented
- Type 3 IMTs are not expected to staff for completing strategic planning such as the Incident Strategic Alignment Process (ISAP), to branch operations, or to mobilize with Liaison Officers (LOFR). These tasks imply an inherent level of complexity to necessitate management by a CIMT.
- Roster negotiation process:
  - Upon receiving the order, the IC, AA, local fire management officer, and other appropriate entities will review the *NWCG Wildland Fire Risk and Complexity Assessment (RCA)*, PMS 236 and/or Wildland Fire Decision Support System (WFDSS) decision to discuss incident specifics and negotiate roster size and other details as needed.
  - Rosters above 35 must be based on RCA/WFDSS, specifically Part D: Functional Complexity, and documented on Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>, which should be attached in the IROC.
- Suggested business rules for roster management:
  - GA Coordinating/Operations Groups should additionally approve, directly or by proxy/delegation to the GA CIMT Coordinator, the mobilization roster.
  - Rosters above 35 will not be mobilized without written approval from the incident AA.
  - The minimum IMT roster will be used when an IMT is made available for assignment in IROC.

- Required positions for mobilization will preferably not be rostered as Fill on Mob.
- A GA should consider whether a standing Type 3 IMT should be unavailable if the ICT3 or two Command and General Staff (C&G) positions are vacant or designated as Fill on Mob.
- Personnel may work virtually or on-site, as dictated by GA business rules and IC discretion; however, they still count towards the team's total size.
- The same mobilization standards will apply to preposition requests.
- Supporting personnel and functions are not included in the team's mobilization numbers (i.e., drivers, Remote Incident Support Team [RIST], etc.).

Local unit personnel assigned to work on the incident with the team are not considered team members but additional support.

### INTERAGENCY BUYING TEAMS (BUYT)

The primary mission of a BUYT is to support the local administrative staff with incident acquisition. BUYTs are ordered by the incident host agency and report to the Agency Administrator or other designated incident agency personnel.

Additional information on BUYT, including responsibilities and coordination, can be found in the following:

- *NWCG Standards for Incident Business Management, PMS 902:*  
<https://www.nwcg.gov/sites/default/files/publications/pms902.pdf>
- *National Interagency Buying Team Guide:*  
<https://www.nwcg.gov/committees/incident-business-committee>

#### Southern Area Supplement

*There are Three buying teams established in the Southern Area that are also on the national rotation. It is not the purpose of these teams to pay bills already incurred. The buying team's IROC rosters are maintained at the SACC.*

*The Incident Unit's Administrative Officer will make the determination if an Incident Buying Team is needed for support to the Incident Acquisition Unit.*

*When no teams are available within the Southern Area, the requests will be placed with NICC.*

*A Buying Team will normally consist of one Buying Team Leader (BUYL) and six Buying Team Members (BUYM). Alternate Team Leaders and Team Members have been identified and will be mobilized when the primary people are not available. Team Leaders will select these alternates on a case-by-case basis and notify their State Coordination Center and the Regional Buying Team Coordinator.*

### BUYT Configuration

National Interagency BUYTs are comprised of a leader and six (6) team members. One (1) of the six (6) members may be assigned as an assistant or deputy leader. In addition to the seven (7) member team, personnel from the incident host agency or alternate Buying Team members may



be added as needed, to supplement the primary team. Two (2) members of the team must be Contracting Officers. National Interagency BUYTs will consist of the following positions:

- Two (2) qualified procurement personnel.
- Four (4) personnel support positions.
- One (1) procurement or leader trainee.

Geographic Interagency BUYT's can range in personnel from three (3) to five (5) members, one member shall have delegated procurement authority, i.e., warrant.

- One (1) qualified procurement personnel.
- Two to three (2-3) personnel support positions.
- One (1) trainee.

### **BUYT Mobilization**

Interagency BUYTs will be mobilized according to the national call-out procedures from the Interagency BUYT Rotation managed by NICC. Orders for BUYTs will be placed through established ordering channels using an Overhead Group Request; "BUYT – Team, Buying."

To the extent possible, each Geographic Area should train and make available a minimum of one BUYT that is available for national dispatch.

Geographic Areas will internally mobilize their National or Geographic Area Buying Teams, or ad hoc Buying Teams before requesting a National or Geographic Area Interagency Buying Team from NICC. Requests for Buying Teams will specify National or Geographic Area team in the "Special Needs" of the request. National and Geographic Area BUYTs are mobilized according to national call-out procedures.

### **BUYTs Rotation Process**

- BUYTs will remain on-call for a maximum fourteen (14) days.
- At the time (clock hour and day of week) a BUYT from the BUYT Rotation list is requested, the next eligible BUYT in rotation will be notified and will remain in call status for the next fourteen (14) day period. The next two (2) BUYTs in rotation will also be notified of the schedule change.
- Geographic Areas unable to provide a BUYT when ordered for a national assignment will be listed as unavailable on the BUYT Rotation and will not be considered until the designated Geographic Area slot rotates into position again.
- Geographic Areas with more than one (1) BUYT may decide which "eligible" team responds to a national call. Geographic Areas must pass if no "eligible" BUYT can meet the needed date/time of the request.
- BUYTs will be considered unavailable for a national assignment if more than two (2) procurement or support positions are to be filled with a substitute.

NMAC retains the authority to adjust the BUYT Rotation list when necessary to achieve team experience objectives or for other reasons.

The national rotation and current assignment history can be found at:

<https://www.nifc.gov/nicc/logistics/overhead>

**PAYMENT TEAMS**

National Park Service Payment Teams are no longer ordered on a rotational basis.

Before a Payment Team is ordered to audit and process DOI incident invoices, the ordering unit should contact one of the individuals listed below:

Julie Bennett	(775) 315-0465	<a href="mailto:julie_bennett@nps.gov">julie_bennett@nps.gov</a>
Stephanie Auten	(806) 275-0538	<a href="mailto:stephanie_auten@nps.gov">stephanie_auten@nps.gov</a>

Once the configuration of the team is determined, requests for Payment Teams will be placed through established ordering channels using an Overhead Group Request; “PAYT – Team, Payment.” Payment team leaders and members will be ordered by the jurisdictional unit as THSPs.

**REMOTE INCIDENT SUPPORT TEAM (RIST)**

The Remote Incident Support Team uses remote and virtual ICS qualified personnel to supplement incident management teams, local units, dispatch centers, multi-agency coordination groups, and/or coordination centers when onsite personnel are limited. Support priority is provided to Type 3 IMTs but assistance to higher complexity incidents, units, or organizations will be provided based on need and capacity of the RIST. Incident support is focused on Planning, Situation, Finance, Public Information, and Expanded Dispatch functional areas. RIST support is limited to wildland fire only; All hazard and non-wildland fire situations are currently not supported.

As fire activity increases, virtual or remote RIST support personnel are placed onto a National or Geographic Area resource order in a call-when-needed status. Resources charge time worked to incident codes but may occasionally utilize a national/geographic support code depending on arrangements established with each geographic area. Personnel may transition to a full-time work schedule and may be supporting multiple incidents. Support is available year-round with increased capacity during the months of May through October. In-season incident support begins immediately upon request while out-season support may have increased mobilization time depending on resource availability.

**Program Management**

The RIST is overseen by a permanent Remote Incident Support Organization comprised of a Program Manager and Deputy Program Manager. This organization works closely with the NICC, Geographic Areas, Incident Management Teams, and local units to develop and refine RIST Operations.

**RIST Configuration**

The RIST is a flexible organization that expands, and contracts based on fire activity and resource need nationally. The following leadership and support positions are mobilized during periods of increased activity:

**RIST Coordinator (RISC)** – The RISC position is typically filled by a member of the permanent RIS Organization. This individual directs RIST Operations, ensuring that RIST personnel have what they need to be successful. They are often the initial point of contact for IMTs, Local Units and Coordination Centers requesting RIST Support. As fire activity increases, a deputy RISC may be utilized to assist with internal RIST Operations and communication.

RIST Leaders (RISLs): RISLs work closely with remote/virtual support specialists to implement incident support within their functional area. RISLs also provide supervision to support staff. RISLs will be brought onto the RIST resource order as incident needs arise. Current RISL positions include:

- Planning RISL
  - Recommended RISL Quals: PSCC, PSC1, PSC2, PSC3, or RESL
  - Supervises the following Remote/Virtual Support Positions:
    - PSC, RESL, SCKN, DMOB, DOCL, TNSP, HRSP
- Situation RISL
  - Recommended RISL Quals: PSCC, PSC1, PSC2, PSC3, SITL, or GISS
  - Supervises the following Remote/Virtual Support Positions:
    - SITL, GISS
- Finance RISL
  - Recommended RISL Quals: FSCC, FSC1, FSC2, FSC3, TIME, or PROC
  - Supervises the following Remote/Virtual Support Positions:
    - PTRC, EQTR, COMP, PROC, COST
- Information RISL
  - Recommended RISL Quals: PIOC, PIO1, PIO2, or PIO3
  - Supervises the following Remote/Virtual Support Positions:
    - PIOF, THSP-ASL, THSP-CART
- Expanded Dispatch RISL
  - Recommended RISL Quals: CORD, or EDSP
  - Supervises the following Remote/Virtual Support Positions:
    - EDSP, EDSD, EDRC, ORDM

Functional Area Support Positions (As Needed) – Any ICS qualification can mobilize into the RIST provided the position falls within the RIST scope of work and can effectively provide support in a remote or virtual capacity.

### **Requesting RIST Support**

To request support from the RIST, call the RIST Coordinator number to discuss the incident support type, duration, and contact information. Resources are encouraged not to place an order through a dispatch center, as RIST personnel are already on resource orders. RIST Coordinators will communicate with the local dispatch center to ensure all are informed.

RIST Coordinator: (480) 608-2175

Additional support information and communication products are found at: <https://linktr.ee/ristinfo>.

### **BURNED AREA EMERGENCY RESPONSE TEAM (BAER)**

All wildland fire management agencies are responsible for taking immediate and effective post wildfire site and resource stabilization actions designed to protect life and property and prevent further natural and cultural resource degradation while ensuring all environmental and legal mandates are met. BAER teams are an integral part of wildfire incidents.

## Department of Interior (DOI) BAER

The DOI maintains one National BAER Team to assist field units plans for complex post-fire emergency stabilization. The National BAER Team is scalable in long and short configurations. The full National BAER Team is dispatched to more difficult incidents involving extreme risks to human life and critical federal assets. Potential floods, mud and debris flows, watershed/municipal water supplies, urban interface, and complex and/or multiple jurisdictions are the dispatch prioritization criteria factored into the mobilization decision. Less complex incidents will use local, regional, interagency, and contracted ad hoc BAER teams. Bureau coordinators maintain rosters of BAER personnel for less complex incidents.

### DOI National BAER Team Configuration

The initial call-out of the DOI National BAER Team may consist of the following thirteen (13) positions:

- BAER Team Leader
- Deputy BAER Team Leader
- BAER Environmental Specialist
- BAER Documentation Specialist
- BAER Geographic Information Specialist (GIS) x 2
- BAER Hydrologist
- BAER Soil Scientist
- BAER Geologist
- BAER Biologist
- BAER Forester
- BAER Cultural Resource Specialist
- BAER Botanist

### DOI Burned Area Emergency Response Team Mobilization Process

The ordering unit must contact their agency Regional/State BAER Coordinator before placing an order for the National BAER team.

During National Preparedness Levels 1-3, the ordering unit's Agency Administrator will coordinate any potential full National BAER Team assignment with the concurrence of the agency National BAER Coordinator and the National Interagency BAER Team Leader, after contacting their agency regional/state BAER coordinator.

During National Preparedness Levels 4-5, full National BAER Team assignments will be coordinated through the National BAER Coordinators with the concurrence of NMAC, after contacting their agency regional/state BAER coordinator.

NICC will notify the National BAER Coordinator-in-charge for any National BAER Team call-out (in order of contact):

FWS	Lou Ballard	(208) 387-5584	<a href="mailto:lou_ballard@fws.gov">lou_ballard@fws.gov</a>
NPS	Jennifer Gibson	(458) 231-4342	<a href="mailto:jennifer_gibson@nps.gov">jennifer_gibson@nps.gov</a>
BIA	Cameron Paulk	(406) 672-0112	<a href="mailto:cameron.paulk@bia.gov">cameron.paulk@bia.gov</a>

BLM

Jake Ferguson

(208) 373-4084

[jferguson@blm.gov](mailto:jferguson@blm.gov)

National Interagency BAER Team resources are mobilized through established ordering channels in IROC using an Overhead Group Request, “BAER – Team, Burned Area Emergency Response.” The core strategic full national team will consist of thirteen positions and is organized per a National Standard Operating Guide. Dispatch of the full national team will be coordinated using Team Dispatch Prioritization criteria in consultation with the national coordinators. The National BAER Team is scalable in long and short configurations and may also be ordered as command and general staff or ordered as individual resources.

### **USDA Forest Service BAER**

The USDA Forest Service (FS) maintains BAER teams at the local units. BAER personnel are dispatched at the local unit.

### **NATIONAL FIRE PREVENTION AND EDUCATION TEAMS (NFPET)**

The mission of National Fire Prevention and Education Teams (NFPETs) is to provide unit and agency managers with skilled and mobile personnel which have the ability to supplement or enhance ongoing local wildfire prevention and education activities, where hazard or risk is, or is expected to be, elevated above normal.

Ordering NFPETs for normal, routine, or project work should be discouraged.

Teams are available to support units on-site as well as virtually. Depending on the needs of the ordering unit, some team members may work virtually in support of the team that is on-site.

Teams are highly effective in their ability to reduce unwanted human-caused wildland ignitions and are equipped to rapidly complete on-site prevention assessments and plans, initiate implementation of such plans, and to begin immediate prevention and education activities.

#### **Southern Area Supplement**

*Several Fire Prevention Teams have been identified in the Southern Area. Requests for Teams will be filled at the GACC level.*

*Team composition can be determined on a case-by-case basis to meet the needs of the assignment. Any agency-specific constraints or requirements should be specified at the time the order is placed. Once a team leader is identified, he or she will discuss the scope of the job with the ordering unit, and the size of the team order may be adjusted at that time.*

### **NFPET Configuration**

A basic team is composed of three (3) personnel with these minimum qualifications:

- PETL – Fire Prevention Education Team Leader
- PETM – Fire Prevention Education Team Member
- PIO2 – Public Information Officer Type 2

Actual team composition may include additional support positions, as determined jointly by the team leader and the ordering unit, on a case-by-case basis, based on the team’s anticipated tasking.

The assignment of PETL and PETM trainees is encouraged. If the use of trainees is authorized by the ordering unit, priority for assignment is to be given to trainees selected by the team's NFPET Geographic Area Coordinator or the ordering unit's Geographic Area priority trainee program, where applicable.

Requests for National Fire Prevention and Education Teams will be placed through established ordering channels in IROC using an Overhead Group Request; "FPET – Team, Fire Prevention/Education."

The NFPET Geographic Area Coordinators listed below will work with Geographic Area Coordination Centers to fill team orders.

### NFPET Coordinators

Geographic Area	Geographic Area Coordinator	Alternate
Great Basin	Dennis Fiore Phone: (971) 420-7050 <a href="mailto:dennis.fiore@usda.gov">dennis.fiore@usda.gov</a>	Jennifer Hansen Phone: (435) 289-8966 <a href="mailto:jehansen@blm.gov">jehansen@blm.gov</a>
Eastern	Raymond Parrish Cell: (414) 323-0859 <a href="mailto:raymond.j.parrish@usda.gov">raymond.j.parrish@usda.gov</a>	N/A
Northern Rockies	Chris Johnson Phone: (406) 529-7751 <a href="mailto:christopher.johnson5@usda.gov">christopher.johnson5@usda.gov</a>	N/A
Northwest and Alaska	Jacob Gear Phone: (541) 589-4669 <a href="mailto:jacob.gear@usda.gov">jacob.gear@usda.gov</a>	Stacy Long Phone: (541) 410-5311 <a href="mailto:stacy.lacey@usda.gov">stacy.lacey@usda.gov</a>
California	Joe Labak Phone: (951) 202-0627 <a href="mailto:joseph.labak@usda.gov">joseph.labak@usda.gov</a>	Barbara Geringer-Frazier Phone: 202-577-4827 <a href="mailto:Barbara.geringer-frazier@usda.gov">Barbara.geringer-frazier@usda.gov</a>
Rocky Mountain	James White Phone: (970) 420-2726 <a href="mailto:james.a.white@usda.gov">james.a.white@usda.gov</a>	Sam Strain Phone: (224) 622-1492 <a href="mailto:samuel.strain@usda.gov">samuel.strain@usda.gov</a>
Southern	E.J. Bunzendahl Phone: (859) 556-2347 <a href="mailto:elizabeth.bunzendahl@usda.gov">elizabeth.bunzendahl@usda.gov</a>	N/A
Southwest	Matthew Engbring Phone: (928) 326-3753 <a href="mailto:matthew.engbring@usda.gov">matthew.engbring@usda.gov</a>	Francisco Salazar Phone: (505) 842-3897 Alternate: (505) 239-2668 <a href="mailto:francisco.Salazar@usda.gov">francisco.Salazar@usda.gov</a>
National	Zach Ellinger Phone: (503) 798-5499 <a href="mailto:zellinger@blm.gov">zellinger@blm.gov</a>	Stacey Grimes Phone: 503-307-2256 <a href="mailto:stacey.grimes@usda.gov">stacey.grimes@usda.gov</a>

### COMMUNITY MITIGATION ASSISTANCE TEAMS (CMAT)

Community Mitigation Assistance Teams help communities build sustainable local capacity for wildfire mitigation. This can be accomplished during high fire risk periods before, during or after a wildfire when awareness of the need for risk reduction and the likelihood of action is highest.

The team works collaboratively with community partnerships to address immediate and long – term wildfire risk challenges and integrates community fire adaption and resilient landscapes concepts outlined in the *National Cohesive Wildfire Management Strategy* found at:

<https://www.forestsandrangelands.gov/strategy/thestrategy.shtml>

#### CMAT Configuration

- Teams number 3 to 8 people depending on community need and deployment training opportunities.
- Teams are comprised of a team lead, mitigation specialists and may include trainees. Additional support positions may be required and will be jointly determined by the team lead and the ordering unit.
- Team members represent federal, state, local government and non-government partners who specialize in effective community wildfire risk reduction.
- Team members are name requested as THSP - CMAT through established ordering channels.

#### Requesting a CMAT

To request a CMAT, complete the request form found on the USDA Forest Service, Community Mitigation Assistance Team website located at:

<https://www.fs.usda.gov/managing-land/fire/cmat>

### FIRE AND AVIATION SAFETY TEAM (FAST)

Fire and Aviation Safety Teams assist Agency Administrators during periods of high fire activity by assessing policy, rules, regulations, and management oversight relating to operational issues. They can also provide the following:

- Guidance to ensure fire and aviation programs are conducted safely.
- Assist with providing immediate corrective actions.
- Review compliance with Occupational Safety and Health Administration (OSHA) abatement plans, reports, reviews, and evaluations.
- Review compliance with Interagency Standards for Fire and Fire Aviation Operations.

FASTs can be requested through the GACC to conduct reviews at the state/regional and local level. If a more comprehensive review is required, a national FAST can be ordered through NICC.

FASTs will be chartered by their respective Geographic Area Coordinating Group (GACG), with a delegation of authority, and report back to the GACG.



FAST reports include an executive summary, purpose, objectives, methods and procedures, findings, recommendations, follow-up actions (immediate, long-term, and national issues), and a letter delegating authority for the review. FAST reports should be submitted to the GACG, with a copy to the Federal Fire and Aviation Safety Team (FFAST) Chair within thirty days.

### **FAST Configuration**

FASTs include a Team Leader, who is either an Agency Administrator or Fire Program Lead with previous experience as a FAST member; a Safety and Health Manager; and other individuals with a mix of skills from Fire and Aviation Management.

### **FAST Mobilization Process**

FASTs are requested through established ordering channels to the GACCs, for reviews at the local, State/Regional or Geographic Area level. If a more comprehensive review is required, a National FAST can be ordered through NICC. FASTs are ordered using an Overhead Group Request; “FAST – Team, Fire and Aviation Safety.”

## **AVIATION SAFETY AND TECHNICAL ASSISTANCE TEAM (ASTAT)**

ASTATs enhance safe, efficient, and effective aviation operations. An ASTAT provides assistance to unit and aviation managers, flight crews, and incident management teams for increasing, ongoing or decreasing incident aviation activity.

ASTATs assist and review helicopter and/or fixed-wing operations on wildland fires. During high levels of aviation activity, it is advisable to request an ASTAT.

ASTATs receive an assignment briefing with management concerns and/or issues identified in a letter delegating authority, which establishes the roles of the team and its expectations. The teams will provide daily feedback to the person(s) identified in the delegation of authority. Teams will conduct an exit briefing and will provide a written report prior to demobilization.

If an ASTAT cannot be filled internally, the request may be placed with NICC through established ordering channels using individual overhead requests.

### **Southern Area Supplement**

*Orders for ASTATs will originate at SACC or hosting unit/agency, Teams require 24 hours for mobilization.*

### **ASTAT Configuration**

The following configuration, or a similar combination of positions based upon the needs of the ordering unit, will be used when ordering an ASTAT.

- THSP – Aviation Safety Manager
- THSP – Operations Specialist (helicopter and/or fixed-wing)
- THSP – Pilot Inspector
- THSP – Maintenance Inspector (optional)
- THSP – Avionics Maintenance Inspector (optional)



- ACDP – Aircraft Dispatcher (optional)

### **SERIOUS ACCIDENT INVESTIGATION TEAMS (SAIT)**

SAITs are mobilized to investigate serious wildland fire accidents. Serious wildland fire accidents are defined in the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

Team members ordered through established channels will be mobilized as THSPs. Requests for SAIT members will be placed using individual overhead requests.

Normal SAIT Configuration is as follows:

- THSP – Team Leader
- THSP – Chief Investigator
- THSP – Advisor/Safety Manager
- THSP – Interagency Representative
- THSP – Subject Matter Expert (experienced in specialized occupation)
- THSP – Public Affairs Officer

#### *Southern Area Supplement*

***SOUTHERN AREA FIRE ACCIDENT INVESTIGATION TEAMS, COORDINATED RESPONSE PROTOCOL TEAMS and/ or FACILITATED LEARNING ANALYSIS TEAMS***  
SACC will follow the following mobilization procedures for mobilizing a Southern Area Accident Investigation Team(s):

- *The Duty Coordinator at SACC will contact the Team Leader on the roster to check availability.*
- *If the Team Leader of the first team on the list is not available, the Coordinator will check with the other Team Leader.*
- *Once a Team Leader is available SACC will mobilize that team. When the Team Leader accepts the assignment, he/she will notify SACC if a Deputy Team Leader or Technical Specialists will be mobilized with the Team.*
- *It will be important for SACC to work closely with the Team Leader to ensure the necessary positions are filled for the Team.*
- *The Team Leader will ensure that the field unit has complied with Master Agreement provisions regarding Union notification.*
- *Coordinated Response Protocol Teams are not mobilized through the dispatch coordination system.*

#### **CASUALTY ASSISTANCE PROGRAM - 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 enough power to overwhelm an individual's or organization's ability to cope. A critical incident is not defined by the event itself; it is defined by the individual's and/or the organization's reaction to what occurred.*

*Critical Incident defined as:*

<i>Line of Duty Death</i>	<i>Shelter Deployment</i>
<i>Off Duty Death (in some instances)</i>	<i>Exposure to fatalities and injuries</i>
<i>The suicide of a co-worker or colleague</i>	<i>Disaster recovery work</i>
<i>Aviation accident</i>	<i>A significant event involving children</i>
<i>Entrapment</i>	<i>Acts of Terrorism</i>
<i>Burn-Over</i>	<i>Threats of Violence and to personal safety</i>
<i>Shooting</i>	<i>Serious accident of injury</i>
<i>Any event that is charged with profound emotion.</i>	

*Regardless of which unit has management and control, CISM should be offered to personnel following a critical incident situation. Critical Incident Peer Support interventions are most effective when applied 24-72 hours (sometimes longer) following a critical incident. It is important for personnel to operationally disengage and often reconnect with family or other support before participating in CISM services.*

#### *Requesting Services for US Forest Service*

*Requests for CISM support should be made by the Agency Administrator or designee (from the local unit where the incident occurred) utilizing the new Casualty Assistance Hotline (202-205-1455). The on-line CAP Coordinator will notify the current CISM Coordinator. A general overview of the situation is required and the CISM Coordinator or the assigned CISM Group Leader will work with the local unit to facilitate placing resource orders as needed via a roster from the CISM Coordinator or CISM Group Leader.*

#### *Information Required When Ordering*

- 1. Requesting Party*
- 2. Requesting Agency*
- 3. Date and time of Incident*
- 4. Fire/Non-Fire*
- 5. Description of Incident*
- 6. Location*
- 7. Number of Personnel Affected*
- 8. Desired day, time, and location for support services*
- 9. Name, Phone number, and location of main contact for on-site coordination*

*When the “incident” host agency is the United States Forest Service, contact Dale Snyder for CAP Coordination at 936-465-5173. Requests for these teams will be coordinated through the SACC.*

#### *Requesting Services for National Park Service*

*When the “incident” host agency is the National Park Service, contact the Emergency Incident Coordination Center (EICC) at 540-999-3412 and they will immediately contact the NPS CISM Program Coordinator for assistance.*

**NATIONAL FEDERATION OF FEDERAL EMPLOYEES (NFFE) UNION  
REPRESENTATIVE – (The following applies to Forest Service only)**

*Article 28.2 and Article 28.3 of the Master Agreement between the Forest Service and the National Federation of Federal Employees (NFFE), Forest Service Council, states:*

*2. The provisions of this Article apply to all employees assigned to incidents regardless of whether they are firefighters. Fire duties need not be reflected in a militia employee's position description unless criteria contained in Article 14.1 are met.*

**3. Union Representation at Incidents\***

*a. Union officials or their designees have the right to represent Bargaining Unit employees at all incidents. The Union may designate a sufficient number of representatives to assure up to 24-hour coverage, based on representational need, at any incident where Forest Service employees are present.*

*b. When a Human Resources Specialist (HRSP) is dispatched to an incident with Forest Service employees, the CVP or designee will be notified. Notification to the Union will be within 24 hours after the HRSP is dispatched. That notification will inform the CVP or designee of the location of the incident and the name of the Incident Commander. The IC will be notified of the name and contact information of the CVP or designee and that information will be posted at the incident command post and in the daily Incident Action Plan (IAP).*

*c. The need for an onsite Union representative(s) will be based upon anticipated or actual representational workload as determined by the appropriate Council Vice President (CVP). If the appropriate CVP or designee determines a need to send a Union representative(s) to an incident command post, they will contact the Incident Commander (IC). The IC or designee will make arrangements for dispatch of the specified Union representative(s) designated by the CVP or designee to the incident. When a representative is dispatched, dispatch will be through the normal incident dispatch procedures. Initially, one Union representative may be dispatched. Based on anticipated or actual representational workload, as agreed upon by the CVP or designee and Incident Commander, additional Union representatives may be dispatched.*

*d. Union representative(s) will check in with the IC or designee on arrival and departure.*

*e. When assigned in official capacity as a Union representative, overtime and compensatory time are not authorized.*

*f. When a dispute arises from a situation on an incident, the timeline for raising that issue to the appropriate official under Article 9 will not start until the day after the employee returns to their official duty station. If the grievant is dispatched to another incident or temporary duty assignment that prevents them from preparing and presenting a grievance in a timely manner, the time limit will be extended as stated in the first sentence of this paragraph.*

*For additional information on the master agreement see*

*<https://www.usda.gov/sites/default/files/documents/fs-nffe-master-agreement-2024-06-04.pdf>*

*The NFFE Council R8 Vice President designated representative in these matters is:*

*Genny Kotyk – George Washington & Jefferson National Forest*

*Phone: 330-410-9361*

Email: [genny.e.kotyk@usda.gov](mailto:genny.e.kotyk@usda.gov)

***AMERICAN FEDERATION OF GOVERNMENT EMPLOYEES (AFGE) UNION REPRESENTATION – (The following is included for INFORMATION ONLY for Department of Interior Agencies)***

*The Southern Area also includes the American Federation of Government Employees (AFGE) Union. Officers of AFGE Locals in the Southern Area have the right to represent all AFGE bargaining unit employees at all incident camps. The AFGE Union President or designee and the Agency Administrator, or designee, will jointly determine the actual representation needed on a case-by-case basis.*

*When AFGE Union representation is determined to be appropriate, the Union will contact the Regional Employee Relations Officer, or designee, and notify the incident personnel (Incident Commander or Finance Chief) of dispatch and expected times of arrival of the designated AFGE Union Representative.*

*Upon request, State Coordination Centers will provide to the Union the names of all employees assigned, the location of the incident and names of the Incident Commander.*

*If requested by the AFGE Union, the Incident Commander will be notified of the name, electronic address, and other contact information of the AFGE President or designee of AFGE Locals.*

*It shall be the responsibility of all employee bargaining unit members to know the telephone number and electronic addresses of appropriate Union Officials of AFGE Locals in the event an AFGE representative has not been assigned to the incident. Facilities will be made available to employees to contact the Union when needed.*

*AFGE Union Representative(s) will check in with the Finance Section Chief upon arrival at the incident and will inform the Finance Chief or Comptroller prior to departure.*

## CHAPTER 30

### CREWS

#### CREW STANDARDS FOR NATIONAL MOBILIZATION

Crews will be ordered by a standard type. Three (3) types exist for National or interagency assignments. They are Type 1, Type 2 and Type 2 with IA (initial attack) capability.

For a detailed description of minimum crew standards see *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*:

<https://www.nifc.gov/standards/guides/red-book>

#### Southern Area Supplement

*There are four types of crews that are recognized within the Southern Area and are available for National or Interagency assignments. They are Type 1, Type 2, Type 2IA and Camp Crews. All sending State Coordination Centers within the Southern Area shall forward a Passenger and Cargo Manifest Form to SACC when the resource order is processed through SACC. The Passenger and Cargo Manifest will include the crewmember's gender, personal weight, cargo weight, position on the crew (i.e., FFT2, CRWB, etc.) pay grade, e.g. GS-5, AD-K or WG-6 and the crewmember's home unit or sponsor's home unit, if applicable. The manifest will also include information pertaining to any vehicles that may be owned by and/or assigned to the crew.*

#### TYPE 1 INTERAGENCY HOTSHOT CREWS (IHCS)

IHCs require appropriate federal or State agency sponsorship and a recommendation by their respective Geographic Area Coordinating Group for inclusion into the national interagency mobilization system. NICC will maintain availability status of Type 1 IHCs but will not recognize internal Geographic Area rotations of these crews.

Type 1 IHCs attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused. Type 1 IHCs normally come equipped with hand tools. There may be occasions when Type 1 IHCs transported by air do not arrive with hand tools. If tools are needed, they should be ordered separately as supply items.

When Type 1 IHCs are transported by aircraft, the receiving unit should be prepared to provide the following:

- Crew transportation.
- Vehicle to transport saws, fuel, and hand tools separate from crew transportation.
- Firing equipment (minimum two cases of fuses).
- Chain saws (four kits).
- Saw fuel (ten gallons, unmixed).
- Bar oil (five gallons).

Interagency Hotshot Crews (IHC) meet or exceed all standards found in the *Standards for Interagency Hotshot Crew Operations (SIHCO)*.

<https://www.nifc.gov/sites/default/files/standards/SIHCO.pdf>

For a complete list of all Type 1 Interagency Hotshot Crews refer to:

<https://www.fs.usda.gov/science-technology/fire/people/ihc>

### **Southern Area Supplement**

*The following hotshot crews are from the Southern Area:*

*Asheville Hotshots, (Asheville, NC)*

*Augusta Hotshots, (Augusta Springs, VA)*

*Cherokee Hotshots, (Unicoi, TN)*

*Jackson Hotshots, (Jackson, MS)*

*The Asheville Hotshots are based in Asheville, North Carolina, and the crew's assigned season is normally from early January through mid-May. The crew is dispatched by the North Carolina Interagency Coordination Center. The primary mission for this crew is leadership development.*

*The Augusta Hotshots are based in Augusta Springs, Virginia, and the crew's assigned season is normally from mid-March through late August. The crew is dispatched by the Virginia Interagency Coordination Center.*

*The Cherokee Hotshots are based in Unicoi, Tennessee and the crew's assigned season is June through November. The Cherokee Hotshots are dispatched through the Tennessee Interagency Coordination Center.*

*The Jackson Hotshots are based in Jackson, Mississippi and hosted by the BLM-Eastern States. The crew's assigned season is normally from mid-March through August. The crew is dispatched by the Mississippi Interagency Coordination Center.*

*Please note the allowable crew size for Type 1 crews is now 18 to 25 members.*

*Reference: Interagency Standards for Fire and Fire Aviation Operations (NFES 2724):*

<https://www.nifc.gov/standards/guides/red-book>

### **Interagency Hotshot Crews as T2IA, T2 or Suppression Modules**

When Interagency Hotshot Crews fall below the level identified in the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* they may still be dispatched as a T2IA, T2 Crew or Suppression Module provided they meet the standards for the lesser qualification. The active crew qualification in IROC should reflect the standard (T1, T2IA or T2) the crew meets. Do not create a new crew resource item with the other qualification(s), update the active qualification appropriately. When an IHC falls below the crew standards, an Overhead Group - Suppression Module resource item should be created in IROC.

Crew Qualification and Operational Naming Conventions will reflect according to standard:

- CRW1 – Kern Valley IHC
- CR2I – Kern Valley IHC



- CRW2 – Kern Valley IHC

Suppression Module Qualification (Overhead Group) and Operational Naming Convention:

- SMOD – Kern Valley IHC

## TYPE 2 AND TYPE 2 IA CREWS

Crews will be ordered as Type 2 or Type 2 IA. Standard crew size is twenty (20) people maximum and eighteen (18) people minimum (including Crew Boss and trainees). In addition to the Type 2 minimum standards, Type 2 IA Crews can be broken up into squads and have three (3) qualified sawyers.

Type 2 and Type 2 IA Crews may or may not come equipped with hand tools and chain saws. Crews attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused.

All equipment will be inspected and weighed at time of mobilization to ensure adherence to safe transportation procedures.

Units sending Type 2 and Type 2 IA Crews will determine the ratio of crews to Crew Representatives (CREP) needed for a given assignment. Depending on the assignment, ratios of 1:1 to 1:4 may be appropriate. These responsibilities can be met by an Interagency Resource Representative (IARR) as well.

A CREP assigned to Type 2 or Type 2 IA Crew will remain with the crew from the initial dispatch until the crew is released to home unit. CREPs are not required for agency regular crews.

All crew personnel mobilized and demobilized outside the local unit through NICC will be identified on a crew manifest form. Crew weights will be manifested separate from personal gear and equipment weights. The crew supervisor or CREP will ensure compliance with weight limitations.

### Southern Area Supplement

#### Type 2 & Type 2IA Crew Identifiers:

*The following is the standard format for crew identification for Type 2 and Type 2IA crews. Crews from any state should be numbered consecutively, regardless of agency (for example, AL NF #1, AL NF #2, AL ST #3, AL MA #4, etc.). This eliminates confusion over duplicate crew numbers.*

<i>Abbreviated Crew Name</i>	<i>CREW Name</i>
<i>NF #</i>	<i>National Forest Crew</i>
<i>ST #</i>	<i>State Crew</i>
<i>BIA #</i>	<i>Bureau of Indian Affairs Crew</i>
<i>JC #</i>	<i>Job Corp Crew</i>

<i>NP #</i>	<i>National Park Crew</i>
<i>FW #</i>	<i>Fish &amp; Wildlife Service Crew</i>
<i>MA #</i>	<i>Multi-Agency Crew</i>

## US FOREST SERVICE CONTRACTED CREWS

### Type 2IA Crews

NIFC Forest Service has contracted nationally for T-2IA Crews (National Contract Resources (NCR)). National Contract Resources are hosted by local units (Host Unit Coordination Centers (HUCC)) which are contractually required to utilize dispatch priorities when mobilizing crews, as outlined in section C.7 of the National Type-2IA Firefighter Crew Contract. For copies of the T-2IA NCR Contract contact:

U.S. Forest Service, Contracting  
National Interagency Fire Center  
3833 S. Development Avenue  
Boise, Idaho 83705-5354  
Phone: (208) 387-5665

### Type 2 Crews

NIFC Forest Service has contracted nationally for Type 2 Crews. NICC is the sole provider for USFS Contracted Type 2 crews. Type 2 Crews are assigned based on a best value determination calculated at the time the NICC receives the order.

For copies of the Type 2 Contract contact:

U.S. Forest Service, Contracting  
National Interagency Fire Center  
3833 S. Development Avenue  
Boise, Idaho 83705-5354  
Phone: (208) 387-5665

### Southern Area Supplement

#### **CAMP CREWS**

*Camp crews are ad-hoc crews that are usually agency specific or agency sponsored and mobilize with 8 to 10 members. Camp crews are not assigned fireline duties but are usually assigned camp cleanup or kitchen duties.*

#### Rental Vehicles for Crew and Module Resources:

*Rental vehicles are not authorized for crew and fuels/suppression module resources unless specifically authorized by the requesting unit and documented on the resource order. Refer to Southern Area Mobilization Guide Chapter 40 for the use of NERV/BPA.*



**INTERAGENCY RESOURCE REPRESENTATIVE (IARR)**

Anytime a Geographic Area or State has committed four or more crews, an Interagency Resource Representative (IARR) can be sent by the sending unit, or the receiving unit can request them. For each IARR sent, it is the responsibility of the sending GACC to mobilize, demobilize, and ensure proper notification is made to the receiving GACC. An IARR mobilized to incident assignments away from their home unit should be self-sufficient.

**Southern Area Supplement****OVERHEAD WITH CREWS****Interagency Resource Representative:**

*An Interagency Resource Representative will be assigned to all Geographic Areas that have four or more Southern Area crews committed to incidents. All Southern Area IARR's are ordered by SACC and are responsible to report directly to the SACC Center Manager or the Area Representative if the position has been activated.*

*As a representative of the agencies located within the Southern Area, the IARR acts as a liaison between area resources and the Incident Command Teams, the Southern Area Coordination Center, host Agency Administrator/Fire Management organization and represent the interests of the sending area in relation to the sending area resources.*

*Duties of the Southern Area IARR consist of, but are not limited to assisting Incident Management Team/host Geographic Area Coordination Center in giving oversight to:*

- *R&R issues*
- *Pay issues*
- *Accident/Injury Incidents*
- *Crew Replacement*
- *Crew Performance*
- *Cultural issues*
- *Tracking of lengths of assignments*

*The IARR will report at least daily to the SACC Center Manager or the Deputy Center Manager. The IARR will submit daily reports to SACC at the end of each day. They will maintain regular contact with Crew Representatives assigned to Southern Area crews, Crew Bosses, other IARR's, and single resources from the Southern Area. Southern Area IARR's may be requested to provide the Demobilization Unit and host Coordination Center with assistance related to demobilization of crews. They will also attend IMT briefings, strategy, and planning sessions, when feasible, to keep current on incident plans. At the end of their assignment, IARRs are responsible to submit a copy of their OF-288 to the SACC Center Manager or the Coordinator on Duty.*

**Area Representative:**

*An Area Representative will be assigned by the SACC Center Manager when three or more IARRs have been assigned to out-of-GACC incidents or at the discretion of the SACC Center Manager and will represent the Southern Area at the receiving Geographical Area Coordination Center (or other agreed-upon location). All IARRs assigned to that area will report through the*

*designated Area Representative to the Southern Area Coordination Center. Each Area Representative will be tracked on a GA-SAC resource order.*

## CHAPTER 40

### EQUIPMENT AND SUPPLIES

#### EQUIPMENT AND SUPPLIES OVERVIEW

All Equipment and Supply Orders will follow established ordering procedures, except for the redistribution of supplies within the National Fire Equipment System (NFES). Redistribution of excess supply items will be coordinated by the designated NFES Cache Manager(s). Cache orders will be filled to meet timeframes specified, using the most economical service. All NFES cache items are shipped ready for use.

#### Southern Area Supplement

*The Southern Area Interagency Incident Support Cache (SAK) located in London, Kentucky, is a 2,500-person cache. It is used as a backup for supplies and equipment for interagency use. Please see Chapter 90 for telephone numbers.*

*The SAK currently utilizes IROC and all supply orders for the cache will be submitted in IROC, along with a follow-up phone call. The radio kits and cache vans will be submitted to SACC through IROC and not directly to the cache.*

*Each unit will compile a consolidated inventory of “critical” supply items maintained to NFES standards to support the fire supply system. These local inventory lists will be sent to the SAK Manager by April 1 each year.*

#### **Name Requests for Equipment**

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

NMAC always retains the right to modify or adjust this policy at any time regardless of preparedness level or national activity. Name requests for contract resources are never acceptable.

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

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

#### EQUIPMENT/SUPPLIES MOBILIZATION

Contracted resources awarded under a competitive solicitation process shall be mobilized using established Dispatch Priority Lists (DPLs) within their local dispatch area before at-incident agreements 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. Contracted resources shall not be held in reserve as a contingency force in a non-pay status when that resource is available.

When receiving a request for which Incident Blanket Purchase Agreement (I-BPA) resources may be utilized, the dispatcher will use the DPL within their host dispatch center. Dispatchers and

Contracting Officers will not call/dispatch Contractors from other host dispatch centers' DPLs. To utilize Contractors from other host dispatch centers' DPLs, the ordering dispatcher must follow established dispatch ordering channels. Available Contractors on the DPL must be contacted in the order of their DPL ranking and availability status corresponding with their available area.

Examples of Contract Equipment resources are:

- National Contract Mobile Food Services (Caterers)
- National Contract Mobile Shower Facilities
- Rolling Stock – engines, water tenders, dozers, etc.
- Supplies are identified as materials or goods not defined in any other resource or service category.

Examples of Supplies resources are:

- NFES items
- Mobile Cache Vans
- Local Purchase

## **EQUIPMENT/SUPPLIES DEMOBILIZATION**

When demobilizing contracted tactical equipment, Contractors awarded I-BPAs as a result of competitive solicitations, shall be given priority to remain on the incident over tactical equipment with incident-only Emergency Equipment Rental Agreements (EERAs), unless the Incident Commander determines it necessary to deviate based on a specific incident need or objective. This applies to contracted tactical equipment only, not all contracted resources. Release information for equipment and accountable supply items must be promptly relayed through IROC.

## **NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES**

### **NFES Items in Short Supply**

The NICC, in cooperation with the National Incident Support Cache (NISC) Coordinator, will advise all incident support agencies (NMAC) of those items in high demand with limited quantities. This information will be distributed through established communication and ordering channels.

### **Field Office Replenishment During Fire Season**

Agencies will place orders to their servicing National Interagency Support Cache. Replenishment orders must be the result of fire management activities and must be accompanied with the appropriate cost code.

### **Field Office Replenishment Outside of Fire Season**

Whenever possible, field offices must order directly from the Defense Logistics Agency (DLA) for those items stocked in the Federal Supply System (FSS). All other items will be ordered directly from suppliers unless individual agency instructions prevail.

### **Incident Replacement of NFES Items**

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 incident personnel may authorize replacement of items at the incident if available, or by approving an *Incident Replacement Requisition; 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 incidents servicing cache will forward the request to the resources servicing cache. Caches may only process requests for NFES items. Requests for non-NFES items should be requested on a separate incident replacement requisition to be processed by the home unit. Please refer to the current *NWCG Standards for Interagency Incident Business Management, PMS 902* for procedures dealing with replacement of non-NFES supplies and equipment.

<https://www.nwcg.gov/publications/902>

### **Local Unit Incident Replacement: Type 3, 4 and 5 Incidents**

The host units' Agency Administrator or authorized representative must approve all incident replacement requests.

### **Incident to Incident Transfer of Equipment and Supplies**

Transfer of equipment and supplies between incidents, including those operating under Area Command authority, may occur only with proper documentation so accountability is maintained.

Transfer of communications equipment creates safety concerns by increasing the risk of frequency conflict and the possibility of damaged equipment or equipment not tuned being utilized. This may only be done with approval of the National Interagency Incident Communications Division (NIICD), Communications Duty Officer (CDO).

### **Southern Area Supplement**

### ***SOUTHERN AREA INTERAGENCY FIRE CACHE ORDERING PROCEDURES***

***Emergency vs. Non-Emergency Orders:*** Fires and other emergency incidents will take priority over non-emergency orders. The Defense Logistics Agency (DLA) is the primary source for non-emergency fire supplies and equipment. SAK is the primary source for emergency supplies and equipment.

***NFES Cache Orders:*** It is essential that cache items be dispatched accurately and rapidly to meet emergency needs. The objective is to get the proper items in the correct amounts to the right place by the time specified by the ordering office. All orders for equipment and supplies, except for cache vans, radio and communications kits, and smoke monitoring kits will be submitted via IROC and sent to the state center or cache.

*All units within the Southern Area placing orders directly to the cache or through a state coordination center for subsequent placement with SACC will ensure the proper NFES number for the item(s) ordered, correct unit of issue and the order has a complete shipping address and point of contact. For non- USFS units placing for all – hazard incidents, units will ensure that the necessary reimbursable form has been completed.*

### ***Supply Orders:***

*Orders for NFES cache supplies should be placed on supply orders. This includes the Southern Area local NFES items.*

*Radios and radio kits are ordered as supplies, not equipment.*

*Cache vans are ordered as supplies as the van stays with the cache items, the exception being high activity necessitating empty van must be returned to SAK for replenishing to ship to another incident. The NFES number for cache vans ordered for southern area incidents is 008608.*

*All NFES supply items are ordered directly through SAK except for Radio Kits, Cache Vans and Smoke Monitors which are ordered through SACC. All other supply orders will be placed to SAK through the appropriate State Coordination Center except for incident management teams. Upon request of and receipt from SAK or SACC of current year NFES supply list, incident management teams may go directly to the cache by sending resource orders to SAK of requested NFES items and the cache will then place the items into ICBS and subsequently they will be automatically filled in IROC. This does not apply to the pre-orders. Pre-orders will be created by the local unit as ordered by and for the assigned team. If SAK does not carry (or is temporarily out of) an item, SAK will order it from another national fire cache and forward fill and shipping information to the requesting unit.*

*Type 3 incidents may also place orders directly to the cache as long as they have approval from the State Coordination Center responsible for the incident. The State Coordination Center must inform SAK of the approval.*

*Those units placing orders for NFES kits are advised to check the kit contents in the NFES catalog. Some kits automatically come with a variety of related items that are necessary or supplemental to the basic operation of the kit. Other kits do not come with these supplemental items.*

#### ***Non-NFES Orders:***

*Orders for non-NFES equipment and supplies (e.g., portable toilets, plywood, etc.) should be purchased locally or obtained from other sources within the state where the incident is located. These orders should not be placed with SACC or SAK.*

#### ***Returns:***

*To avoid delays in reconditioning and re-issuing of supplies and equipment, all reusable items should be returned directly to SAK as soon as the need has passed. Flammable or explosive substances (e.g., fusees, plastic sphere aerial ignition devices etc.) should not be returned from an incident to SAK if the original shipping container has been opened. Receiving units should not retain equipment for anticipated needs unless advance arrangements have been made with SACC.*

*Supplies and equipment being returned should be manifested prior to shipment, and a copy sent through ordering channels to SAK.*

*Used batteries and oil and fuel will not be returned to SAK. Mechanized equipment and containers will be emptied prior to return to SAK. Local unit should develop contacts or plan to dispose of recyclable items.*

*For all equipment being returned, add documentation in IROC indicating return, and it will be tracked in IROC when the demobilization has been completed. If returned by mail or commercial shipper, release information must be included in IROC documentation to include a Government Bill of Lading (GBL) number, a tracking number (e.g., certified mail, UPS, air bill or pro-number), and the number of pieces shipped.*



***Units returning equipment or supplies by commercial carrier or by their own transportation should route the shipment to:***

*USDA Forest Service*

*Southern Area Interagency Incident Support Cache*

*788 Sublimity School Road*

*London, KY 40744*

*Phone: 606-878-7430 ext. 0*

*In the case of very large and long-duration incidents, SACC may direct the Incident Management Team to return supply items to caches other than SAK.*

*After use on an incident, all radio equipment should be returned to the National Incident Radio Support Cache (NIRSC) at NIFC for refurbishment and return to the cache system.*

***Return radio equipment to:***

*National Incident Radio Support Cache*

*3833 South Development Avenue*

*Boise, ID 83705*

*Phone: 208-387-5644*

*The level of Area/National fire activity and competition for these resources will dictate which shipping method to use to return radio equipment for refurbishment (air freight, ground freight, etc.). The returning unit should contact SAK for direction on method of shipment. It is especially important to document and relay GBL numbers and/or tracking numbers when returning radio equipment so that cache personnel can track the resource in IROC and ICBS.*

*Purchases of equipment and supplies by Buying Teams, Administrative Payment Teams, or Procurement Units for fire suppression should conform as closely as possible to NFES standards. Equipment and supplies purchased with US Forest Service wildland fire suppression funds (WFSU), which are not provided through the NFES cache system, or which do not replace property lost or damaged during a fire, shall be placed into the fire supply system after the "fire season" (FSM 5161.46).*

***Extended Duration Incidents:***

*If an ordering office anticipates needing items longer than 30 days, this should be specified at the time of order, or within 30 days of the ordering date, so that SAK will not initiate billing procedures. Completed orders for equipment and supplies will be billed to the ordering unit after 30 days if the stock has not been returned to the cache. A prompt return of equipment to SAK is essential to return it to service.*

***Ordering Publications and Forms:***

*SAK keeps in stock a limited supply of publications and ICS forms. Orders for publications or forms that are not charged to an incident, but to another account (such as training) should NOT be ordered through SAK. Rather, a requisition or purchase order should be submitted to the*

*Great Basin Fire Cache in Boise. Please see the NFES catalog, Part 2 under "Ordering from This Catalog" for instructions.*

### ***NFES Catalog:***

*The National Fire Equipment and Supply (NFES) catalog lists cache items and kits that are stocked throughout the country at the fifteen NFES caches. Catalog available online at <https://www.nwcg.gov/nfes-catalogs>.*

*The NFES catalog is not all-inclusive of items or support that may be obtained from SAK. Items in the SAK inventory that are not available at other NFES caches are shown below:*

### ***Non-Standard Area-Specific Items***

<b><i>NFES #</i></b>	<b><i>DESCRIPTION</i></b>	<b><i>UNIT OF ISSUE</i></b>
008753	KIT, MIST, LEAF BLOWER	KT
008608	VAN, MOBILE CACHE SUPPORT	EA

### ***Ordering Supplies from DLA***

*Supply orders that do not need immediate response should be placed with Defense Logistics Agency (DLA). The DLA inventory is issued annually and lists most items used in wildfire suppression. To obtain information regarding DLA you can reference the SACC website under logistics and then Equipment/Supplies and there is a link that will guide you to the site with instructions.*

### ***Property Accountability***

*Identification numbers for all traceable property will be recorded in IROC on the Resource Order or the Issue Document from the Fire Cache. If any supplies or equipment is/are lost or damaged, the incident will provide the Fire Cache with a completed AD-112 Report of Unserviceable, Lost or Damaged Property. Copies of the accounting form(s) (Issue Report) will be signed at the final destination, and one (1) copy returned to the appropriate fire cache.*

*The Logistics Section will handle property accountability on incidents. Documentation will be on the Resource Order in IROC under documentation, Equipment Requisition and receipt, or property accounting forms AD-107 and AD-112, as appropriate.*

*It is the responsibility of the mobilized Incident Management Team to coordinate with and ensure accountability of equipment and supplies with the local unit organization prior to leaving the incident.*

### ***Fire Loss/Use Accountability***

*The Cache Manager will provide the affected unit with a Fire Loss/Use Report within 60 days after an incident has returned to local management. This report shall include all information on equipment and supplies furnished by all fifteen national caches, if applicable.*

*All items stocked by NFES Caches are categorized as trackable, durable, or consumable for accountability purposes. These categories are defined below and in the NFES Catalog:*



- *Trackable Items:* Those items that a cache may track due to dollar value, sensitive property classification, limited quantities available or other criteria set by each geographic area cache. Trackable items are usually engraved or tagged with a cache identification number. These items must be returned to the issuing cache at the end of the incident use, or documentation must be provided to the issuing cache in the form of a Property Loss/Damage Report, OF-289 (NFES #001864). All trackable items are also considered durable. 100% accountability is expected of trackable items.
- *Durable Items:* Those cache items considered to have a useful life expectancy greater than one incident. High percentages of return for these items are expected. These items are not specifically cache-identified/tagged/engraved. Acceptable loss tolerance/use rates for durable goods have been established. Examples of durable items: tents, heaters, lanterns, tables, hose, tools, sleeping bags, flight helmets, and personal protective equipment (excluding helmets).
- *Consumable Items:* Those items that are expected to be consumed during incident use. Consumable items returned in serviceable condition are credited to the incident. No loss tolerance/use rate percentages have been established. Examples of consumable items are personal protective equipment helmets, batteries, gloves, plastic canteens, cubitainers, forms, MREs, etc.

*The individual unit is responsible for:*

- *Receiving equipment and supplies issued from the NFES fire cache inventory.*
- *Returning fire cache items to the NFES fire cache upon completion of the incident in accordance with established return policies.*
- *Accounting for lost or damaged equipment; and*
- *Ensuring that reviews of fire loss/use rates are conducted, follow-up investigations are made, and actions are taken.*
- *For more information, please refer to Forest Service Manual 5160.43 and 5161.*

### ***Guidelines for Sources of Service and Supply Plan***

*To provide ready reference and guidelines to follow when securing supplies, services, and equipment for incidents, procurement of supplies shall be done at the local level to the extent that is practical and economical. Each unit shall maintain, as part of their service and supply plan, a listing of the local sources and 24-hour contacts for supplies, services, recycling, and equipment.*

## **NATIONAL INTERAGENCY INCIDENT COMMUNICATIONS DIVISION (NIICD)**

NIICD is a National Resource composed of multi-channel radio systems and kits available for complex incident communications. The priority use of NIICD radio systems and kits are for active incidents. All radio systems and kits must be returned to NIICD as soon as the incident has demobilized. A National CDO is available at NIICD throughout the year. Geographic Area Frequency Managers, Communications Coordinators (COMCs), and Incident Communication Unit Leaders (COML) will coordinate with NICC, the Geographic Area, and the NIICD CDO on all telecommunication issues.

NIICD stocks NFES 004390 Starter Systems, which will provide the initial Command/Tactical, Air Operations, and Logistical communications requirements of a single incident. Individual kits are available to supplement Starter Systems or to provide support for smaller incidents. The NIICD CDO can provide assistance in determining a specific incident's communication requirements.

NIICD radios are synthesized and contain both FS and DOI frequencies. FS and DOI frequencies are not "cleared" nationally. Other agencies use these frequencies and, in some cases, in very critical and sensitive areas. All frequencies must be approved for the areas where they will be used. Any of the national frequencies (FS or DOI) are not to be used without prior coordination with the NIICD CDO.

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional temporary FM frequencies from DOI and FS – WO as needed. Government users may not use the Family Radio Service (FRS) for communications on any planned or ongoing incident.

For a complete listing of NIICD telecommunications components, refer to the following:

- *National Incident Radio Support Cache (NIRSC) User's Guide (NFES 000968).*  
<https://www.nifc.gov/resources/NIICD/niicd-documents>
- *NWCG NFES Catalog - Part 1: Fire Supplies and Equipment, PMS 449-1.*  
<https://www.nwcg.gov/publications/pms449-1>

## Radio Ordering

Requests for NIICD radio systems and kits will be placed in with NICC through established ordering channels. To ensure proper frequency coordination, the ordering office must include a Needed Date/Time, Latitude and Longitude of the incident, shipping address and receiving incident phone number. For shipping purposes, a physical address which includes a street name and number, city, state, and zip code is required. For emergency air charter a local Fixed Base Operator (FBO), airport and receiver contact information must be included.

Each Geographic Area may order up to four Starter Systems for preposition during their established fire season. The NIICD CDO must be contacted when an order for a Starter System is received for an incident.

NIICD CDO: (208) 387-5644

The CDO will identify which prepositioned Starter System will be assigned to the incident. 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 on an as needed basis and shipped to the incident.

Radios will be used as received without modification. Defective radio equipment will be immediately returned to NIICD for maintenance. To maintain quality and quantity for the field, each Starter System or kit will be returned to NIICD for rehabilitation immediately after each assignment. The incident or unit charged with custody of the radio equipment is responsible for a complete inventory of that equipment upon return from the incident.

Prepositioned radio systems and kits will be returned to NIICD as soon as the need has diminished or annually for preventative maintenance. Prepositioning NIICD radio systems and kits longer than six months requires NIICD approval.

### **Frequency and Radio Demobilization**

Temporary frequencies and any radio equipment with temporary frequencies will be released first due to licensing requirements. NIICD radio systems and kits should be inventoried, sealed, and returned promptly to NIICD. Do not stockpile kits. Spare seals are supplied in each box. Incidents are responsible for ensuring all radio systems or kits are returned or accounted for on a Property Loss Statement.

GACCs will order stand-alone frequencies directly from NIICD.

### **Southern Area Supplement**

### **NATIONAL RADIO SYSTEMS**

*The Southern Area may preposition two Starter systems (NFES# 004390 ICS Command/Logistics Radio System) at Southern Area Incident Support Cache (SAK). These systems will be returned to NIICD at NIFC after each use, and whenever necessary, for refurbishment and inspection. Any additional starter systems or individual kits will be ordered on an as-needed basis by SACC from NICC. When a radio kit has been used, a replacement request will be created and the incident that requested the previous kit will pay shipping for the new request. The initial request must identify the assigned Incident Communications Technician (COMT) or the assigned Communications Unit Leader (COML) for the requesting incident. The name of the COMT or COML must be included in the special needs section of the resource order.*

*All maintenance and repair of "National" radio kits (e.g., Starter Systems, Command Tactical Radio kits, Ground Aircraft Radio/Link kits, L-Band Satellite Systems, etc.) is done at NIICD. Unless SACC gives instructions otherwise, any NIICD kit that has been opened, regardless of the length of usage, should be returned to NIFC for refurbishment. Used batteries, or any 7.5 volt or 9-volt batteries, should be pulled from kits prior to being shipped to NIFC (the incident will be charged for these batteries whether they are returned to NIFC or not). As with all resources, NIICD equipment must be identified in the demobilization plan at an incident, and its release tracked through the resource ordering system IROC.*

### **REMOTE AUTOMATIC WEATHER STATIONS (RAWS)**

Seventy-five (75) IRAWs are cached at the Remote Sensing Fire Weather Support Unit for response to wildland fires and other projects requiring environmental monitoring.

For specific use and description, refer to the *NWCG NFES Catalog - Part 1: Fire Supplies and Equipment, PMS 449-1*.

The availability of equipment and associated technician support depends on a variety of factors. Prior phone coordination with the NIFC Remote Sensing/Fire Weather Support Unit (RSFWSU) Coordinator is recommended.

NIFC RSFWSU Coordinator: (208) 387-5726

**Incident Remote Automatic Weather Stations, (IRAWS – NFES 005869)**

Requests for IRAWS will be placed with NICC through established ordering channels. RAWs Technicians will accompany the IRAWS when mobilized and do not require a separate Overhead request to be tracked. When ordering for wildland fire incidents, coordinate IRAWS requirements with an IMET if one is assigned. For further information on the IRAWS units, contact the Remote Sensing/Fire Weather Support Unit RAWs Coordinator. Upon release from the incident, the IRAWS will be returned to NIFC via the most expeditious method available.

**Project Remote Automatic Weather Stations, (PRAWS – NFES 005870)**

Requests for PRAWS will be placed to NICC through normal ordering channels. PRAWS will be configured for the specific project prior to mobilization. The requesting agency must contact the Remote Sensing/Fire Weather Support Unit Coordinator prior to ordering to determine the PRAWS configuration. Set up of the PRAWS is the responsibility of the ordering unit. Upon release from the project, the PRAWS will be returned to NIFC via the most expeditious method available.

**Smoke Monitoring Kit, (Kit – Smoke Monitor – E-Sampler, NFES 005840)**

Smoke Monitor Kits should be requested through IROC as a Supply request. Kit information, primary contacts, and ordering instructions can be found at:

<https://www.wildlandfiresmoke.net/home/smoke-monitoring>

**NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER FACILITIES****National Contract Mobile Food Service Units**

Any time mobile food services are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies are obligated to order services from the National Mobile Food Services Unit (MFSU) Contractors any time 1.) the number of people to be fed is at or above 150 persons per meal and 2.) the headcount is estimated to remain at those numbers, or greater, for at least seventy-two (72) hours from when the headcount first reaches 150 per meal, provided that the Contractors can reasonably meet the incident's needs and required time frames. Per the contract, the first meal served will be dinner.

Allow a minimum of 24 hours from time an order is placed to NICC to the time of the first meal. MFSU Contractors will be given the opportunity to provide three meals per day unless other arrangements are mutually agreed to with the incident Food Unit Leader (FDUL) or the needs of the incident require different meal options such as Meals Ready to Eat (MRE).

MFSU also may be ordered for other types of incidents at the government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures in the NATIONAL MOBILE FOOD SERVICES CONTRACT, SECTION C.2 of will be followed for all orders. For additional information, refer to the *National Mobile Food Services Contract*.

**National Contract Mobile Shower Facilities Units**

Any time mobile Shower Facilities are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies, (NATIONAL MOBILE SHOWER FACILITIES CONTRACT, SECTION J.10), are obligated to order services from the National Mobile Shower Facilities Contractors, provided that the Contractors can reasonably meet the incident's needs and required time frames (NATIONAL MOBILE SHOWER FACILITIES CONTRACT, SECTION C.2, 2.2).

Mobile Shower Facility Units also may be ordered for other types of incidents, at the government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures list in the contract will be followed for all orders. For additional contract information, refer to the *National Mobile Shower Facilities Contract*.

### **National Contract Mobile Food Services and Shower Facilities Mobilization**

All National Contract Mobile Food Service Units and Mobile Shower Facility Units in the lower 48 States are ordered through and mobilized by NICC using established ordering channels.

Requests for Mobile Food Service Units and Mobile Shower Facilities require a completed Mobile Food & Shower Service Request Form at:

<https://www.nifc.gov/nicc/logistics/reference-documents>

If an incident has a need for additional mobile food service units or shower facilities units, the request will be placed with NICC through established ordering channels. NICC will determine and assign the appropriate units to all federal wildland fire incidents.

### **National Contract Mobile Food Services and Shower Facilities Reassignments**

All requests to reassign National Contract Mobile Food Services or Shower Facilities units will be placed with NICC through established ordering channels. All reassignments of National Contract Mobile Food Services and Shower Facilities units will be communicated to the vendor by NICC.

### **National Contract Mobile Food Services and Shower Facilities Demobilization**

Local units will notify their GACC twenty-four (24) hours in advance of demobilization. All release information will be entered into IROC within fifteen (15) minutes of demobilization. Contractors may take twenty-four (24) hours to rest and replenish supplies within the local area after release. After twenty-four hours, Contractors must return to the unit's Designated Dispatch Point (DDP).

The National Mobile Food Service and National Shower contracts can be obtained at:

<http://fsweb.wo.fs.fed.us/aqm3/pages/nifc/>

<https://www.fs.usda.gov/managing-land/fire/contracting>

If you cannot access these sites, you may request access by emailing the Forest Service Acquisition Management Service Branch: [SM.FS.fsaqmisb@usda.gov](mailto:SM.FS.fsaqmisb@usda.gov)

## **ENGINES AND WATER TENDERS**

Please see the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* for NWCG Engine and Water Tender Typing Standards.

<https://www.nifc.gov/standards/guides/red-book>

### **Southern Area Supplement**

### ***CONTRACT ENGINES, HEAVY EQUIPMENT, BUSES, AND WATER TENDERS***

*The following principles and guidelines are set forth to establish some consistency within the Southern Area regarding the hiring, dispatching and use of private sector engines, water*



tenders, heavy equipment, and buses. These principles and guidelines are established with the following procedures:

- Refer to Chapter 10 for Resource Mobilization Priorities.
- Forest Service incidents will utilize VIPR when agency and cooperator resources are not available. DOI agencies can but are not obligated to use VIPR as well when agency and cooperator resources are not available.

### **NATIONAL EMERGENCY RENTAL VEHICLE (NERV) BLANKET PURCHASE AGREEMENT (BPA)**

A National Emergency Rental Vehicle (NERV) Blanket Purchase Agreement (BPA) was awarded to Enterprise Holdings on June 14, 2018. As of May 1, 2019, this program has been available for all geographical areas. Refer to the NERV website for the latest standard operating procedures, <https://nerv.firenet.gov/>.

### **EQUIPMENT & SUPPLIES – SPECIAL INFORMATION**

#### ***Mobile Cache Support Vans***

The Southern Area maintains up to eight cache vans, which are positioned at the SAK in London, KY for the purpose of providing tools and supplies during the initial shifts of a large fire mobilization. Cache vans can be ordered by an incident through SACC. SACC will then coordinate with SAK to determine the appropriate van to move. It is the responsibility of the hosting incident to place the order for the cache vans. These vans are available for pre-positioning as the need arises.

A “Cache Demob Specialist” (CDSP) should be ordered by the incident whenever a cache van is mobilized to an incident. This person will assist the Incident Management Team in packaging and manifesting supply and equipment for backhaul, and to ensure that Hazardous Materials Regulations are followed.

Upon demob, if a van has been opened, the van will be returned to SAK for proper refurbishment.

Each cache van contains a standard inventory specific for the Southern Area. (See Chapter 40 for a list of contents).

#### ***INFRARED DEVICES***

Infrared Devices (IR) are ordered through established dispatch channels and are generally mobilized with a qualified operator. An ordering unit can order an “infrared camera”, or a specific type of camera (e.g., “Infrared camera with operator”, “Xedar with operator”; “Video Therm with operator”, “EEV with operator”, etc.).

Handheld infrared cameras and all peripheral equipment are ordered through the regular dispatch channels. If an order comes in for equipment only, SACC should require the equipment to be shipped with operators, unless team members (or replacement team members) need to be ordered from a different unit than the equipment. When the order is for a trainee/assistant, SACC should then order one of the cameras and one of the plotters, e.g., “Infrared camera with Hand-held Infrared Operator (HIOP) and with THSP-Plotter”, or “Video Therm with Hand-held Infrared Operator (HIOP) and with THSP-Plotter”, listed in Chapter 40.

**MEDICAL SUPPLIES**

*SAK maintains 100-person First Aid kits (NFES# 001760) for use on large incidents by qualified EMTs or Paramedics. The name of the assigned MEDL, EMT or paramedic must be provided to SAK before the request will be filled.*

**HAZARDOUS MATERIALS**

*The items on the following list are normally shipped within the NFES fire cache system. These items are considered restricted/hazardous by either 49 CFR or specific carriers. The Departments of the Interior and Agriculture have exemptions that allow them to transport these items by air in support of fire activity.*

*Ground transport of hazardous materials is regulated by the U. S. Department of Transportation (DOT) and individual states' DOT's.*

*It is recommended that the local unit Hazardous Materials Coordinator/Specialist be involved in any large and long duration incident. Cache Demobilization Specialists (CDSP) are trained in Hazardous Materials regulations and procedures and should be ordered to assist Incident Management Teams with the handling of hazardous materials. For more information, please consult the Hazardous Materials Table, U.S. Forest Service Manual part 5716.12c, or BLM Manual part 351 DM, Chapter 8.*

<b>NFES #</b>	<b>ITEM</b>
000105	<i>Fusee, fire starter</i>
000299	<i>Flare, fire, 2 1/2" x 6", handheld</i>
000307	<i>Extinguisher, fire 20A:120 BC</i>
000319	<i>Extinguisher, fire 30 BC- AVAIL AKK ONLY</i>
000371	<i>Flare, fire, 3/4" x 3 1/2"</i>
000491	<i>Cylinder, propane, 5 gallon –not included in kits</i>
000687	<i>Flare, fire, "Stubby", 1 1/2" x 2", pistol launched</i>
001361	<i>Fuel, white gas – AVAIL AKK ONLY</i>
003411	<i>Aerial Ignition Dev-ping-pong ball</i>

**HAZARDOUS MATERIALS IN KITS**

<b>NFES #</b>	<b>ITEM</b>
000270	<i>Air Operations Kit</i>
000520	<i>Helicopter Support Kit</i>

*The following also contain hazardous/restricted items:*

- *Retardant plants*
- *Fusee launcher kits*

- Fire weather forecaster kits
- 100 unit incident camp kit

*\* This list is not all inclusive; some items used for all-hazard incidents may not be listed above.*

### **SOUTHERN AREA MOBILE CACHE VANS**

*There are eight NFES# 8608 Mobile Cache Support Vans in the Southern Area. Each van contains the following items. \*\*\*\*\*These are non-standard kits and contents differ from NFES catalog #2069. All NFES #s in IROC require two extra zeros in the beginning of the number. Example: 4390 will now be 004390. For the latest information about the contents of the SAK cache van - the current kit contents for that van can be located at this link:*

*<https://www.nwccg.gov/sites/default/files/publications/pms449-1-kit-subkit-cache-vans.pdf>.*

<b>NFES #</b>	<b>DESCRIPTION</b>	<b>QTY</b>	<b>UNIT OF ISSUE</b>
000021	BAG - GARBAGE CAN LINER, PLASTIC, 30 GL, 39" X 33"	4	BX
000022	BAG - SLEEPING, COLD WEATHER, 34" X 76"	50	EA
000027	BASIN - 4 QT (3.8L), WASH, POLYETHYLENE	24	EA
000030	BATTERY - SIZE AA, 1.5 VOLT, PENLIGHT	120	PG
000033	BATTERY - SIZE D, 1.5V, ALKALINE, GENERAL PURPOSE	48	PG
000606	CAN - GASOLINE, SAFETY, 5GL, DOT APPROVED STYLE JERRI CAN	5	EA
000037	CANTEEN - 1 QT (.9L), PLASTIC, DISPOSABLE, W/O COVER	200	EA
002047	CHAIR - FOLDING, METAL	15	EA
000557	CHEST - ICE, 48 QT	10	EA
000046	CLAMP - HOSE, SHUT-OFF, 1" - 1 1/2" HOSES, 10" LONG WHEN CLOSED	2	EA
000048	CONTAINER - 5 GL (18.9L), PLASTIC, COLLAPSIBLE, W/OVERPACK	1	BX
000244	CONTAINER - HOT/COLD BEVERAGE	1	BX
000246	CONTAINER - HOT/COLD FOOD	1	BX
001172	CORD - EXTENSION, 100', AWG, 12/3 WIRE	5	EA
000560	CORD - EXTENSION, 50', AWG, 12/3 WIRE	6	EA
000533	CORD - NYLON SHROUD	1	SL



<i>NFES #</i>	<i>DESCRIPTION</i>	<i>QTY</i>	<i>UNIT OF ISSUE</i>
000465	CUP - PAPER, PLASTIC COATED, 8 OZ	2	BX
000587	DRIVER - FENCE POST	1	EA
003161	EASEL - DISPLAY, 27" X 36" W/FOLDING LEGS	3	EA
000307	EXTINGUISHER - FIRE, 20A:120BC, 20 LBS	2	EA
000060	FILE - MILL, 10", BASTARD	48	EA
000534	FLAGGING - PERIMETER, MULTI- COLORED PENNANTS, 100 FT.	5	RO
000070	FLY - PLASTIC TENT, 16'X24' W/10 GUY ROPES	8	EA
001842	FOOD - MEALS READY TO EAT (MRE'S)	10	BX
000866	FORM - INCIDENT TIME REPORT, OF-288	3	PG
000105	FUSEE - SIGNAL DEVICE, HAND	10	BX
000709	GENERATOR - GASOLINE ENGINE, 3-6 KW, W/GROUND ROD	2	EA
001296	GLOVES - LEATHER, LARGE, FOREST WORKER, NFPA COMPLIANCE	20	PR
001295	GLOVES - LEATHER, MEDIUM, FOREST WORKER, NFPA COMPLIANCE	20	PR
001294	GLOVES - LEATHER, SMALL, FOREST WORKER, NFPA COMPLIANCE	10	PR
001297	GLOVES - LEATHER, X-LARGE, FOREST WORKER, NFPA COMPLIANCE	10	PR
000318	GOGGLES - CLEAR LENS, UVEX STEALTH MODEL ANSI Z87.1	50	PR
001858	HAMMER - SLEDGE, 8 LB (3.63KG)	1	EA
000063	HANDLE - FILE, FOR 8" TO 14" FILES	48	EA
000598	HANDTRUCK - W/LARGE WHEELS	1	EA
000718	HEADLAMP - FIREFIGHTERS, LED	100	EA
007287	HELMET - CAP STYLE, YELLOW, BULLARD 911C	20	EA
001034	HOLDER - RADIO BATTERY, FOR 9 EACH AA ALKALINE	12	EA
001016	HOSE - GARDEN, SYNTHETIC, 3/4" NH X 50'	20	LG
001239	HOSE - SYNTHETIC, LINED, 1 1/2" NH X 100'	20	LG

<i>NFES #</i>	<i>DESCRIPTION</i>	<i>QTY</i>	<i>UNIT OF ISSUE</i>
001238	HOSE - SYNTHETIC, LINED, 1" NPSH X 100'	10	LG
002800	JEAN - FLAME RESISTANT, BDU, 26"-30"X30"INSEAM	30	PR
002701	JEAN - FLAME RESISTANT, BDU, 28"-32"X34"INSEAM	30	PR
002802	JEAN - FLAME RESISTANT, BDU, 30"-34"X30"INSEAM	30	PR
002703	JEAN - FLAME RESISTANT, BDU, 32"-36"X34"INSEAM	30	PR
002804	JEAN - FLAME RESISTANT, BDU, 34"-38"X30"INSEAM	30	PR
002706	JEAN - FLAME RESISTANT, BDU, 38"-42"X34"INSEAM	30	PR
003870	KIT - ACCESSORY, PUMP, PORTABLE, HIGH PRESSURE (000870)	2	KT
001675	KIT - BIOLOGICAL HAZARDS, PROTECTION, MULTI-PERSON	1	KT
001660	KIT - BIOLOGICAL HAZARDS, PROTECTION, INDIVIDUAL	5	KT
000340	KIT - CHAIN SAW	2	KT
000390	KIT - FINANCE SECTION	1	KT
001143	KIT - FIRST AID, 20-25 PERSON, BELT TYPE	10	KT
000067	KIT - FIRST AID, TYPE 1, POCKET	40	KT
000520	KIT - HELICOPTER SUPPORT	1	KT
000320	KIT - INCIDENT BASE MAINTENANCE	1	KT
008753	KIT - LEAF BLOWER (SAK SPECIFIC)	5	KT
006051	KIT - LIGHTING, MULTI-LIGHT CORD	2	KT
000910	KIT - LOGISTICS SECTION	1	KT
000760	KIT - OFFICE SUPPLIES, INCIDENT BASE	2	KT
000800	KIT - PLANNING SECTION	1	KT
002990	KIT - RECORD RETENTION	1	KT
000970	KIT - SECURITY FENCE	1	KT
001031	KIT - SIGN, INCIDENT BASE	1	KT
000586	LADDER - STEP, 8 FT, FIBERGLASS	1	EA
002501	LANTERN - CAMP, ELECTRIC, FLUORESCENT	12	EA
003009	LIGHTSTICK - CHEMICAL, 12 HOUR, GREEN	10	BX

<i>NFES #</i>	<i>DESCRIPTION</i>	<i>QTY</i>	<i>UNIT OF ISSUE</i>
003007	LIGHTSTICK - CHEMICAL, 12 HOUR, RED	10	BX
003012	LIGHTSTICK - CHEMICAL, 12 HOUR, YELLOW	10	BX
001566	MAT, SLEEPING - 3/8" X 23 5/8" X 74 3/4", POLYETHYLENE	100	EA
001081	NOZZLE - COMBINATION, BARREL, KK, 1" NPSH	20	EA
000136	NOZZLE - GARDEN HOSE, 3/4" NH, ADJUSTABLE, BRASS	20	EA
007613	OIL - SAE 10-30 WT	12	QT
000744	PACKSACK - WATERPROOF, W/STRAPS	20	EA
000250	PAPER - EASEL, 27" X 34"	3	PD
000142	PAPER - TOILET	1	BX
000089	POLE - RIDGE, 16'	12	EA
000083	POLE - UPRIGHT, ADJUSTABLE	24	EA
000146	PULASKI - WITH PLASTIC SHEATH	50	EA
000011	PULLER - FENCEPOST	1	EA
001149	PUMP - BACKPACK, OUTFIT, 5 1/2" X 15 1/2" X 19", MANUALLY OPERATED	24	EA
000149	PUMP - BARREL, HAND, W/UNLEADED NOZZLE, FOR 55 GL DRUM	1	EA
000148	PUMP - PORTABLE, HIGH-PRESSURE W/FUEL LINE	2	EA
002332	RACK - GARBAGE, WIRE, 32 GL (121.1L)	10	EA
001807	RAKE - FIRE (COUNCIL TOOL) W/SHEATH	150	EA
000009	REDUCER - 1 1/2" NH-F (9 TPI) TO 1" NH-M (8 TPI)	10	EA
000733	REDUCER - 1" NPSH-F (11 1/2 TPI) TO 3/4" NH-M (11 1/2 TPI)	20	EA
002398	RIBBON - FLAGGING, ORANGE FLUORESCENT, 1" WIDE	12	RO
000279	RIBBON - FLAGGING, RED, 1" WIDE	12	RO
000144	SHEETING - PLASTIC, BLACK, 20' X 100'	5	RO
000143	SHEETING - PLASTIC, CLEAR, 16' X 100'	2	RO
000925	SHELTER - FIRE, COMPLETE, M2002	50	EA

<i>NFES #</i>	<i>DESCRIPTION</i>	<i>QTY</i>	<i>UNIT OF ISSUE</i>
000579	SHIRT - FIRE, LARGE	30	EA
002078	SHIRT - FIRE, LARGE, LONG	5	EA
000578	SHIRT - FIRE, MEDIUM	30	EA
000577	SHIRT - FIRE, SMALL	30	EA
000580	SHIRT - FIRE, X-LARGE	30	EA
002079	SHIRT - FIRE, X-LARGE, LONG	5	EA
000522	SHIRT - FIRE, X-SMALL	5	EA
000171	SHOVEL - WITH PLASTIC SHEATH, SIZE #1	50	EA
000663	SPILL KIT - 5 GL TRANSPORT	1	EA
000825	STAKES - TENT, METAL	60	EA
002698	TABLE - METAL, FOLDING, 6'	10	EA
000071	TAPE - DUCT, 2" X 60 YD	10	RO
000619	TAPE - ELECTRICAL, PLASTIC, 3/4" X 36 YD	5	RO
000222	TAPE - FILAMENT, 1" X 60 YD	18	RO
000240	TOWEL - PAPER, TWO PLY, ROLL	1	BX
001070	TRAILER - W/RAMP, (FOR MOBILE CACHE SUPPORT)	1	EA
000835	VALVE - SHUT OFF, BRASS, BALL, 3/4" NH	20	EA
000231	VALVE - WYE, GATED, 1 1/2" NH-F X 1 1/2" NH-M X 1 1/2" NH-M	10	EA
000259	VALVE - WYE, GATED, 1" NPSH-F X 1" NPSH-M X 1" NPSH-M	10	EA
000904	VALVE - WYE, GATED, BRASS, 3/4" NH-F X 3/4" NF-M X 3/4" NH-M	20	EA
002725	WEDGE - PLASTIC, FELLING, 12" X 1-1/8" X 3 1/4"	30	EA

### **5 PERSON MODULE KIT**

*Southern Area Fire Cache has 28 prebuilt NFES #008762 5 Person Module Kits. The kits were designed and built specifically for wildland suppression and/or prescribed burn activities within the Southern Area. However, the kits can be used outside of the Southern Area by Southern Area resources. The following table lists items in each module kit. Order the module kits through normal dispatch channels.*

<i>NFES #</i>	<i>DESCRIPTION</i>	<i>QTY</i>	<i>UNIT OF ISSUE</i>
000030	Battery - Size Aa, 1.5-Volt, Penlight	12	PG
000037	Canteen - 1 Qt (.9l), Plastic, Disposable, W/O Cover	6	EA
000060	File - Mill, 10", Bastard	6	EA
000241	Torch - Drip, 1 1/4-Gal (4.7l) Capacity	2	EA
000264	Ribbon - Flagging, White, 1" Wide	1	EA
000267	Ribbon - Flagging, Hazards, 1" Wide	2	RO
000278	Ribbon - Flagging, Yellow, 1" Wide	1	RO
000279	Ribbon - Flagging, Red, 1" Wide	1	RO
000340	Kit - Chain Saw	1	KT
000345	File - Round, 7/32", Chain Saw	6	EA
000566	Ribbon - Flagging, "Escape Route", 1" X 100 Yds	1	RO
000606	Can - Gasoline, Safety, 5gl, Dot Approved Style Jerri Can	2	EA
000801	Tag - Unleaded Gasoline, Un1203, Flammable, Red	3	EA
000802	Tag - Diesel, Un1202, Flammable, Green	3	EA
000803	Tag - Drip Torch Fuel, Un1993, Flammable, Blue	3	EA
000805	Tag - 2 Stroke Mix, Un1203, Flammable, Yellow	3	EA
001143	Kit - First Aid, 20-25 Person, Belt Type	1	KT
001535	Container - 1 Liter, Fuel, Aluminum, Red Finish	6	EA
001842	Food - Meals Ready to Eat (MRE'S)	1	BX
002396	Ribbon - Flagging, Chartreuse Fluorescent, 1" Wide	1	RO
002398	Ribbon - Flagging, Orange Fluorescent, 1" Wide	1	RO
002401	Ribbon - Flagging, Dark Pink, 1" Wide	2	RO
006066	Ribbon - Flagging, "Killer Tree", 1 1/2" X 150', Orange	1	RO
006067	Ribbon - Flagging, "Spot Fire", 1 1/2" X 150', Orange	1	RO
008271	Box - Steel, Jobsite	1	EA
008753	Kit - Leaf Blower (SAK Specific)	1	KT

***HANDHELD INFRARED SYSTEMS***

*Many units within the Southern Area maintain handheld infrared systems. The following table lists units within the Southern Area that have handheld infrared units. Order the systems through normal dispatch channels.*

<b><i>Equipment Description</i></b>	<b><i>Home Unit</i></b>	<b><i>Contact Information</i></b>
<i>Thermacam PM515</i>	<i>SC-FMF</i>	<i>Francis Marion/Sumter NF Custodian: Haley Trammel (803) 561-4087 Camera will not be shipped w/o operator.</i>
<i>Palm IR-250 Infrared Camera</i>	<i>KY-DBF</i>	<i>Daniel Boone National Forest Custodian: Nathan White (859-745-3171) Camera will not be shipped w/o qualified operator.</i>

## CHAPTER 50

### AIRCRAFT

#### AIRCRAFT MOBILIZATION

For all aircraft orders, documentation of special needs, threats, or specific reporting instructions are critical for the proper and timely processing of each aircraft request. All aircraft should be dispatched by closest resource, regardless of Geographic Area boundaries. When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Aircraft assigned will remain in the Geographic Area until released or reallocated by the NICC.

The following selection factors will be considered when ordering aircraft:

- Initial Attack vs. Large Fire Support.
- Closest resource, regardless of Geographic Area boundary.
- Timeliness.
- Cost effectiveness.
- Performance specifications for density/high altitude operations.
- Airtanker Type (T1 & T2 LATs, VLAT, or SEAT).
- Special flights/capabilities, to include short-haul, STEP, aerial ignition, rappel, hoist, etc.
- Special equipment, bucket vs. tank, tundra pads, floats, etc.

The following terminology will be used when requesting aircraft through NICC:

- Knots (kts.) will be the standard term used to reference airspeed.
- VORs (Very High Frequency Omnidirectional Range) will be used to reference direction.
- Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes.
- Aircraft registration numbers will be used when referencing helicopters, lead planes, and air attack aircraft.
- Airtankers and SEATs will be referenced by the airtanker number, e.g., T-40.

#### Southern Area Supplement **MOBILIZATION**

*The following criteria should be used when ordering aircraft: Airtankers:*

- *Loaded or empty.*
- *Carded for local use or interagency use.*
- *Special applications such as: special-use flights, de-icing equipment, weather related instrumentation, pressurization etc.*

*The Southern Area Coordination Center conducts "strategic" dispatch functions to fill requests from State Coordination Centers, other GACCs, etc. The SACC Aircraft Desk does not conduct tactical dispatching operations. However, the SACC Aircraft Desk does have the responsibility of filling requests in a cost effective and timely manner with the most effective resource. It is extremely important for State Coordination Centers to keep the SACC Aircraft Desk informed when resources are relocated or reassigned.*



### **Carding/Approvals**

*All aircraft and pilots must be approved and carded by either OAS or USFS for the contract they are working under. Aircraft and pilots requiring an “Authorized Uses” endorsement require inspection by a USFS or OAS authorized inspector. Point-to-point only approvals are on point-to-point cards for both USFS and OAS.*

### **Aircraft Selection Factors**

- **Day/Night:** A multi-engine or turbine powered single-engine aircraft is required whenever a passenger flight will be flown within the period beginning 30 minutes after legal sunset until 30 minutes before legal sunrise.
- **Instrument Flight Rules (IFR)/Visual Flight Rules (VFR):** A multi-engine or turbine powered single-engine IFR approved aircraft is required whenever the flight will be in or is expected to be in IFR conditions. One pilot and a functioning autopilot or two pilots are required for IFR flights.
- **Passenger & Baggage Weight:** Be sure the aircraft has the weight capacity for the passengers, luggage or other material being transported. It is important to remember that weight is the limiting factor, not the number of passenger seats.
- **Aircraft Speed:** Check the schedules of the passengers to insure they can arrive on time in the aircraft selected. Generally, aircraft speed isn't too important for short trips but becomes more important on long trips.
- **Airports:** Are the airports used in the flight suitable for the aircraft? Are the runways of adequate length? Is there fuel available for the aircraft? Will the elevation and air temperature of the airport affect the performance of the aircraft (density altitude)?
- **Cost:** A cost analysis must be completed for administrative flights. Normally this involves a comparison between commercial flights and agency owned aircraft but could involve a comparison between the various costs of charter aircraft.

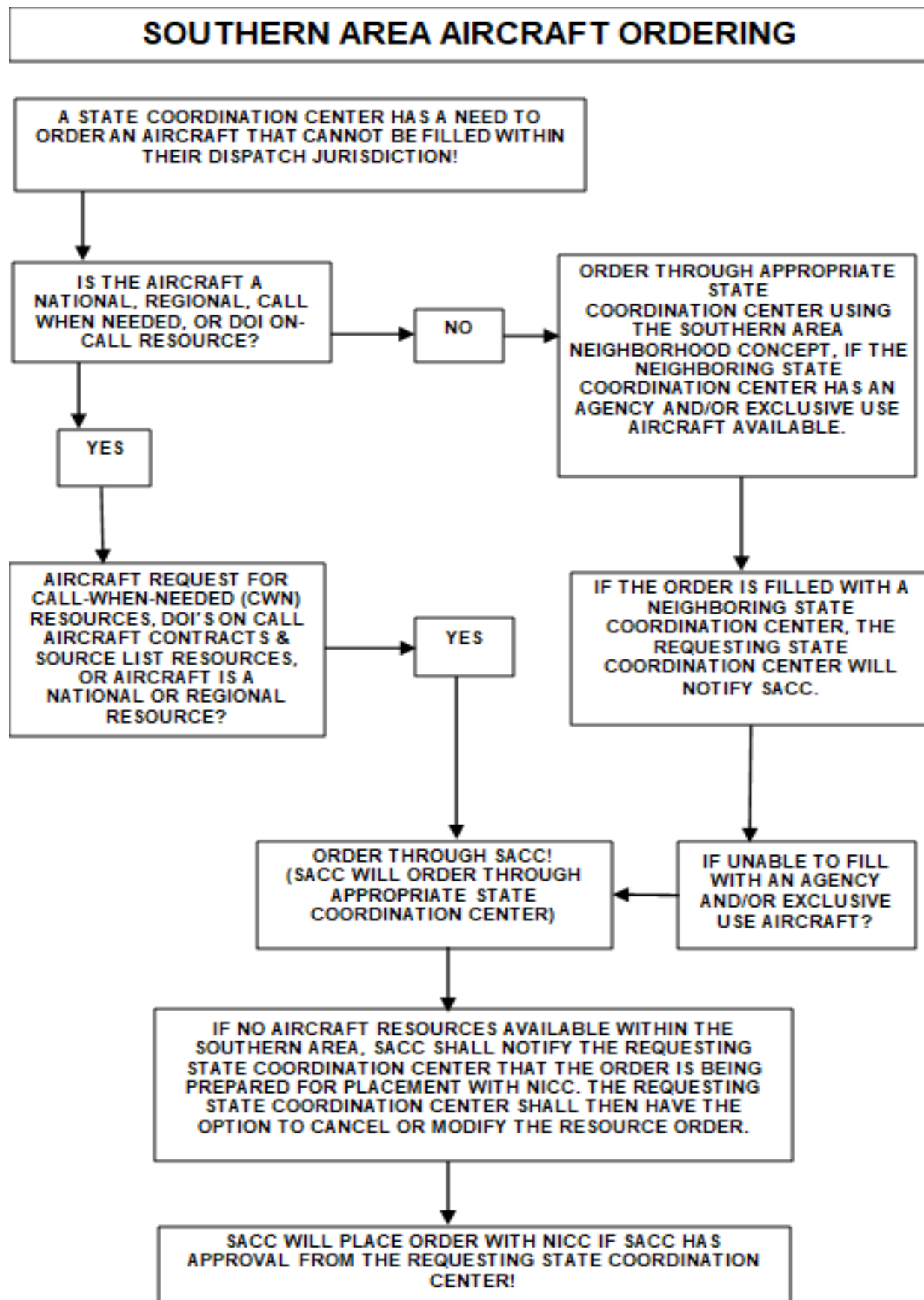
### **DISPATCH/ORDERING FACTORS AND CRITERIA**

*Selection and dispatching of mission aircraft will be based upon the factors outlined in the “Aircraft Selection Factors” section. If all other factors meet the needs of the requested flights, the two primary considerations will be the timeliness and cost effectiveness of the aircraft. A cost analysis should be completed to determine the most efficient aircraft. For most nationally contracted USFS aircraft, the cost analysis and other selection criteria will be done at the NICC. In that case, requests will be placed to SACC, and then to the NICC. Timeliness and cost effectiveness factors that should be considered in selecting the appropriate Call-When-Needed aircraft:*

- **Ferry Costs:** The costs associated with ferrying aircraft to and from incidents should be taken into consideration. Note that CWN aircraft are paid from their point of hire and to that point upon demobilization.
- **Relief Crew Transportation:** When pilots reach mandatory days off, determine whether the cost of transporting a relief crew is the best value to the government.
- **Ordering Priorities:** Agency owned aircraft must be considered first, followed by Exclusive Use contract aircraft. Since the SACC Aircraft Desk may receive an order, and must determine the appropriate resource, it is important that State Coordination Centers notify the SACC Aircraft Desk if an Exclusive Use aircraft is relocated from its assigned

*home base to a new location. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN or On Call Aircraft and Aircraft Rental Agreement (ARA) aircraft may be ordered.*

- *CWN Aircraft – If agency exclusive use aircraft are unavailable, CWN aircraft may be considered. All USFS CWN helicopters are dispatched from the NICC. Requests for these aircraft will be placed to SACC by the requesting state coordination center. SACC will place the requests to the NICC. This applies to some DOI On-Call aircraft as well, such as SEATs or Single Engine Water Scoopers. NICC will fill the request with the resource that provides the best value to the government that also meets the needs stated in the request.*
- *For any CWN or On-Call aircraft still dispatched locally from State Coordination Centers, requests may be filled locally for use by units where those aircraft reside, with a courtesy notification to SACC. Requests for these locally dispatched aircraft generated from outside the dispatch areas where they reside will be placed to SACC. SACC will place these requests to the appropriate State Coordination Center.*
- *Requests for ANY CWN or DOI On-Call helicopters must include a qualified Helicopter Manager's name and contact phone number before they can be processed. Requests for any SEATs or Single Engine Water Scoopers must likewise include the name and contact information of the SEAT Manager.*
- *OAS On-Call Aircraft Contracts & Source List and Aircraft Rental Agreement (ARA) aircraft may also be considered, however, DOI agencies must use OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list at: <https://www.doi.gov/aviation>. Non -DOI personnel will need to obtain information from an appropriate DOI employee, since DOI login credentials are required to access the Source List. The relevant DOI Aviation Officer is a good contact for this information. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List or Aircraft Rental Agreement (ARA) aircraft is selected, the SACC Aircraft Desk will order that aircraft directly from the contractor.*



**AIRCRAFT DISPATCH FORM REQUIREMENTS**

*The Aircraft Dispatch Form (kneeboard) is required for all Mission Flights.*

*If multiple aircraft are being ordered, or they are ordered within reasonably close timeframes of each other, one submission of the form to neighboring dispatch offices or to SACC is appropriate.*

*The Aircraft Dispatch Form provides many benefits for both dispatch and the aviation community that a resource order form does not, such as readability of incident locations, frequencies, hazards, contacts, and flight following information. A resource order request must still be sent to the sending dispatch office through normal dispatch ordering channels.*

**Information Required on Aircraft Dispatch Forms:**

- o *Name of the Incident or Project.*
- o *Name of the air or ground contact.*
- o *Air-to-Air and Air-to-Ground frequencies and tones.*
- o *Location and description of destination, LAT/LONG.*
- o *Initial contact for flight following (name, forest, district, radio frequencies and tones, etc.).*
- o *Hand-off contact for flight following (Name, Unit, District, radio frequencies and tones, etc.).*
- o *Are other aircraft in the area of operations and what type are they? (air attack, airtankers, helicopters, etc.)*
- o *Are there any known hazards: power lines, towers, flight restrictions, Military Training Routes (MTRs), Military Operating Areas (MOA), or weather factors?*
- o *Sunrise/Sunset times.*

*Requests not filled within the Southern Area may be sent to NICC for placement (with concurrence from the requesting unit). Dispatch offices will ensure that incident information is accurate, including current frequencies, reporting location, and contacts in IROC.*

**Values at Risk**

*Values at Risk and Timeframe of Threat must be entered in Special Needs of IROC and on the kneeboard. The following are what are considered values at risk and Timeframe of Threat:*

- **Human Life:** *Entrapment, Reinforce escape routes/safety zones, Other (Medivac, Highways, Recreation Areas).*
- **Communities:** *Community infrastructure, historically significant cultural resources.*
- **Property:** *Primary Residences, Seasonal Residences, Commercial property including timber/plantations, Outbuildings. Other (Livestock).*
- **Natural Resources:** *T&E Species, Wildlife Habitat, Grazing Allotments, Designated Critical Areas.*

**Timeframe for Threat**

- *Imminent, within the operational period, 24 hours, etc.*

### ***SACC and Regional Prepositioned Aircraft***

*At the end of shift all SACC and regional prepositioned aircraft will be released in IROC to the appropriate base or to a regional preposition incident for a clean start on the next shift.*

*Aircraft Relocation - Requests to relocate airtankers, leadplanes, ASMs, Exclusive Use air attack aircraft, aircraft on Regional Support and SACC support must be made through the SACC Aircraft Desk. (Note that prior to relocating a CWN aircraft outside of the state, a determination must be made as to whether or not a timelier and more cost-efficient aircraft is located near the new location, the determination will be made by the SACC or at the NICC in the case of nationally contracted aircraft or national aircraft resources).*

*All relocations, reassignments, and other missions involving national resources (such as Large Airtankers, Leadplanes, and Aerial Supervision Modules) will be coordinated with the NICC by the SACC Aviation Coordinator or SACC management.*

## **TYPES OF FLIGHTS**

### **Point-to-Point**

A “Point-to-point” flight is one that originates at one developed airport or permanent helibase, and flies directly to another developed airport or permanent helibase with the sole purpose of transporting personnel or cargo (this term does not apply to commercial air travel). These types of flights are often referred to as “administrative” flights and only require the aircraft and pilot to be carded and approved for point-to-point flight. A point-to-point flight is conducted higher than 500 feet above ground level (AGL).

### **Southern Area Supplement** **Administrative Flights**

*Administrative Flight - Point-to-point flights that are not mission oriented or tactical in nature. They do not require the use of a resource order and typically involve the transport of people or cargo while conducting normal agency business.*

*For complete information on the US Forest Service Administrative Use of Aircraft, please reference the Administrative Use of Aircraft Desk Reference found at:*

*[https://www.fs.usda.gov/sites/default/files/media\\_wysiwyg/administrative\\_use\\_of\\_aircraft\\_desk\\_reference\\_updated\\_2018.pdf](https://www.fs.usda.gov/sites/default/files/media_wysiwyg/administrative_use_of_aircraft_desk_reference_updated_2018.pdf)*

- *Ordering Priorities – Generally, priority for ordering is agency aircraft, and then contract aircraft. Use the most formal contracts first, then move from most to least formal. If the cost analysis indicates commercial air travel is not feasible or cost effective, agency owned aircraft must be considered first, followed by Exclusive Use Contract aircraft. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN aircraft may be ordered.*
- *Local CWN Aircraft - If agency exclusive use aircraft are unavailable, local (in state) CWN contract resources may be considered. Some USFS CWN Aircraft are dispatched*



*exclusively by the NICC. This, for example, is applicable to all USFS contracted CWN helicopters. All orders for nationally contracted (MATOC) aircraft will be placed to SACC for subsequent placement to the NICC. Other CWN aircraft, or DOI On-Call Aircraft may be ordered directly by the State coordination center where those resources reside.*

- *Ordering Through the SACC Aircraft Desk - If an order cannot be filled locally, the State Coordination Center will place the order with the SACC Aircraft Desk. The SACC Aircraft Desk will process the requests.*
  - *If either scheduling or a cost analysis dictate the use of Exclusive Use aircraft, the SACC Aircraft Desk will place the order with the appropriate State Coordination Center. The SACC Aircraft Desk will also place requests that can be filled with DOI On-Call aircraft with the appropriate State Coordination Center. The SACC Aircraft Desk will not order these aircraft directly from the contractors. All requests that are to be filled with USFS CWN resources that fall under the national USFS MATOC contract will be placed with NICC. When the aircraft has been scheduled or ordered, the SACC Aircraft Desk will complete the remaining blocks in the AFRS and provide a copy to the requesting unit and the sending unit.*
  - *DOI Office of Aircraft Services (OAS) Aircraft - OAS On-Call Aircraft Contracts & Source List aircraft may also be considered along with CWN aircraft, however, DOI agencies must use OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list at <https://www.doi.gov/aviation>. The source list is only available to individuals with a DOI computer login. Non-DOI employees will have to ask an appropriate DOI employee, such as a DOI COR or Aviation Officer, for any DOI contract information. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List aircraft is selected, and the aircraft is within that state, State Coordination Centers may order direct. If you need an aircraft from another state, the SACC Aircraft Desk will order the aircraft through the appropriate dispatch channels.*

### ***Non-Administrative Flights***

*The non-administrative flight process will be identical to the administrative flight process with the following exceptions:*

*Non-administrative flights normally result from a resource order. An Aircraft Flight Request/Schedule (AFRS) will be used for the scheduling. In some cases, non-administrative flights may be of an emergency nature and the order would be filled with the timeliest appropriate resource available. Continued use of the aircraft after the emergency has passed may result in replacement with a more cost-effective aircraft. The Incident Hosting Unit shall approve the cost of using charter aircraft prior to scheduling.*

## Mission Flights

Mission flights (also known as FS Special Use Mission flights) are defined as flights not meeting the definition of 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, rap

elling or cargo let-down, horse herding). Special Use Mission Flights may require special pilot endorsements, flight evaluations, training, and/or specialized aircraft equipment.

## Flight Manager

A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights.

For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the *Interagency Aviation Training Guide* found at:

[https://www.iat.gov/docs/IAT\\_Guide.pdf](https://www.iat.gov/docs/IAT_Guide.pdf)

The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached. The Flight Manager duties are:

Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).

Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.

Ensure proper Resource Tracking procedures are met.

Ensure passenger aircraft safety briefing is conducted.

Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.

Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.

Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.

Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).

For Canadian travel, the Flight Manager will ensure proper documentation is included.



## FLIGHT FOLLOWING MANAGEMENT

### FAA Flight Plans

FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute and close out with dispatch once the aircraft is on the ground to accomplish resource tracking. The pilot shall close out the flight plan with the FAA once the flight is completed.

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 will be used. Automated Flight Following (AFF) or Verbal flight following is not required enroute when an FAA flight plan has been filed.

### Agency Flight Plans

Agency flight plans are the responsibility of the pilot, to be distributed through the originating dispatch office and are documented on an Aircraft Flight Request/Schedule. All aircraft operating on Agency Flight Plans shall monitor Air Guard.

### Aircraft Flight Request/Schedules

Tool used between aviation crews and the dispatch system to share flight information critical for resource tracking, identification on intended method of flight following and, if warranted, mishap response.

Aircraft Flight Request/Schedules will be completed by the pilot or flight manager (regardless of type of flight plan filed) and shared with the originating dispatch center when the flight meets all the following criteria.

#### Southern Area Supplement

##### *Aircraft Flight Request/ Flight Schedule (Flight Strip)*

*An Aircraft Flight Request/ Flight Schedule (Flight Strip) will be completed by the pilot or the flight manager prior to take off and will be provided to the local dispatch center for dissemination through dispatch channels. SACC requires a flight strip any time an aircraft is mobilized across state boundaries (excluding initial attack) or crossing GACC boundaries (including initial attack). Flight Strips should also be used for aircraft that are demobilizing from an incident if the resource is an agency aircraft or an Exclusive Use aircraft, or if an agency person is aboard the aircraft. For CWN aircraft being demobilized, an Aircraft Flight Request/ Flight Schedule (Flight Strip) is unnecessary, unless agency personnel are onboard. Released CWN aircraft are no longer under operational control, and do not have to provide demob information. Flight strips are therefore optional.*

### Under Agency Operational Control

- Applies to CWN aircraft hired on resource orders and mobilizing to requested delivery location. Does not apply to CWN aircraft released back to the vendor "provided no government personnel or cargo on board."

- Applies to all government owned aircraft
- Does NOT apply to contracted aircraft relocating in preparation for the beginning of a mandatory availability period (MAP) for an exclusive use contract. These aircraft are not under agency operational control until beginning of their exclusive use MAP.
- Leaving the local area (dispatch zone), and
- Admin/non-tactical/point-to-point flight OR tactical/mission flight that is leaving the local area and includes a scheduled stop for a tactical briefing, fuel stop, or passenger pick-up/drop-off enroute to an incident.

### **Flight Following**

- The process(s) through which an aircraft is actively monitored, at regular intervals, using approved flight following methods from departure point to destination. This results in the knowledge of aircraft location and condition providing a reasonable degree of certainty such that, in the event of a mishap, search and rescue may be initiated.
- For point-to-point flights across dispatch or geographic area boundaries, it is preferred and recommended that the pilot operate IFR or flight follow with the FAA, alleviating the need for local dispatch agency flight following. Flight following with the FAA does not negate obligation to complete a flight schedule when required.

### **Resource Tracking**

- An approved method by which the intended movement of a resource is documented and coordinated prior to departure, at completion of each leg, and upon arrival at destination. This results in the reasonable confirmation of a resource's status and location.
- GACC's and NICC complete resource tracking, neither are a flight following entity except for North Ops and South Ops.

For mission flights, there are two types of Agency Flight Following:

Automated Flight Following (AFF). AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more information).

Radio Check-in. Radio Check-in/Check-out 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 but is not required when an FAA flight plan has been filed for a point-to-point flight. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing per the *NWCG Standards for Helicopter Operations, PMS 510*:

<https://www.nwcg.gov/publications/510>

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, as a minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time enroute, souls and fuel on board and will close out with dispatch once the aircraft is on the ground.

Flight following is the responsibility of the originating dispatch office and will remain so until transferred through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. 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 SAFECOM system.

### **Flight Following for Demobilization**

Flight Following will be performed on all Government or Exclusive-Use contract aircraft being demobilized. NICC will release charter and CWN aircraft to the vendor without flight following provided no government personnel or cargo is on board. All aircraft release information will be entered in to IROC.

### **National Flight Following Frequency (168.6500 MHz)**

The National Flight Following Frequency is used to monitor interagency and contract aircraft. All aircraft on point-to-point or mission flights should establish/terminate flight following and confirm AFF on the National Flight Following frequency. All dispatch centers/offices will monitor the National Flight Following frequency at all times. A CTCSS tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency. The National Flight Following frequency is to be used for flight following, dispatch, or redirection of aircraft. No other use is authorized.

### **Automated Flight Following (AFF)**

AFF is an online government application that automatically tracks the location and velocity of specially equipped aircraft and mobile assets and provides this information in near-real-time to dispatchers, aviation managers, and other authorized users. AFF reduces the requirement to "check-in" via radio every 15 minutes and provides the dispatcher with a wide range of information on the flight, airspace, and other data that may be pertinent to the flight. This reduces pilot workload, clears congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

### **Requirements to Utilize AFF**

AFF does not reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability, and for the aircraft to be monitoring appropriate radio frequencies during the flight. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.

Procedures for utilizing AFF:

- When an aircraft is ordered, or a user requests flight following from a dispatch office.

- The dispatch office will verify the aircraft icon is visible on the screen and be able to quickly monitor the page at any time during the flight.
- The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
- When aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating call sign, departure location, number on board, fuel on board, ETE, destination, confirmation of AFF location. This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can “see” the aircraft on the computer screen. If there is a problem at this point, change to radio check-in procedures until the problem is resolved.
- If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.
- If there is a deviation from the planned flight route, the pilot will contact the dispatch office via radio with the changed information.
- The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and document the location for the duration of the flight.
- If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. (During tactical operations below 500’ a periodic red indication is normal and does not necessitate an ‘immediate’ contact especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)
- If radio contact is made after a lost signal, the flight may continue utilizing radio check-ins for flight following.
- When the aircraft has completed the flight and landed, the pilot or flight manager (Flight Manager, ATGS, etc.) shall contact the dispatch office via radio or telephone informing them that they are on the ground.

Additional information about AFF can be found at: <https://www.aff.gov/>

#### **Responsibilities of the Sending Unit:**

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and method of flight following (Agency or FAA) to the Sending Unit’s GACC.
- Notify the GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.
- On any point-to-point flight crossing Geographic Area boundaries, instruct the Pilot-In-Command or Flight Manager to contact NICC Flight Tracking at each stop enroute. Aircraft support vehicles should contact NICC Flight Tracking at fuel stops.

NICC Flight Tracking: (800) 994-6312

**Responsibilities of Sending GACC:**

- Sending GACC will relay the Aircraft Flight Request/Schedule to NICC.
- Notify NICC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft.

**Responsibilities of NICC:**

- Relay Aircraft Flight Request/Schedule to the receiving GACC.
- Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Resource track aircraft to specified destinations.
- Monitor flight plans for additional utilization.

**Responsibilities of Receiving GACC:**

- Relay Aircraft Flight Request/Schedule to the Receiving Unit.
- Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty minutes.
- Confirm arrival of all aircraft to NICC.
- Notify NICC of any aircraft overdue by more than thirty minutes.
- Assist with search procedures for overdue aircraft.

**Responsibilities of Receiving Unit:**

- Confirm arrival of all aircraft to Receiving GACC.
- Notify Receiving GACC of any delays of a flight plan exceeding thirty minutes; notify receiving GACC of any aircraft overdue by more than thirty minutes.
- Initiate/assist with search procedures for overdue aircraft.

**Southern Area Supplement**

*The SACC Aircraft Desk will resource track all aircraft crossing Southern Area dispatch boundaries which have been ordered through SACC on:*

- *Aircraft Orders*
- *Aircraft Flight Request/ Flight Schedule (Flight Strip)*

**Responsibilities**

- *On any flight requiring stops enroute to a destination within Southern Area that crosses state boundaries, instruct the Pilot-In-Command or Flight Manager to contact the SACC Aircraft Desk at (678) 320-3012 at all stops.*

## COOPERATOR AIRCRAFT

Refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* for additional information regarding cooperator aircraft.

<https://www.nifc.gov/standards/guides/red-book>

Cooperator-contracted aircraft also on an existing federal contract with federal aircraft and pilot cards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter.

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. Approval will be by USDA Forest Service/DOI letter.

Cooperator-owned/-operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter. Cooperator-owned/-operated aircraft meeting requirements of the *NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters, PMS 525-1* or other applicable NWCG standards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter.

<https://www.nwcg.gov/sites/default/files/publications/pms525-1.pdf>

All cooperator aircraft used on federally protected lands must be approved by FS/DOI letter. Utilization of approved, cooperator aircraft shall be limited based on 49 UNITED STATES CODE §40125.

- All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.
- The use of cooperator aircraft must involve a “significant and imminent threat to life or property” documented daily on the Cooperator Aircraft Use Validation Worksheet ([chapter 80](#)) to document the justification for aircraft utilization.

### Non-Federally Approved Cooperator Aircraft

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place.

The following conditions apply for non-federally approved aircraft:

- No federal employees are allowed to ride on board the aircraft.
- No federal employee may be assigned to a position that exercises contractual control.
- Federal personnel may load retardant at federal airtanker bases, regardless of jurisdiction.
- Federal personnel may provide aerial supervision (ATGS, ASM, HLCO, Leadplane) under existing standard operating procedures and agreements.
- The aircraft remains under State operational control regardless of the agency affiliation of the firefighters directing the aircraft on an incident with State jurisdiction.
- The aircraft are approved to interact with federal dispatch personnel as long as the aircraft remains under the operational control of the State or for safety reasons.

Under emergency circumstances, where human life is immediately at risk by wildland fire on lands under federal protection, a Federal Line Officer can approve the use of non-federally approved aircraft. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet the emergency need. Federal line officers are encouraged to consult with agency aviation management personnel to aid in decision making.

Approving Federal Line Officer must document exemptions in accordance with agency guidance to include submitting a SAFECOM within 24 hours.

<https://www.safecom.gov/>

## HELICOPTERS

All Type 1 and 2 federally contracted helicopters are National Resources. There are two categories of helicopters:

- Standard: Government personnel/passenger and cargo hauling.
- Restricted: No government personnel/passenger or internal cargo transport, lift only.

For standard category helicopters, a module must be assigned. See *NWCG Standards for Helicopter Operations, PMS 510* for additional information.

<https://www.nwcg.gov/sites/default/files/publications/pms510.pdf>

For information on helicopter module staffing, reference The *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* <https://www.nifc.gov/standards/guides/red-book>

There are two contractual types of helicopters:

- Exclusive-Use (EU) Contract helicopters are mobilized complete with an assigned module.
- Call-When-Needed (CWN) helicopters require the requesting unit to provide a module.

When processing requests for helicopters, the NICC will inform the requesting GACC of the contract type of the assigned resource.

### CWN Helicopters

#### FS CWN

All CWN Type 1, Type 2, and Type 3 US Forest Service (FS) Helicopters will be initially ordered through the NICC. Please reference payload category information in the MATOC section, below, for additional ordering directions. GACCs will obtain approval from NICC prior to reassigning FS contracted CWN Type 1, Type 2, and Type 3 Helicopters to another incident.

#### DOI CWN

All DOI Agency Type 3 CWN Helicopters are ordered through normal ordering channels and are dispatched either locally, or through GACCs.

For all CWN Helicopters, the following apply:

- The requesting unit must provide a helicopter manager name and contact information, documented in the “Special Needs” of the resource order, before NICC will assign the helicopter.



- Any federal restricted category helicopter may be filled with either a HMGB (Helicopter Manager) or HMLR (Helicopter Manager Limited Use/Restricted).
- Any Standard category helicopter shall only be filled by a HMGB, unless the Standard category helicopter is put into “Limited-Use” as outlined in the NWCG Standards for Helicopter Operations and notated in the resource order request under “Special Needs,” then a HMLR may fill the resource order as the manager.
- It is preferred that CWN Helicopter Managers and/or modules meet with their assigned helicopter off-site from the incident prior to performing work.
- The specific reporting location should be identified on the resource order, such as a Fixed Base Operator (FBO) or other easily located site.

### Southern Area Supplement

#### **CALL WHEN NEEDED (CWN) CONTRACT HELICOPTERS**

- **National Resources:** *Type 1 and 2 helicopters are considered National Resources and must be ordered through SACC Aircraft Desk to NICC.*
- **Manager’s Name:** *A manager's name and contact information is required in the Special Needs of any order before filling orders for helicopters.*
- **Resource Order Numbers:** *CWN helicopters are ordered with “A” numbers, modules may be ordered either using subordinate aircraft requests (“A dot” numbers) or with individual “O” numbers, depending on needs.*

#### **EXCLUSIVE-USE HELICOPTERS**

##### **FS EU Helicopters**

All FS EU Type 1, 2 and 3 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC. Forest Service EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of the MAP.

For FS EU helicopters, the standard 14-day assignment applies to the crew, not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. When numerous internal rotations of staffing Exclusive Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC, Regional Helicopter Operations Specialist, and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances.

For additional direction please reference the *FSM 5700* and *NWCG Standards for Helicopter Operations, PMS 510*

##### **DOI EU Helicopters**

All Exclusive-Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.

##### **\*For all EU Helicopter Aircraft, the following apply:**

- Exclusive-Use Contract Helicopters are dispatched locally by the Administrative Unit.

- When requested by NICC, National Resources will be dispatched by the dispatch center hosting the resource at the time of request.

### **US Forest Service Type 1 and Type 2 Helicopters**

All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by NICC and the FS National Rotor-Wing Coordinator, in alignment with NMAC and Agency prioritization and direction.

Periodically, FS Type 1 and Type 2 EU Helicopters not within their Mandatory Availability Period (MAP) are hired under their EU Contract for optional use periods for incidents or projects. A modification to the EU Contract is required for the duration of the incident assignment. If an FS EU Helicopter Manager is not immediately available, the requesting Geographic Area will assign a Helicopter Manager. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the EU Helicopter is being dispatched.

FS EU Helicopter utilization is closely monitored. In some cases, underutilized resources will be reallocated nationally, to higher priority incidents or Geographic Areas. When requested by the NICC, GACCs will make these aircraft available. If a GACC has a need to backfill behind a Forest Service EU Helicopter, that GACC will show the need by placing a request to the NICC. In no situation, will a GACC remove a FS EU Helicopter from another Geographic Area, without coordination with the NICC and the FS National Aircraft Coordinator.

### **US Forest Service Type 3 Helicopters**

All T3 CWN FS Helicopters will be initially ordered through the NICC. Notification will be made to the CWN Type 3 CORs, by the National Rotor-Wing Coordinators, at the time the orders are filled. Please reference payload category information in the MATOC section, below, for additional ordering directions.

**\*All FS CWN helicopters ordered on non-suppression program/project funds will require a FS-6500-224 (Commitment & Obligation Request Form), signed by a Regional/Forest/Local Budget Officer (or designee with budget authority), and uploaded in IROC, at the time the order is placed. The local ordering units should coordinate with their Unit Aviation Officer or Forest Aviation Officer for this information.**

FS Type 3 EU helicopters play a critical role in local, geographic and national response. Mandatory Availability Periods associated with the Exclusive-Use Type 3 fleet directly correlate with the hosting Forest's historical fire season and include time periods considerate of program stand-up and stand-down. As fire danger varies throughout any given year, Forests hosting FS suppression funded Type 3 EU helicopters should base resource availability off the National Fire Danger Rating System Adjective.

The following chart depicts the appropriate availability status correlating to an NFDRS adjective:

During a host forest's NFDRS rating of Low or deescalating Moderate, Type 3 EU helicopters and modules are expected to be available national, upon request by the NICC, unless already committed in their host GACC. An escalating Moderate, High, or above rating should constitute availability at the geographic/region or hosting forest level. Helicopters at or above moderate fire danger rating may be made available nationally at the discretion of the GACC.

<b>Hosting Forest NFDRS Adjective</b>	<b>Type 3 EU Availability Status</b>
Extreme	Hosting Forest of geographic/regional level
Very High	Hosting Forest of geographic/regional level
High	Hosting Forest of geographic/regional level
*Escalating Moderate	Hosting Forest of geographic/regional level
**Deescalating Moderate	National
**Low	National

In order to request a forest EU or a like/kind backfill, place an order with the forest's NFDRS rating in the special needs of the request.

Resource needs shall be coordinated with all parties involved, to include the aircraft manager, CIMT or receiving unit, GACC/MAC Group, NICC, Regional HOS/or other delegated regional aviation authority, and the applicable National Rotor-Wing Coordinator. The aircraft's current day on assignment will be considered. Reference Forest Service EU direction, above, regarding length of assignment. The forest's NFDRS rating will be used in resource prioritization when filling the order. Depending on conditions, low to de-escalating moderate forest's NFDRS ratings may be filled with a CWN resource.

**Southern Area Supplement**  
**Helicopter Typing:**

<i><b>Components</b></i>	<i><b>Type 1</b></i>	<i><b>Type 2</b></i>	<i><b>Type 3</b></i>
<i>Allowable payload at 59° F at sea level</i>	<i>5,000</i>	<i>2,500</i>	<i>1,200</i>
<i>Passenger seats</i>	<i>15 or more</i>	<i>9 – 14</i>	<i>4 – 8</i>
<i>Retardant or water-carrying capability (gal)</i>	<i>700</i>	<i>300</i>	<i>100</i>
<i>Maximum gross takeoff and landing weight (lb)</i>	<i>12,501+</i>	<i>6,000 – 12,500</i>	<i>Up to 6,000</i>
<i>Examples</i>	<i>CH-54, CH-47</i>	<i>Bell 204, 205A++, 212HP</i>	<i>Bell 407 A-Star B3</i>
<i>Helitanker</i>	<ul style="list-style-type: none"> <li><i>• Fixed Tank</i></li> <li><i>• 1,100 minimum gallon capacity</i></li> </ul>		

**Helicopter Categories:**

- **Standard Category (FAA designation)** - Authorized for passenger hauling as well as internal and external loads.
- **Restricted Category (FAA designation)** - Lift only, no passenger carrying, the seats are removed, and the aircraft is placarded. Many Type 1 helicopters are in this category.
- **Standard Category, Limited Use (Agency designation)** - Generally a temporary designation that restricts the use of the helicopter to external loads, no passenger carrying, but the seats are not removed. Designated crew members essential to the mission are authorized passengers.

Standard category Type 2 helicopters may be placed in the Limited use category. The Regional Aviation Officer must write a letter each time a Type 2 helicopter is placed in or out of the limited use category. A copy of the letter must be sent to the requesting unit and a copy must be placed on board the aircraft.

Standard category Type 3 helicopters may be placed in the Limited use category. For Forest Service units in the Southern Area a blanket letter issued by the Regional Aviation Officer is presently on file, allowing individual forests to manage their Type 3 helicopters in a Limited use capacity when necessary, provided certain guidelines have been followed.

**HELICOPTER MODULES**

All helicopters ordered for suppression purposes will be sent with a complete helicopter module based upon the type and category of the helicopter. The manager will meet the CWN helicopter at a location other than the incident so that an acceptance inspection can be completed on the aircraft and pilot prior to the actual performance of any aviation operations. Note that the DOI Fish and Wildlife Service and National Park Service do not require full modules for non-interagency incidents.

<b>TYPE/ CATEGORY</b>	<b>STAFFING</b>
Type 1 helicopter, standard	Manager and four crew persons
Type 1 helicopter, restricted	Manager only
Type 2 helicopter, standard	Manager and three crew persons
Type 2 helicopter, restricted	Manager only
Type 2 helicopter, standard category in limited use status	Manager only
Type 3 helicopter, standard category	Manager and two crew persons
Type 3 helicopter, standard category in limited use status	Manager only

- **Helicopter Modules:** When exclusive use contract helicopters are dispatched to other units, the assigned manager and module will accompany the ship. When "Call When Needed" (CWN) helicopters are ordered, a qualified module, if in standard category, will also be ordered to manage the ship, unless the ordering unit can provide a module. Names of personnel must be furnished.

***SOUTHERN AREA EXCLUSIVE USE HELICOPTERS***

<i>State</i>	<i>Base Name</i>	<i>Agency</i>	<i>Contract Dates</i>
<i>AL</i>	<i>Anniston</i>	<i>USFS</i>	<i>1/20 – 3/30</i>
<i>AR</i>	<i>Clarksville</i>	<i>USFS</i>	<i>2/04 – 4/29</i>
<i>AR</i>	<i>Mena 1</i>	<i>USFS</i>	<i>2/16 – 4/21</i>
<i>AR</i>	<i>Mena 2</i>	<i>USFS</i>	<i>2/22 – 4/27</i>
<i>FL</i>	<i>Homestead</i>	<i>NPS</i>	<i>2/01 – 5/31</i>
<i>FL</i>	<i>Ocala</i>	<i>USFS</i>	<i>1/04 – 9/30</i>
<i>FL</i>	<i>Crawfordville</i>	<i>USFS</i>	<i>1/08 – 3/08</i>
<i>FL</i>	<i>Titusville</i>	<i>FWS</i>	<i>3/22 – 5/20</i>
<i>GA</i>	<i>Cornelia</i>	<i>USFS</i>	<i>1/19 – 5/18 &amp; 11/01 – 11/30</i>
<i>KY</i>	<i>Sterns</i>	<i>USFS</i>	<i>2/24 – 4/24</i>
<i>LA</i>	<i>Alexandria 1</i>	<i>USFS</i>	<i>1/09 – 5/31</i>
<i>LA</i>	<i>Alexandria 2</i>	<i>USFS</i>	<i>1/04 – 2/26</i>
<i>MS</i>	<i>Laurel</i>	<i>USFS</i>	<i>1/18 – 5/27</i>
<i>MS</i>	<i>Forest</i>	<i>USFS</i>	<i>1/29 – 4/28</i>
<i>MS</i>	<i>Wiggins</i>	<i>USFS</i>	<i>1/25 – 4/25</i>
<i>NC</i>	<i>New Bern</i>	<i>USFS</i>	<i>1/26 – 4/25</i>
<i>SC</i>	<i>Huger</i>	<i>USFS</i>	<i>2/01 – 5/31</i>
<i>SC</i>	<i>McBee</i>	<i>FWS</i>	<i>1/22 – 3/21</i>
<i>SC</i>	<i>Savannah River</i>	<i>USFS</i>	<i>2/03 – 4/03</i>
<i>TN</i>	<i>Chattanooga</i>	<i>USFS</i>	<i>2/15 – 4/29</i>
<i>TX</i>	<i>Huntsville</i>	<i>USFS</i>	<i>1/23 – 5/02</i>
<i>TX</i>	<i>Lufkin</i>	<i>USFS</i>	<i>2/01 – 5/17</i>
<i>TX</i>	<i>Winnie</i>	<i>FWS</i>	<i>1/08 – 3/15</i>
<i>VA</i>	<i>Blacksburg</i>	<i>USFS</i>	<i>3/05 – 5/03</i>

*Exclusive Use helicopters are under formal contract, for specified periods, to various units and agencies nationally, regionally, or locally. In the Southern Area, State Coordination Centers are responsible either directly or indirectly through Contracting Officer Representatives (CORs) for management and dispatch of the Type 3 helicopters. See “Mission Flights” for information related to dispatching Type 3 helicopters. The relevant State Coordination Center must notify SACC Aircraft Desk of the new location if an Exclusive Use helicopter in their dispatch area is relocated.*

*The modules for Exclusive Use Contract helicopters are dispatched with the contract helicopters. Exclusive Use helicopters with modules are ordered with a single “A” number. The crew members are subordinate “A” numbers to the parent request.*

### **BLM Type 1 Helicopter**

The BLM Type 1 Helicopter's primary mission is initial attack. While most effective at providing rapid initial response, the crew is well equipped to respond to extended attack incidents and critical need missions on large fires.

To retain this helicopter and crew beyond initial attack for extended attack incidents, a request will be made to the GACC. Extended attack incidents that utilize the crew to fill critical positions, should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned.

### **Short-haul**

Helicopters ordered specifically for short-haul capability, will be ordered as either "HE2S – Helicopter, Type 2 Standard" or "HE3S - Helicopter, Type 3 Standard" with the "Short-haul capability" feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as short-haul capable.

### **FS Short Haul**

The primary mission for FS Short-haul helicopters is initial attack. The programs also maintain staffing for emergency medical response and can mobilize upon request during their contract availability periods.

#### *Southern Area Supplement*

#### **SHORT-HAUL CAPABLE HELICOPTERS**

*Currently, there are no short-haul capable helicopters in the Southern Area. However, one may be pre-positioned in the Southern Area during increased incident activity. Short-haul capable aircraft will still be considered primarily a firefighting resource; they will continue to perform typical fire missions such as water drops, cargo and personnel transport while being available for short-haul missions, if needed.*

*Emergency medical short-haul will be just one of a number of options for getting medical care to a person in need, or for extracting injured or ill personnel. All options must be considered and included in pre-incident emergency medical planning.*

*Short-haul proficiency operations will be allowed on all incidents, in accordance with the requirements in the Forest Service Emergency Medical Short-Haul Operations Plan and the Department of Interior Helicopter Short-Haul Handbook.*

*For additional information and current locations of short-haul helicopters, visit the Emergency Medical Evacuation page at <https://gacc.nifc.gov/sacc/emergencymedical.php>*

*For additional sources, visit the Interagency Emergency Helicopter Extraction Source List (PMS 512): <https://www.nwcg.gov/committee/hshu-ehe>*

### *Helicopter Support Equipment*

*If not provided locally, helicopter support kits, rescue kits, and extraction kits, etc, must be ordered.*

## **MULTI-AWARD TASK ORDER CONTRACT (MATOC)**

### **Helicopters**

The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. All CWN FS Type 1, Type 2, and Type 3's are MATOC helicopters.

- Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally.
- The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius for Type 2 and Type 3 helicopters, and 8,000 feet and 25 degrees Celsius for Type 1 helicopters.
  - Example: 2.1200
    - The 2 is the helicopter type.
    - The 1200 is the allowable payload.
- All awarded model aircraft are represented on the following charts with either a payload category, or a low to high end payload category range.
- When ordering, please identify **only one** payload category in the special needs of the request. This is the lowest payload category that is technically acceptable for your request. **Do not specify make or model.**
- By specifying the lowest acceptable payload category in the special needs of your order, it will include competition at that payload category and above.
  - **Example: You need a Type 1 w/a bucket that can lift a minimum of 9,000 lbs.**
    - **Your order would be for a 1.9000 helicopter with a bucket**
      - **We would then compete all T1's with a bucket that could lift 9,000 lbs. and above.**
- Please include any other specification in the special needs of your request. For all modern aircraft, please include an additional justification in your request, such as a specific Exhibit from the parent contract. For twin engine, specify "twin engine" in your request.
- For additional assistance with ordering, please contact your Regional Helicopter Operations Specialist or National Rotor-Wing Coordinators.

### **Type 1 Restricted w/Bucket**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
1.2100 – 1.3300	UH-60	Low – High
1.2100 – 1.3300	332L1	Low - High
1.3300	K-1200	N/A
1.2100 – 1.3300	S-61N	Low – High
1.5000	S-61A/SH-3H CMRB	N/A
1.3000 – 1.3300	BV-107	Low – High



1.3300 – 1.7000	UH-60+/HH-60L	Low - High
1.7000 – 1.9000	CH-54A/S-64E	Low – High
1.11000 – 1.17000	CH-54B/S-64F	Low High
1.9000 – 1.15000	BV-234/CH-47	Low - High

**Type 1 Restricted w/ Tank**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
1.2100	UH-60	N/A
1.2100 – 1.3300	332L1	Low - High
1.2100	S-61N	N/A
1.3300 – 1.5000	S-61A/SH-3H CMRB	Low – High
1.3000 – 1.5000	UH-60+/HH-60L	Low - High
1.5000 – 1.7000	CH-54A/S-64E	Low - High
1.9000 – 1.13000	CH-54B/S-64F	Low – High
1.9000 – 1.11000	BV-234/CH-47	Low - High

**Type 2 Standard w/Bucket (\*indicates models with twin engine capability)**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
2.1200	*212HP	N/A
2.1450 – 2.1700	205A1	Low - High
2.1700	210	N/A
2.1700	*212 Eagle	N/A
2.1700 – 2.1850	205A1++	Low - High
2.2450	214B1	N/A

**Type 2 Restricted w/Bucket**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
2.1450	UH1B	N/A
2.1650	UH-1F	N/A
2.1850	58T	N/A
2.2050 – 2.2650	UH-1H-17	Low - High

**Type 2 Standard w/Tank**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
2.900	205A1	N/A
2.900	*212HP	N/A
2.900 – 2.1450	205A1++	Low - High

**Type 2 Restricted w/Tank**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
2.1700-2.2650	UH-1H-17	Low - High

**Type 2 Standard Modern Bucket/Tank**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
2.1350+	*EC145 (Bucket)	N/A
2.1350+	*412EPX (Bucket)	N/A
2.900	*EC145 (Tanked)	N/A

**Type 3 Standard w/Bucket**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
3.270	AS350A/B2	NA
3.600-3.850	206L1	Low - High
3.600-3.850	206L3	Low - High
3.600-3.850	206L4	Low - High
3.700-3.800	*900/902	Low - High
3.950-3.1350	407A	Low - High
3.950-3.1350	407HP	Low - High
3.950-3.1350	AS350B3	Low - High
3.950-3.1350	AS350B3E	Low - High

**Type 3 Standard w/Tank**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
3.750-3.800	407A	Low - High
3.750-3.800	407HP	Low - High
3.750-3.800	AS350B3	Low - High
3.750-3.800	AS350B3E	Low - High

**Type 3 Standard Modern**

<b>Payload Category</b>	<b>Model</b>	<b>Payload Range</b>
3.650+	*429A	N/A

## RAPPELLERS

The Forest Service National Helicopter Rappel Program's primary mission is initial attack. When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as "RPIA – Load, Rappeller, Initial Attack" on an Aircraft request. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available. The NICC, in conjunction with the FS National Aircraft Coordinator, may determine situations when closest resource is not applicable.

Please refer to Chapter 20 for specific guidance for ordering helicopter module personnel and booster orders.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending, and receiving rappel base in concurrence with NICC and the GACCs.

GACCs prepositioning rappellers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, rappellers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving rappel bases in concurrence with NICC and the GACCs.

Rappellers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual "O" requests. Rappellers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Rappel crews may be utilized for large fire support, all-hazard incident operations, and resource management objectives. Rappel crews are well equipped to respond to extended attack incidents and critical need missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions, should order replacement personnel for those positions in case the aircraft and crew are reassigned.

Helicopters ordered with rappel capability for preposition and/or large fire support, will be ordered as "HE2S – Helicopter, Type 2 Standard", with the "Rappel Capability" feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as rappel capable.

### Rappeller Numbers

Planned staffing includes 285 Rappellers at the following locations (actual fire season numbers may vary):

Great Basin	Boise, ID	15
	Price Valley, ID	30
	Salmon, ID	45
Northern Rockies	Gallatin, MT	17
	Libby, MT	16

Northwest	Grants Pass, OR	21
	John Day, OR	28
	Prineville, OR	27
	La Grande, OR	38
	Wenatchee, WA	27
Northern California	Nevada City, CA	20
Southern California	Trimmer, CA	21

### Rappeller Aircraft

Aircraft delivering Initial Attack Rappellers will return to the sending base or a designated location before the end of the pilot's daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

### SMOKEJUMPERS

Smokejumpers primary mission is initial attack. All initial attack orders will 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.

When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in IROC as "SMIA - Load, Smokejumper, Initial Attack" on an Aircraft request.

BLM smokejumper initial attack aircraft may be launched within its current dispatch zone to new incidents after having been provided location, bearing, distance, and flight following frequency. All other pertinent information will be provided to aircrews while enroute.

Specifying the delivery system is not permitted. The sending unit will fill the request with a roster in IROC or by forwarding a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the smokejumper aircraft is airborne. Any intent to retain Smokejumpers which have not been utilized as an IA load will be negotiated between the sending and receiving smokejumper base in concurrence with the NICC and the GACCs.

GACCs prepositioning smokejumpers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, smokejumpers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving smokejumper bases in concurrence with NICC and the GACCs.

Smokejumpers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual "O" requests. Smokejumpers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

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.

Please refer to Chapter 20 for specific information on ordering smokejumper boosters.

### Smokeyumper Numbers

Planned staffing includes 480 smokejumpers at the following locations (actual fire season numbers may vary):

BLM Alaska	(Fairbanks)	75
BLM Great Basin	(Boise)	75
FS Northern Rockies	(Missoula)	70
	(Grangeville)	30
	(West Yellowstone)	30
FS Great Basin	(McCall)	70
FS North Ops	(Redding)	50
FS Northwest	(N. Cascade)	30
	(Redmond)	50

Satellite bases may be activated based on fire activity.

Daily availability is updated throughout the fire season and is posted at the following link:

<https://www.nifc.gov/smokejumper/reports/smjrppt.php>

### Smokeyumper Aircraft

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. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

A list of all Smokejumper Aircraft can be found at:

<https://www.nifc.gov/nicc/logistics/aviation>

## AERIAL SUPERVISION AIRCRAFT

Leadplanes, Exclusive-Use Air Tactical Aircraft, and Aerial Supervision Modules (ASM(s)) are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when requested by NICC and approved by the parent agency. Requests for leadplanes may be filled with an ASM.

### Aerial Supervision Module

The ASM is a fixed-wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

## Leadplane

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Lead planes are required for non-IA rated airtankers, such as VLATs and MAFFS. Landplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA rated airtanker missions.

Please contact the USFS National Fixed-Wing Coordinator, or appropriate agency program manager for any lead plane needs or for planning purposes.

A list of all Leadplanes/Aerial Supervision Modules can be found at:

<https://www.nifc.gov/nicc/logistics/aviation>

### Southern Area Supplement

#### **LEADPLANES/ AERIAL SUPERVISION MODULES (ASM)**

*Leadplanes and ASMs are considered National Resources. Initial Orders into the Southern Area must be made through the SACC Aircraft Desk to NICC.*

*(Note: Unless there is a special exemption letter in place at the time, USFS Air Tactical Group Supervisors (ATGS) cannot be substituted in ASM. ATGS placed in ASM platforms must have obtained ASM qualified status (AITS)).*

*State Coordination Centers will be responsible for ordering replacement Leadplane/ASM resources through SACC in a timely manner, allowing for the coordination between SACC and NICC, as these resources are often limited nationally.*

## Air Tactical Aircraft

Air Tactical Aircraft are on agency Exclusive-Use Contracts and/or Call-When-Needed (CWN) Agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.

To ensure consistent utilization, rotation, and management of the Exclusive-Use Air Tactical Aircraft fleet, refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*.

### Southern Area Supplement

*If a CWN Air Attack aircraft is assigned to an airtanker base, the airtanker base's State Coordination Center may dispatch the air attack for initial attack. Before CWN air attack aircraft may be relocated, the SACC Aircraft Desk should be notified to determine whether a more timely and cost-effective aircraft is available.*

## Aerial Supervision Requirements

*When aerial supervisors are co-located with retardant aircraft, they will be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations. Federal policy dictates additional requirements as listed below.*

### *Incident Aerial Supervision Requirements Incident Aerial Supervision Requirements*

*Note: Deviations from this table may be authorized by the agencies through local mitigations.*

### Incident Aerial Supervision Requirements

**Note:** Deviations from this table may be authorized by the agencies through local mitigations.

SITUATION	HLCO	ASM / LPIL	ATGS / ASM
Three or more manned aircraft over an incident or when mixed type and kind aircraft are over the incident working at the same time.	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
If manned and unmanned aircraft are operating within the same working area/area of operation (WA/AO). <i>(If only UAS, no aerial supervision is required.)</i>	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
Fixed-Wing Low-Level Operations in Low Light conditions.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Airtanker not IA Rated/ MAFFS/VLAT.	N/A	REQUIRED	N/A
Muti-Engine Amphibious Water Scooping Aircraft not IA carded.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Level 2 SEAT / Single-Engine Scooper operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Foreign Government Aircraft.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Congested Area Flight Operations.	ORDERED	ORDERED	REQUIRED
Periods of marginal weather, poor visibility, or turbulence.	REQUIRED IF NO ATGS/ASM / LPIL	REQUIRED	REQUIRED
Active Duty (Non-National Guard) Military Helicopter Operations.	ORDERED	N/A	REQUIRED IF NO HLCO
When requested by airtanker, helicopters, ATGS, LPIL, or ASM.	REQUIRED	REQUIRED	REQUIRED

**\*\*ASM can perform all ATGS missions however, an ATGS is required when requested by ASM.**

**Required:** Aerial supervisory resource(s) shall be over the incident when specified air tactical operations are being conducted. Required aerial supervision resources shall be on scene before dispatching tactical resources (helicopters, airtankers, water scoopers) during periods of marginal weather, poor visibility, or turbulence.



***Ordered:** Aerial supervisors shall be ordered by the unit maintaining operational control (i.e. operations may be continued while the Aerial Supervisor is en route to the incident, or if the resource is not available and assigned resource are notified).*

***Assigned:** Tactical resource allocated to an incident. The resource may be flying en route to and from, or on hold at assigned airport/helibase.*

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

### UNMANNED AIRCRAFT SYSTEMS (UAS)

Incident UAS missions may be conducted on a small scale by agency owned UAS and an agency crew or on a larger scale by vendor owned and operated UAS with agency support.

There are three federal UAS ordering scenarios:

- Agency UAS for situational awareness (SA)/ Infrared (IR)/mapping.
- Agency UAS for aerial ignition (also capable for SA/IR/mapping).
- CWN contract UAS for large fire.

For specifics on how to order UAS, please see:

<https://uas.nifc.gov/uas-ordering>

There is an on-call UAS Coordinator available to answer questions regarding UAS capabilities and to help determine the type of UAS (1-4) and overhead (UASP, UASD, UASM, or UASL) to order. UAS personnel are in high demand. Please order trainees when approved/possible.

Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or FS.

UAS Coordinator: (208) 387-5335

### Southern Area Supplement

#### UAS Typing

Type	Configuration	Endurance	Data Collection Altitude (agl)	Max Range (mi)	Typical Sensors*
1	Fixed-Wing Rotocraft	6-14 hrs. N/A	3,500-8,000 N/A	50 N/A	EO/Mid Wave IR High Quality IR
2	Fixed-Wing Rotocraft	6-14 hrs. N/A	3,500-8,000 N/A	25 N/A	EO/Long Wave IR Moderate Quality IR
3	Fixed-Wing Rotocraft	20-60 min. 20-60 min.	2,500 and Below 2,000 and Below	5 5	EO/IR Video and Stills Moderate Quality IR
4	Fixed-Wing Rotocraft	Up to 30 min. Up to 20 min.	1,200 and Below 1,200 and Below	<2 <2	EO/IR Video and Stills Moderate Quality IR

*\*Sensor payloads are variable but typically include daylight (electro-optical), infrared (IR), thermal, or mapping cameras. Type 1 and 2 UAS carry multiple camera types in a gimbaled configuration.*

*Note: Certain aircraft are specialized and will not fit this classification.*

*Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, or NWCG Standards for Fire Unmanned Aircraft Systems Operations PMS 515, or the Interagency Fire UAS Operations Website.*

### ***Interagency Fire UAS Ordering***

#### ***Best Practices for Ordering***

*USFS Region 8 has a Regional UAS Coordinator who will facilitate and coordinate UAS ordering for fire and RX missions in the Region, and who will coordinate with the National UAS Coordinator for out of region UAS resources and incidents. The current Region 8 UAS Coordinator is Jacob Shuler, who can be reached at 707-672-3187. The National UAS Coordinator can be reached at 208-387-5335.*

## **AIRTANKERS**

Airtankers are National Resources, their primary mission is initial attack. NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.

- Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC. This will be accomplished by ensuring that all support functions (i.e., Airtanker Bases, GACCs, and local dispatch centers) that are required for the mobilization of National Resources are staffed and maintained to support mobilizations. The following criteria apply to all airtankers:
- Airtankers should be dispatched by closest resource, regardless of Geographic Area boundaries.
- When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, or the closest available resource is outside of the GACC, request(s) will be placed with NICC.
- All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.

There are five types of airtankers based on payload capacity:

- VLAT = 8,000 gallons or more
- Type 1 = 3,000 to 5,000 gallons
- Type 2 = 1,800 to 2,999 gallons
- Type 3 = 800 to 1,799 gallons
- Type 4 = Up to 799 gallons

To ensure consistent utilization, rotation, and management of the national airtanker fleet, please refer to the following publications:

- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

- *Forest Service Standards for Airtanker Operations.*  
<https://www.fs.usda.gov/sites/default/files/2022-11/Standards-for-Airtanker-Ops.pdf>

### **Airtanker Use in Optional and Post Season Periods**

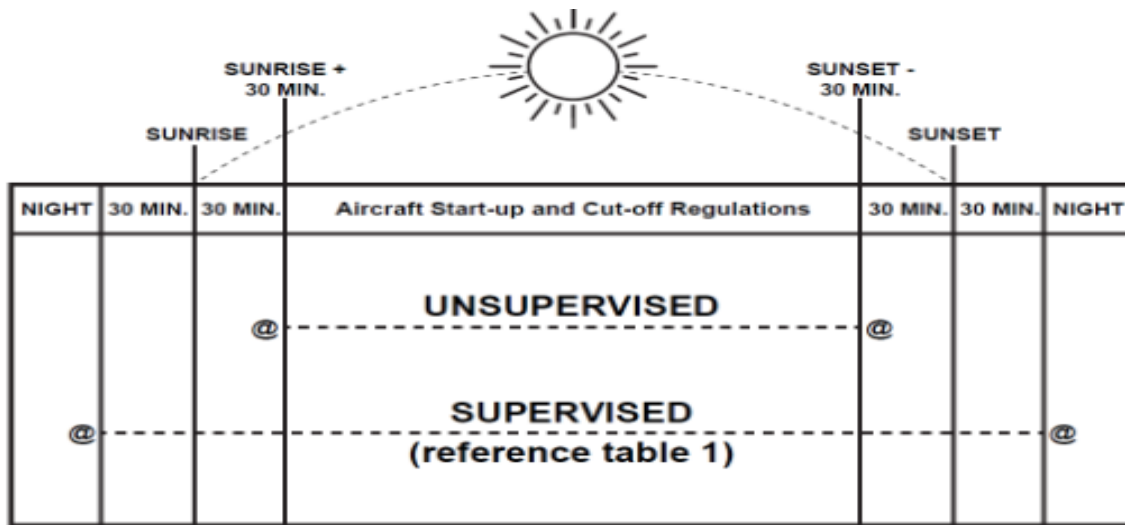
Post Season and Optional Use airtanker activations are processed by the Contracting Officer (CO), via a signed modification. The following process is used to activate airtankers during the Post Season and Optional Use periods:

- The requesting GACC will place request(s) for airtankers with NICC.
- NICC will notify the National Fixed-Wing Coordinator (NFWC) or designated representative of request(s).
- NFWC or designated representative notify the National Aviation Program Manager (NAPM), who will determine the availability of airtankers. Airtanker/vendor selection will be communicated back to the NICC. NICC will notify the GACC of the airtanker activation.
- NICC will request the airtanker from the appropriate vendor once approved by the CO.

### **Southern Area Supplement**

*Retardant Operations and Low Light Conditions (Sunrise/Sunset) – Unsupervised multi-engine airtankers shall be dispatched to arrive over a fire no earlier than 30 minutes after official sunrise and no later than 30 minutes before official sunset. Retardant operations are permitted 30 minutes before official sunrise to 30 minutes after official sunset (civil twilight) but must have concurrence by the involved flight crews and aerial supervision (Lead, ATCO, ASM or ATGS) must be on scene. Flights by multi-engine aircraft to assigned bases may occur after daylight hours.*

*SACC will prioritize and allocate federal airtankers, positioning them in areas of current or predicted high wildfire danger or activity, with coordination with the NICC.*



**Note:** Single engine/VFR aircraft, sunrise and sunset are determined by the official sunrise and sunset tables of the nearest reload base.

**Note:** Multi-engine/IFR aircraft sunrise and sunset are determined by the GPS coordinates of the incident.

*Aircraft Scheduling - The State Coordination Center responsible for managing the airtanker base, reload base, or portable airtanker base will be responsible for scheduling airtankers, leadplanes, and air attack aircraft assigned to the airtanker base. This includes establishing daily starting and ending times. The State Coordination Center shall receive concurrence on daily starting and ending times from the SACC Aircraft Desk.*

## MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS)

MAFFS provide emergency capability to supplement commercial airtankers on wildland fires. MAFFS are National Resources and are used as a reinforcement measure when contract airtankers are committed or not readily available. MAFFS will be made available to assist foreign governments when requested through the Department of State or other diplomatic Memorandum of Understanding (MOU). Geographic Areas are responsible for ascertaining all suitable commercial airtankers are assigned to wildland fires or committed to initial attack before placing a request for a MAFFS Mission to NIFC.

### US Forest Service and NICC Responsibility (for MAFFS)

The NICC is responsible for ascertaining nationally that all suitable commercial contract airtankers are committed to wildland fires, initial attack, or cannot meet timeframes of requesting units. When this occurs, NICC will notify the FS Assistant Director for Operations, NIFC. Once approval is given, the NICC activates the request through proper Department of Defense (DOD) channels. After the initial contact has been made, NICC will submit a Request for Assistance (RFA) to the DOD Liaison at NIFC.

The Governors of California, Nevada, and Wyoming may activate their respective Air National Guard Units having MAFFS equipment and qualified crews for State-controlled fires. Approval for use of MAFFS equipment must be obtained from the FS Assistant Director for Operations,

NIFC, prior to this activation. When MAFFS are activated by a governor, the FS Regional Office for that State will assign an accounting code for the incident.

### **MAFFS Ordering Criteria**

MAFFS domestic requests will be placed through established ordering channels to NICC. NICC will place a RFA to the Region X Defense Coordinating Officer (DCO).

The requesting Geographic Area needs to order the following support for MAFFS Activation:

- One each MAFFS Liaison Officer (MLO aka MAFF) and one each MLO trainee.
- One each Airbase Radio Kit (NFES 4660).
- One each MAFFS Communications Specialist (THSP).
- One each Assistant MAFFS Liaison Officer (AMLO).
- One each MAFFS Airtanker Base Manager (MABM) and one each MABM trainee.
- Logistics, Finance, and Information personnel.

MAFFS Operations must also include a MAFFS qualified Leadplane.

For MAFFs activations, the Receiving Unit must be prepared to provide administrative support (procurement, motel rooms, phones, office space, clerical and timekeeping support, transportation) to accommodate as many as twenty-six people per two (2) aircraft.

For additional information, see the *MAFFS Operating Plan*:

<https://www.nifc.gov/nicc/logistics/reference-documents>

### **WATER SCOOPERS**

Water scoopers are National Resources, and their primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Water Scoopers will be ordered as a “ATM3 - Airtanker, Type 3 (Multi-Engine)” with Water Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as scooper capability.

### **SINGLE ENGINE AIRTANKERS (SEATS) AND WATER SCOOPERS**

Managers for Single Engine Airtankers and Single Engine Water Scoopers must remain on-site with the assigned resource at all times unless repositioning, mobilizing or demobilizing.

Federal and/or State contracted SEATs are managed under either an Exclusive-Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and information can be requested through the National SEAT Coordinator. The national contract SEAT module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. A SEAT can be managed by an on-site SEMG or an ATBM.

Single Engine Water Scoopers may only be managed remotely for 24 hours to allow time for assigned SEMG/ATBM to relocate to the aircraft's operating location. Requests for a DOI On-Call SEAT or Single Engine Water Scooper must have a SEMG or ATBM identified with contact information, and the airbase/airport reporting location documented in the "Special Needs" block before NICC assigns a SEAT.

Orders for SEATs placed to NICC are coordinated with the National SEAT Coordinator. Local Units or Geographic Area Coordination Centers hiring or releasing SEATs will notify the National SEAT Coordinator regardless of jurisdiction. Consistent with the DOI authorization (see the BLM National Aviation Plan), DOI Nationally funded SEATs will be managed as DOI National shared resources. As National assets, these SEATs can and will be moved to areas of greatest need. Geographic Areas and Fire Staff on an Interagency basis will provide direction to the dispatch system on the mobilization and demobilization of SEATs to meet existing or forecasted fire loads within their jurisdiction.

DOI Nationally funded SEATs will have their IROC status set as available nationally. When assigned to an incident, DOI Nationally funded SEATs will be released back to the GACC/Hosting unit at the end of each shift and shown as available "National" in IROC. Mobilization for incident response will occur via resource order; however, once a decision to reallocate a DOI Nationally funded SEAT to another GACC is made, the receiving GACC will place a request for the mobilization, and the resource item will be transferred after mobilization is complete.

Nationally, when competition for SEATs exists, NMAC will provide SEAT allocation direction to NICC based on intelligence developed by the National SEAT Coordinator. The National SEAT Coordinator position is responsible for coordinating the allocation and reallocation of SEATs Nationwide as well as maintaining current status, location, and utilization of federal and State contracted SEATs throughout the Nation.

National SEAT Coordinator: (208) 387-5419      [blm\\_fc\\_seat@blm.gov](mailto:blm_fc_seat@blm.gov)

For additional SEAT and Single Engine Water Scooper information please see the following publications:

- *NWCG Standards for Airtanker Base Operations (SABO), PMS 508*  
<https://www.nwcg.gov/sites/default/files/publications/pms508.pdf>
- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

### *Southern Area Supplement*

*See the NWCG Standards for SEAT Operations for additional information.*

*SEATs are 500 - 800 gallon capacity single engine airtankers. They typically come with 1-4 support people, a support vehicle, and a trailer or truck mounted retardant mixing plant.*

*All initial orders for SEAT requests excluding initial attack shall be placed with NICC thru SACC to determine best value of closest forces.*

*Single Engine Water Scoopers will be ordered as a "ATS4 - Airtanker, Type 4 (Single-Engine)" with Water Scooper capability feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as scooper capability.*



### MOBILE RETARDANT BASES (MRBS)

Mobile Retardant Bases can be ordered to service Very Large Airtankers, Large Airtankers, helicopters and SEATS. Orders should be placed through normal dispatch channels to NICC.

Units should identify physical location and any limiting factors affecting access to the area of planned use. Use the “Special Needs” block to identify type of aircraft utilizing the service:

- Helicopter
- SEAT
- LAT
- VLAT

#### Southern Area Supplement

##### *Permanent Airtanker Bases in Southern Area*

<i>Airtanker Base</i>	<i>City/State</i>	<i>Capacity/ Approved Operations</i>
<u><i>Florida (FL-FIC)</i></u>		
<i>Lake City (LCQ)</i>	<i>Lake City, FL</i>	<i>VLAT, LAT, SEAT</i>
<i>Ocala (OCF)</i>	<i>Ocala, FL</i>	<i>LAT, SEAT</i>
<u><i>Kentucky (KY-KIC)</i></u>		
<i>London (LOZ)</i>	<i>London, KY</i>	<i>SEAT</i>
<u><i>North Carolina (NC-NCC)</i></u>		
<i>Kinston (ISO)</i>	<i>Kinston, NC</i>	<i>LAT, MAFFS, SEAT</i>
<u><i>Oklahoma (AR-AOC)</i></u>		
<i>Ardmore (ADM)</i>	<i>Ardmore, OK</i>	<i>LAT, SEAT</i>
<u><i>Tennessee (TN-TNC)</i></u>		
<i>Chattanooga (CHA)</i>	<i>Chattanooga, TN</i>	<i>VLAT, LAT, SEAT</i>
<u><i>Texas (TX-TIC)</i></u>		
<i>Abilene (ABI)</i>	<i>Abilene, TX</i>	<i>LAT, MAFFS, SEAT</i>
<i>Austin (AUS)</i>	<i>Austin, TX</i>	<i>VLAT, LAT, MAFFS, SEAT</i>
<i>Childress (CDS)</i>	<i>Childress, TX</i>	<i>SEAT</i>
<i>Mineral Wells (MWL)</i>	<i>Mineral Wells, TX</i>	<i>SEAT</i>

### PORTABLE AIRTANKER BASE

*The Southern Area maintains (3) portable airtanker bases (PABs), which are self-contained semi-trailers that also have office space. Each is pre-wired for electrical and telephone service and has a back-up generator. The PABs come with hoses, valves, fittings, service and support equipment, and safety items to operate a two-pit airtanker base. The PABs can be prepositioned or moved to support incidents based on priorities determined by the SACC Center Manager, USFS Region 8 Regional Aviation Officer, and the USFS Region 8 AD Operations. The USFS Region 8 Regional Aviation Officer has oversight and management of the PABs. PABs are ordered in IROC using Catalog: Equipment, Catalog Category: Miscellaneous, Catalog Item: Retardant Plant, Portable. The SACC Aircraft Coordinator will facilitate SACCs role in*



ordering a PAB. State Coordination Centers may need additional assistance arranging for and ordering support resources, such as a tractor-trailer and driver.

<i>NFES #</i>	<i>DESCRIPTION</i>	<i>QTY</i>	<i>UNIT OF ISSUE</i>
	<i>Featherlite 52' tandem-axle trailer</i>	<i>1</i>	<i>EA</i>
	<i>Facsimile/Printer/Copier</i>	<i>1</i>	<i>EA</i>
	<i>VHF-AM/VHF-FM radio with antennas and cables</i>	<i>1</i>	<i>EA</i>
	<i>VHF-AM Walkie-talkies w/ headsets and adapters</i>	<i>4</i>	<i>EA</i>
	<i>Telephones</i>	<i>3</i>	<i>EA</i>
	<i>Manuals, Office supplies, Forms</i>		<i>Assorted</i>
	<i>2500 gallon Poly-Tanks</i>	<i>2</i>	<i>EA</i>
	<i>Gorman-Rupp VG4-D or VH4-D pumps</i>	<i>3</i>	<i>EA</i>
	<i>Model 350 retardant eductor</i>	<i>1</i>	<i>EA</i>
	<i>Micro-Motion mass flow meter</i>	<i>1</i>	<i>EA</i>
	<i>3,600 gallon containment berms</i>	<i>1</i>	<i>EA</i>
	<i>200 gallon Containment berms</i>	<i>2</i>	<i>EA</i>
	<i>Fire extinguishers</i>	<i>3</i>	<i>EA</i>
	<i>Pressure washer (gasoline powered)</i>	<i>1</i>	<i>EA</i>
	<i>10 KW portable generator</i>	<i>1</i>	<i>EA</i>
	<i>Awning kit</i>	<i>1</i>	<i>EA</i>
	<i>Toolbox (Complete)</i>	<i>1</i>	<i>EA</i>
	<i>4" Hard Suction Hose</i>	<i>Varies</i>	
	<i>3" Hard Suction Hose</i>	<i>Varies</i>	
	<i>3" Fire Hose</i>	<i>1500</i>	<i>Feet</i>

## INCIDENT AWARENESS & ASSESSMENT (IAA)

IAA utilizes aerial, satellite-based assets, and ground-based cameras to collect and disseminate incident data and products to resources in near-real time. IAA is available to provide support to wildland fire operations in three mission areas:

### Large Fire Perimeter Mapping

Historically known as National Infrared Operations (NIROPS). This mission is flown at night and consists of agency owned aircraft, contracted aircraft, and Aircraft 3. NIROPS aircraft are National Resources. The National IR Coordinator will coordinate all Infrared Interpreters (IRIN).

Order Process: Visit the IAA Hub and select Request Support. NIROPS requests require the submission of both an IROC order (A# Service, Infrared Night SIRN and a pending request placed in the IAA Hub no later than 1530 hours Mountain Time.

Product deliverables: The delivered products are a shapefile, pdf map, kmz, and IRIN log posted to the incident specific folder in the NIFC File Transfer Protocol (FTP) site.

Aircraft 3 is a Department of Defense asset that is available to provide support for incidents that may not be reachable by regular aircraft. Aircraft 3 products are derived from multiple sources and closely resemble products from the other platforms. Analysis is performed jointly between the National Geospatial Agency (NGA) and the United States Geographic Survey Civil Applications Center (CAC). This asset typically requires a 1-2 day spin up for new incidents, and product delivery timeframes can be highly variable.

### New Heat Detection/Lightning Reconnaissance

Order Process: Visit the IAA Hub and select Request Support

Product deliverables: A size-up is reported to the responsible Dispatch Center. This may include an email to the center's Firenet account and phone/radio communications/confirmation.

Imagery, videos, perimeter information will be posted to NIFC EGP.

### Operational Support

GIS Perimeters, narrated/unnarrated videos, imagery overlay, and isolated heat identification.

How to Order: Go to the IAA Hub and select Request Support

Product deliverables: All products are posted in NIFC EGP within the Airborne Intel Tool. The requestor will receive a close out email once products have posted.

To request IAA support, visit the IAA Hub at:

<https://iaa-nifc.hub.arcgis.com/>

IAA requestors must have a NIFC AGOL account to submit requests in the IAA Hub. Follow the instructions on the IAA Hub to request a new NIFC AGOL account. For additional ordering information refer to the User's Guide on the IAA Hub.

Certain Interagency Multi-mission aircraft can support wildland fires as Air Attack (ATGS), Helicopter Coordinator (HLCO) and IAA mission support; these resources are known as enhanced Air Attack or Enhanced HLCO. Only one mission can be ordered, performed, and completed for each individual request. An enhanced Air Attack will only perform as an IAA resource if directly ordered for IAA mission support.

Visit the Fire Imaging Technologies for Wildland Fire Operations user guide for more detailed information. The guide can be found at:

<https://www.nifc.gov/nicc/logistics/reference-documents>

## **LARGE TRANSPORTATION AIRCRAFT**

NICC is the sole source for large transport aircraft holding 14 CFR PART 121 Certificates. Large transport aircraft are National Resources and will be requested through NICC. Large transport aircraft arranged by NICC are requested on a per mission basis. Flight Following ATD/ETE will be relayed by the NICC Aircraft Desk for each flight leg. When requesting a large transport aircraft, the following information is required:

- Number of passengers and/or cargo weight per destination and combined total weight for the flight. Pick-up point at jetport and time passengers and/or cargo are available to load.
- NICC requires 48-hour lead time to plan and schedule aircraft for demobilization flights.
- Pick-up point at the jetport is the Fixed Base Operator (FBO) or gate at the airport terminal where the aircraft will park.
- Passengers must be weighed and manifested prior to boarding the aircraft.
- Government or contractor support available at each airport, including contact name and telephone number.
- All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.

Note: Lithium Batteries are not permitted and cannot be transported in the cargo hold on NICC large transport aircraft.

### **Southern Area Supplement**

*When large transport aircraft are needed for mobilization, the SACC Aircraft Desk will work with the NICC Aircraft Desk to coordinate the missions.*

*When using large transport aircraft, the following characteristics of destination airports must be considered:*

- *Runway length must be adequate for large, dual wheeled aircraft.*
- *Runway elevation: high temperatures and elevations negatively affect aircraft capabilities.*
- *Load bearing weight: both runway and ramp must be adequate to handle aircraft weight.*
- *Ground handling facilities must be available for large aircraft, including auxiliary power, hot air starts, external stairs, and sanitation services.*
- *Fueling facilities must provide an adequate supply of appropriate fuel.*

*Time frames are critical with large transport aircraft. For this reason, it is important that personnel and cargo be weighed, manifested, and ready to load as soon as an aircraft arrives. All power tools, including pumps and chainsaws, must be free of fuel and purged before being loaded onto aircraft.*

*Currently there are no Large Transport Fixed Wing Aircraft in the Southern Area.*

## **FREQUENCIES**

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.

### **FM, VHF, and UHF Frequencies**

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. To ensure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.

### **AM Frequencies**

Initial attack AM air-to-air frequencies will be assigned by the NIICD Communications Duty Officer (CDO) after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by the dispatch zones.

When the tertiary assignment (if applicable) is used the NIICD CDO will be notified by phone or email. VHF AM assignments are used for air-to-air communications and are authorized only within the zone to which they are assigned. IA frequency assignments are not to be used on project fires. To utilize the initial attack AM assignments to their fullest capabilities they should only be used on TFRs for the initial burning period, after that a dedicated AM frequency should be ordered from the CDO through IROC.

### **FM Air-to-Ground Frequencies**

FM air-to-ground frequencies will be facilitated and coordinated by the NIICD CDO in cooperation with the agency frequency managers with the intent to create permanent assignments. Both AM and FM assignments will be used on an interagency basis and master records of the assignments are maintained by the NIICD CDO. Updated frequency information for initial attack air-to-air, and air-to-ground is coordinated annually with the GACCs.

Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from the incident host GACC, directly to the NIICD, followed by a call placed to the CDO. The CDO coordinates all National Cache FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Frequencies are ordered on an Aircraft “A” request.

### **Southern Area Supplement**

*Aviation activities related to incidents in the Southern Area may become very complex due to the population density, numerous private, commercial, and military aircraft, complex airspace, and*

*various other factors. The single biggest risk in the Southern Area is related to communications or the lack of communication between aircraft and between aircraft and ground personnel.*

*Each State Coordination Center is allocated primary Initial Attack AM Air-to-Air and FM Air-to-Ground frequencies annually from National Interagency Incident Communications Division (NIICD). Some states are broken up into zones. State Coordination Centers are authorized to assign the primary Initial Attack AM Air-to-Air Frequency and any of the Initial Attack FM frequencies within their dispatch area. Units under their respective State Coordination Center will coordinate with the State Coordination Center anytime there is a need to use a primary Initial Attack AM Air-to-Air and/or Initial Attack FM Air-to-Ground frequencies.*

***Types of frequencies requested through the SACC Aircraft Desk:***

***Air to Air AM*** – communications between aircraft using an AM (victor) frequency.

*Catalog: Aircraft*

*Category: Frequency*

*Catalog item: FQAA - Air to Air AM*

*Service Volume:*

- *Frequency authorized up to 5000' AGL per FAA engineering*
- *Incident specific usage is within 20 NM radius of provided center point*
- *10W max transmission by aircraft*

***Air to Ground AM*** – Airtanker Base (ATB) ramp frequency and for communications between ATB and aircraft

*Catalog: Aircraft*

*Category: Frequency*

*Catalog item: FQFF - Air to Ground AM*

*Service Volume:*

- *Frequency authorized up to 5000' AGL per FAA engineering*
- *Usage is within 40 NM radius of provided center point (ATB lat/long)*
- *10W max transmission by aircraft*

*Special Needs: ATB ramp frequency with latitude and longitude of ATB*

***Air to Ground FM*** – for communications between aircraft and ground personnel

*Catalog: Aircraft*

*Category: Frequency*

*Catalog item: FQAG - Air to Ground FM*

*Service Volume:*

- *Frequency authorized up to 3000' AGL by Radio Frequency Authorization (RFA)*
- *Incident specific usage is within 20 NM radius of provided center point*
- *10W max transmission by aircraft*

***Ground Tactical*** – intra-division ground communications within incident operations area

*Catalog: Aircraft*

*Category: Frequency*

*Catalog item: FQTA - Tactical*

*Service Volume:*

- *Frequency authorized for ground use only; NOT to be used in the air*
- *Incident specific usage is within 20 NM radius of provided center point*

**DECK** – *helibase flight deck logistics frequency for ground use only*

*Catalog: Aircraft*

*Category: Frequency*

*Catalog item: FQDE - Deck*

*Service Volume:*

- *Frequency authorized for ground use only; NOT to be used in the air*
- *Incident specific usage is within 5 NM radius of provided center point (helibase)*

*Special Needs: Latitude and longitude of helibase*

**Takeoff and Landing (TOLC) – AM\*** – *a specific-use air to ground frequency for helibase air traffic control*

*Catalog: Aircraft*

*Category: Frequency*

*Catalog item: FQTL - Takeoff and Landing*

*Service Volume:*

- *Frequency authorized up to 2000' AGL*
- *Incident specific usage is within 5 NM radius of provided center point (helibase)*
- *10W max transmission by aircraft*

*Special Needs: Latitude and longitude of helibase*

**Takeoff and Landing (TOLC) – FM\*** – *a specific-use air to ground frequency for helibase air traffic control*

*Catalog: Aircraft*

*Category: Frequency*

*Catalog item: FQTO - Takeoff and Landing*

*Service Volume:*

- *Frequency authorized up to 2000' AGL*
- *Incident specific usage is within 5 NM radius of provided center point (helibase)*
- *10W max transmission by aircraft*

*Special Needs: Latitude and longitude of helibase*

*\*TOLC can be ordered as an AM or FM frequency, depending on local preference.*

**NOTE:** *The incident origin lat/long listed on the Resource Order is considered the “provided center point” unless otherwise specified in Special Needs. If incident requires a larger service radius, specify in Special Needs*

*As the incidents or conditions become more complex, frequencies are ordered as follows:*

- *State Coordination Centers will place an aircraft resource "A" order to the SACC Aircraft Desk for discrete AM/FM frequencies, secondary Initial Attack Air-to-Air frequency, tertiary Initial Attack Air-to-Air frequency, specific incidents and/or preplanning for multiple incidents.*

- *SACC will fill the secondary Initial Attack Air-to-Air frequency and tertiary Initial Attack Air-to-Air frequency.*
- *SACC will place frequency orders to NIICD for discrete AM/FM frequencies, specific incidents and/or preplanning for multiple incidents.*

*When an incident has ended or a frequency is no longer needed, that frequency must be released back to either SACC or NIICD in IROC.*

*The following Forest Service frequency managers are available to help answer specific communication issues in those areas referenced on Forest Service incidents.*

***Frequency Manager:***

<i>Southern Region</i>
<i>Jerry Patrick:</i>
<i>Cell: 601-942-2786</i>

## AIRSPACE

### **Temporary Flight Restrictions (TFR) FAR 91.137**

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude information for TFRs must be provided in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds' information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmssN/ddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid "bow tie" depictions.

For further information on how flight restrictions are requested and implemented, please reference the *NWCG Standards for Airspace Coordination, PMS520* located at:  
<https://www.nwcg.gov/publications/520>

#### **Southern Area Supplement**

*In the Southern Area, requests for Temporary Flight Restrictions (TFRs) are requested by the State Coordination Centers through the SACC Aircraft Desk. The SACC Aircraft Desk will submit TFR requests directly through the appropriate FAA Air Route Traffic Control Centers (ARTCC). State Coordination Centers will provide the SACC Aircraft Desk a IROC Aircraft Request for a TFR and a TFR Request Form.*

*TFRs in the USA may be found at: <https://tfr.faa.gov/tfr3/?page=list>. When there are active incidents within the Southern Area, request the information on existing TFRs from the relevant State Coordination Center. The aircraft desk should be made aware of existing TFRs since SACC Aircraft Desk frequently receives inquiries regarding existing TFRs. TFRs are not considered to be in effect until the FAA has issued a Notice to Airmen (NOTAM) regarding the specific TFR.*



*Reference 91.137; placing a TFR over an incident area does not automatically eliminate non-tactical aircraft from the area. Note the exceptions for law enforcement and news media in the FAR.*

*It is highly recommended that an Airspace Coordinator be ordered in those cases where the airspace is complex or numerous aircraft are deployed. If an Airspace Coordinator is needed, contact the SACC Aircraft Desk.*

### **Participating Aircraft**

Internal procedures for requestors to participate in the hazard relief effort and work within incident TFRs will be coordinated to ensure the utmost safety. Please reference the *NWCG Standards for Airspace Coordination, PMS520* for standard procedures for Participating Aircraft.

### **Military Training Routes and Special Use Airspace**

Military Training Routes (MTR) and Special Use Airspace (SUA) that present conflicts with incident related aviation activities will be identified by local units. One source for this information is the *AP/1B, Flight Information Publication, Military Training Routes*. Each dispatch office should download a current edition of the AP/1B. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight operations should be organized for easy and rapid utilization (i.e., displayed on local unit aviation hazard maps).

Further direction may be obtained in the *NWCG Standards for Airspace Coordination, PMS520*.

#### **Southern Area Supplement**

*Flight restrictions involving Military Training Routes (MTRs) require additional notification of that closure to the controlling military base. MTRs & SUAs require deconfliction prior to requesting a TFR.*

### **Airspace Conflicts**

Aviation personnel have a responsibility to identify and notify the FAA and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the FAA should be timely. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions, TFR intrusions, and Fire Traffic Area (FTA) communication non-compliance. Further guidance is available in the *NWCG Standards for Airspace Coordination, PMS520*.

The Aircraft Conflict Initial Report can be accessed at: <https://www.nwcg.gov/tags/iasc>

**Southern Area Supplement**

*The local dispatch office or aviation manager shall, upon notification of a conflict, report the occurrence and furnish the documentation to the appropriate aviation officer at the state, regional, or area level. A courtesy call shall also be made to the SACC Aircraft Desk and a SAFECOM should be initiated for record.*

**AIRSPACE COORDINATOR (ASCO)**

*The position may function at either the local or Coordination Center level. The SACC Center Manager will activate the position at SACC when aviation activity warrants.*

**FAA Temporary Control Tower Operations**

Geographic Areas within the FAA's Western Service Area (which includes the following states: 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.

Geographic Areas within the FAA's Central Service Area (which includes, either entirely or portions of the following states: AR, AZ, IL, IN, KS, KY, LA, MD, MI, MN, MO, MS, ND, NM, NY, OH, OK, PA, SD, TX, WI, WY) may request FAA Air Traffic Control support through the Central 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 Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to 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 the GACC to the FAA's Regional Operations Center (ROC). For additional information on requesting a temporary tower, please reference the checklist found in the *NWCG Standards for Airspace Coordination, PMS520*.

When procuring a Temporary Tower with an EERA for Forest Service incidents, The Buying Team or a purchaser will need to begin with the At Incident Management Support (AIMS) process to set up an EERA with a contractor to provide Temporary Tower Services. All other agencies will need to follow their local procurement process.

**NOTE:** The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. The FAA will send a certifier to the location where the Temporary Tower Services are being requested once the contracted Mobile Temporary Control Tower is in place.

The contractor cannot provide services until the LOA is in place and the Controllers have been certified by the FAA. If the EERA route is utilized, please notify the National Airspace Coordinator. Please follow your local and Geographic Area protocols.

**Airspace Coordination**

All assigned Airspace Coordinators will actively participate in the Airspace Coordination meeting at National Preparedness Level 3, and above, Monday – Friday.

**Southern Area Supplement****NOTICES TO AIRMAN DISTANT (NOTAM (D))**

*Reference the "NWCG Standards for Airspace Coordination" (CHAPTER 6 Temporary Flight Restrictions (TFRs), FDC NOTAMs and Advisory NOTAM (D)) for pertinent information.*

*In some cases, a NOTAM (D) may be appropriate to notify non-participating general aviation, commercial, or military aircraft of an agency aviation project or activity such as an aerial ignition on a prescribed fire, blasting, for helibases located outside a TFR, or for operations at an agency owned airstrip that does not require closure.*

*In the Southern Area, requests for NOTAM (D)s are requested by the State Coordination Centers. The State Coordination Centers may request the assistance from the SACC Aircraft Desk, and by filling out and submitting the SACC NOTAM (D) Request Form. The SACC Aircraft Desk will work directly with the appropriate FAA Flight Service Station (FSS).*

*NOTAM (D)s in the USA may be found at: <https://pilotweb.nas.faa.gov/PilotWeb/>.*

**LOCAL HAZARD MAPS**

*A Local Hazard Map, religiously updated as changes occur or updated annually at a minimum, will increase the pilot's awareness of existing "wire" or "obstacle" hazards, which may be encountered during operations at low altitudes.*

***Additionally*****MANIFEST**

*A manifest of all crewmembers and passengers on board shall be completed for each flight. A copy of this manifest will remain at the point of departure. Manifest changes will be left at subsequent points of departure when practical.*

**PASSENGER BRIEFING**

*All passengers shall be briefed in accordance with the briefing items contained in 14 CFR 135. In those instances where multiple short flights are made, the pilot's briefing does not need to be repeated unless new passengers come aboard.*

**SAFECOMS**

*Anyone who observes or becomes aware of a situation related to aviation that is or could result in an aviation safety situation may initiate a SAFECOM.*

*SAFECOMs may be entered and current SAFECOMs read by accessing the SAFECOM website at <https://www.safecom.gov/>. If the initiator does not have internet access, the information needed to complete a SAFECOM should be forwarded to the State Coordination Center for input.*

**SUNRISE/SUNSET TABLES**

*These tables are available through the internet at:  
<https://sunrise-sunset.org/>*

**INTERAGENCY INTERIM FLIGHT AND DUTY LIMITATIONS**

*Refer to the Interagency Standards for Fire and Fire Aviation Operations (Red Book), Chapter 16.*

**FEDERAL EXCESS PROPERTY PROGRAM (FEPP) AIRCRAFT**

*Several states operate aircraft obtained under the Federal Excess Property Program. Generally, these aircraft are used by the states primarily for fire related activities. They cannot be planned for use on federal projects, however, the following conditions apply to these aircraft:*

- *The States may utilize FEPP aircraft to combat fires on federal lands when the action is taken to protect adjacent non-federal lands.*
- *FEPP aircraft may be ordered ONLY for initial attack on federal lands only if:*
  - *The ordering unit certifies that no commercial source aircraft are available (suggest this be done directly on the resource order), and*
  - *The FEPP aircraft meets the criteria of timeliness and cost efficiency (in essence, it is the closest appropriate aircraft to attack the fire), and*
  - *The FEPP aircraft is released as soon as possible and not planned for extended attack, and*
  - *The federal agency places an order for a non-FEPP replacement aircraft immediately. Reference FSMs 3000 and 5700 and FSH 5709 for more details.*

## CHAPTER 60

### PREDICTIVE SERVICES

#### PREDICTIVE SERVICES OVERVIEW

Predictive Services is a decision support unit for federal, state and local land management agencies for operational management of and strategic planning for wildland fire management resources. Predictive Services accomplishes this through analysis of weather and climate, fuels, fire activity and behavior.

Intelligence gathering is a fundamental component of the national coordination system for federal, state and local land agencies. Intelligence coordination is accomplished through compiling reports from all levels of the firefighting organization as well as communicating with individual GACCs and local jurisdictions concerning their historic, current, and expected fire occurrence.

The products and services from both Predictive Services and the Intelligence section provide support for the proactive management of wildland fire with an eye toward safety, cost containment, efficiency and ecosystem health.

#### Wildland Fire Weather Forecasts

Wildland Fire Weather Forecasts are the responsibility of the National Weather Service.

Local dispatch centers will have protocols in place for monitoring, requesting, and disseminating fire weather forecasts, spot weather forecasts, fire weather watches, red flag warnings and other severe weather events (e.g., severe storm warnings, flash flood warnings, tornado warnings) to firefighters, incident commanders, and field-going personnel.

#### PREDICTIVE SERVICES PRODUCTS

##### 7-Day Significant Fire Potential Outlook

The National 7-Day Significant Fire Potential Outlook is a composite of outlooks produced by each of the Geographic Area Predictive Services'. The 7-Day provides a week-long projection of fuel dryness, weather and fire potential. The 7-Day depicts a nationwide view of the significant fire potential for the next seven days with links to the individual Geographic Area 7-Day Outlooks. The system is database-driven and is updated periodically as each Geographic Area Predictive Services posts its outlook. Each Geographic Area Predictive Services will determine whether to routinely produce a morning or afternoon product. Issuance times for each Area's outlook can be found in their respective Geographic Area Mobilization Guide and/or National Weather Service/Predictive Services Annual Operating Plan. Geographic Areas are required to provide 7-Day Outlooks daily, except when the Geographic Area Predictive Services is not staffed. Forecasts will include the forecaster's name or other agreed upon identifier to facilitate coordination.

The National 7-Day Outlook, as well as individual Geographic Area 7-Day Outlooks can be found at:

<https://fsapps.nwcg.gov/psp/npsg/forecast#/outlooks?state=map>.

### **National Wildland Significant Fire Potential Outlook**

The National Significant Wildland Fire Potential Outlook is prepared and distributed by NICC Predictive Services on the first day of each month. It is a composite of outlooks prepared by the individual Geographic Areas Predictive Services and National Discussions prepared by NICC Predictive Services. It provides fire managers with the information needed to make long-range decisions concerning resource staffing and allocation. The Outlook identifies areas where significant wildland fire activity is expected to be above or below normal levels.

The Outlook covers a four-month period, divided into four one-month sections. Maps for each period display areas of below normal, normal, and above normal significant wildland fire potential. A brief synopsis of the current and predicted national and GACC situation is included in the report. The Outlook begins with an executive summary which provides a brief synopsis of the past month's weather and a national overview of each of the outlook periods. The Past Weather and Drought section summarizes the weather of the past month and the evolution of any drought conditions to illustrate how fuels and fire conditions reached the current state. The Weather and Climate Outlooks section summarizes the broad climate patterns that will affect temperature and precipitation for the next four months. The Geographic Area Forecasts section provides brief but more specific weather, fuels and fire potential information for each of the Geographic Areas.

GACC monthly outlooks are mandatory. They provide greater detail than the national outlook issued by NICC. GACC monthly outlooks will adhere to the following protocols:

- GACC and NICC outlooks must be geospatially equivalent.
- GACC websites are required to link to the national outlook.
- GACCs are required to provide draft forecast maps, as well as narrative highlights for the outlook period to NICC no later than five business days before the end of each month.
- GACC monthly outlooks will be issued and posted to the web on the first business day of each month.
- Maps will show areas where above normal, normal and below normal significant fire potential are expected.
- A discussion of fuel conditions, climate outlooks and other pertinent information will be included in the outlooks.

### **Fuel and Fire Behavior Advisories**

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 found in other products.

Advisories will highlight conditions that are currently ongoing 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 will be posted on the National Advisory Map must be coordinated with the NICC and Geographic Area Coordination Center Predictive Services.

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 at:

<https://www.nifc.gov/nicc/predictive-services/fuels-fire-danger>

### **Southern Area Supplement** **SACC DAILY OUTLOOK**

*The SACC Daily Outlook is a PDF document highlighting weather, climate and fuel conditions that pertain to the fire environment across the Southern Area. The outlook is to be posted to the SACC website no later than 0930 ET, Monday to Friday, with weekend updates generally expected at PL2 or higher, or as requested by the Center Manager. The Section-508-compliant outlook shall contain observational and forecast imagery with bulleted summaries that follow a template agreed upon by the Center Manager and Predictive Services meteorologists. All hazards of interest to the land management agencies shall be included in the document, including fire weather, tropical weather, severe weather, flooding potential, winter weather, coastal erosion and high wind events, or as determined by the meteorologist on duty. The Outlook does not replace or supersede NWS forecasts but is instead expected to provide a high-level overview of weather and hazards impacting the Southern Area over the next 1-2 weeks.*

### **SACC TROPICAL BRIEFING**

*The SACC Tropical Briefing is a recorded presentation utilizing PowerPoint and Camtasia that shall be posted to the SACC website when tropical cyclones are expected to impact the Southern Area. The briefing shall be no more than 3-5 minutes long and is expected to provide a high-level overview of forecast trends and impacts on a regional basis. Site-specific information will continue to be provided by the local National Weather Service forecast office. Agencies may request additional briefings as needed.*

### **FIRE DANGER GRAPHS**

*Fire danger graphs will be generated by Predictive Services, with their production prioritized by risk levels on the 7-Day Significant Fire Potential Outlook. When a Moderate or High Risk is issued, graphs will normally be produced daily. Low Risk PSAs shall be created as time allows. All Predictive Service Areas should be updated at least once per week, and requests can be made to produce graphs for an individual PSA by any user who contacts the Predictive Services meteorologists.*

### **Incident Status Summary (ICS-209)**

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/ownership and is submitted to the GACC. Lands administered by states and other federal cooperators may also utilize this report.

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 ICS-209. Geographic Area Intelligence Coordination staff will ensure that their local dispatch centers submit complete and accurate ICS-209 reports for any wildland fire meeting the requirements specified in the *When to Report Wildland Fire Incidents with an ICS-209* flowchart shown below.

### **Required Reporting of Wildland Fires**

The NICC classifies large wildland fires as 100 acres or larger in timber or slash fuel models; and 300 acres or larger in grass or brush fuel models; or when a Complex, Type 1, or Type 2 Incident Management Team is assigned.

Wildland fires managed for complete perimeter control (full suppression) will submit an ICS-209 daily when that wildland fire meets large fire criteria by 0200 Mountain Time to report the previous day's activity until the incident is contained. Refer to GACC Mobilization Guides or agency policy for reporting requirements once containment is achieved.

Wildland fires managed under a Monitor, Confine, or Point Zone Protection management strategy will submit an ICS-209 following the guidelines outlined below in the *When to Report Wildland Fire Incidents with an ICS-209*. For incidents that require daily reporting, ICS-209s should be submitted daily by 0200 Mountain Time to report the previous day's activity. For incidents that require weekly reporting, ICS-209s should be submitted weekly by Friday at 0200 Mountain Time.

### **Southern Area Supplement**

*Any incident within the Southern Area that meets the reporting criteria will have an Incident Status Summary (ICS-209) completed and submitted electronically via the Wildland Fire Application Portal (FAMAuth) SIT-209 Application (<https://famauth.wildfire.gov>) at earliest completion.*

*In addition to the national criteria, ICS-209s are required on any Southern Area incidents in which a significant event occurs including, but not limited to:*

- *Structure(s) are destroyed*
- *Significant accident, injury, and/or fatality*

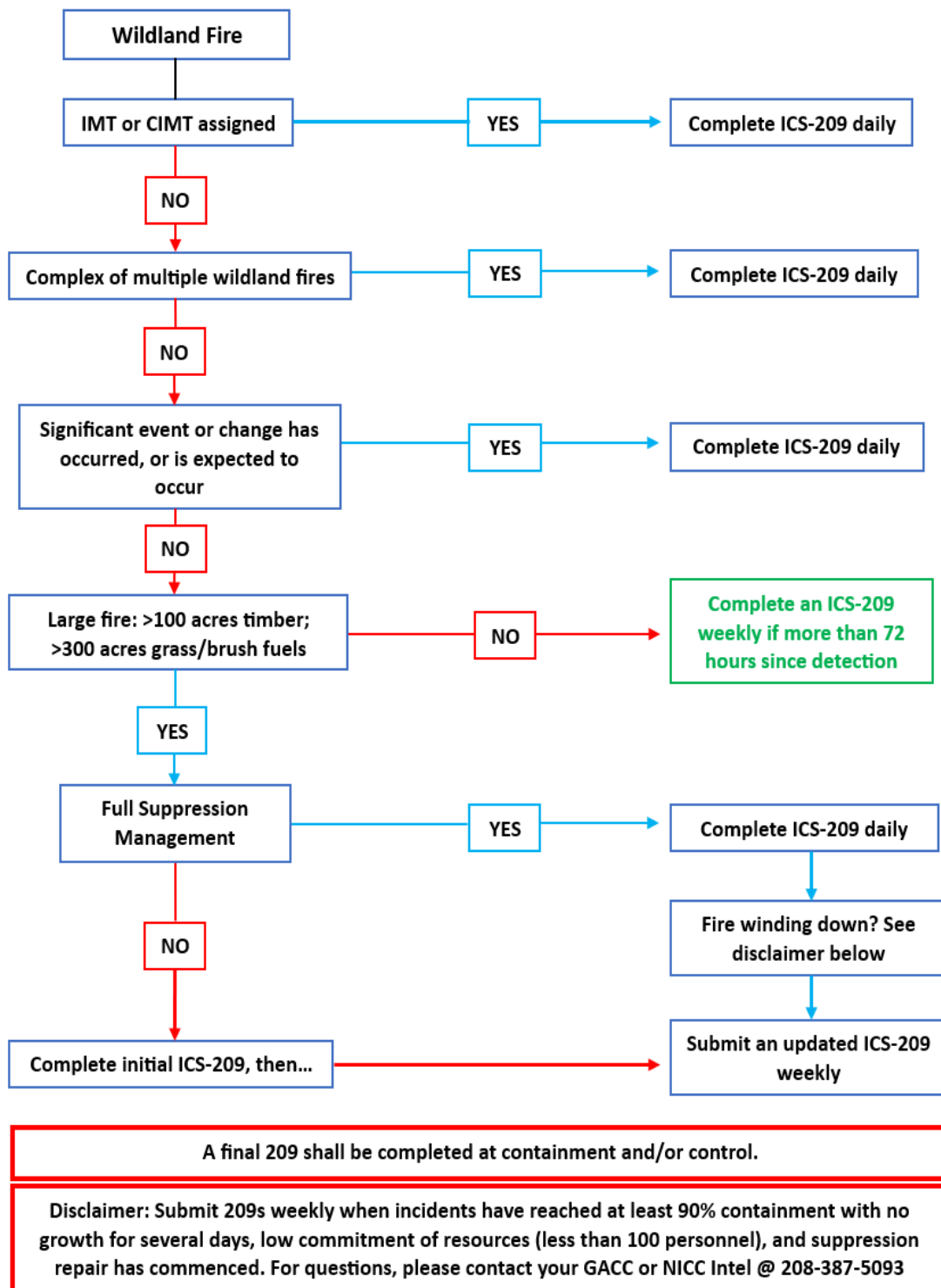
*An ICS-209 will be submitted daily until the incident is contained.*

*A final ICS-209 will be submitted once the incident is contained or controlled, and national resources are no longer being ordered for or assigned to the incident. Note: An ICS-209 may be changed from "Final" status to "Update" status in the event the incident escapes containment. A final ICS-209 will be subsequently submitted upon re-containment.*

*It is the responsibility of the CIMT, Type 1 IMT and/or 2 IMT to complete and submit ICS-209s when they are in place on an incident. For all other incidents, the dispatch center will ensure complete and accurate ICS-209 information is gathered and electronically submitted.*

*If any significant changes occur overnight after submission of a 209 (large increase in acreage, change in complexity, increased threat to life/property, change in containment/control status, etc.), an update will be made to the GACC Intelligence Coordinator via phone or email at [sac.mob@usda.gov](mailto:sac.mob@usda.gov).*

## When to Report Wildland Fire Incidents with an ICS-209



### **Non-Fire Incidents**

An ICS-209 will be submitted for other events in which a significant commitment of wildland fire resources has occurred, or when a Complex, Type 1, or Type 2 Incident Management Team has been assigned.

Wildland fires within a complex should be aggregated and included in one ICS-209. A complex is two or more individual wildland fires located in the same general proximity, which are assigned to a single Incident Commander or Unified Command.

#### **Southern Area Supplement**

*Anytime an all-hazard incident has an incident management team assigned they will submit a daily 209 until the response has transitioned to recovery.*

*Prior to creating a complex incident in ICS-209, coordinate with the Intelligence Coordinator at SACC.*

*To maintain data management, reporting integrity, resource management, and cost accountability for individual wildland fire incidents within a parent complex and to facilitate the necessary data sharing between fire application systems through IRWIN, the following complex reporting business practices for ICS-209 and IRWIN must be followed.*

- *The complex parent is a unique record and is not a converted wildland fire incident record.*
- *The complex parent record should be created in an IRWIN recognized CADE system, or as an individual ICS-209. The parent incident shall include the word “Complex” and not be named from an existing fire.*
- *Individual child incidents can be added to a complex within the 209 program as either preexisting ICS-209 incidents or as individual IRWIN incidents created from another IRWIN recognized application using the “Complex by Incident” button in block 7 of the 209 data entry screen. Finalize an existing ICS-209 child incident prior to associating the incident to the parent Complex.*
- *Incidents that do not have a unique IRWIN record cannot be added to the complex using the “Complex by Incident” button.*
- *If an incident is removed from the complex, it may resume ICS-209 reporting as an individual incident if appropriate, using normal ICS-209 reporting guidelines.*

### **Interagency Situation Report**

GACC Intelligence staff will ensure that all dispatch centers within their geographic area submit Situation Reports through the SIT/209 Application at different frequencies throughout the year. The reporting period for this report is 0001 to 2400. At National Preparedness Level 2 the NICC Intelligence Coordination staff will retrieve situation reports from the SIT/209 Application by 0200 Mountain Time. Fires and acres shall be reported by protection responsibility.

#### **Southern Area Supplement**

*In addition to the national criteria, Situation Reports are required within the Southern Area, year-round, whenever fire activity occurs.*

*Centers will report all fire activity (including prescribed fires and for resource benefit) via the Wildland Fire Application Portal (FAMAuth) SIT-209 Application (<https://famauth.wildfire.gov>).*

- *Daily Fire Statistics: Fire occurrence information will be reported by both protection responsibility and land ownership.*
- *Fire danger, preparedness level, wildfire, and prescribed fire activity occurring during the past 24 hours (reporting period is 0001 to 2400 local time), even if recorded in the 209 program it must be entered in the SIT Report program “Daily Fire Statistics” screen daily.*
- *Planned Rx: At Area and/or National Preparedness Levels 4 and 5, Centers will report all planned prescribed fires (all agencies). Though not required, it is strongly recommended that Centers report planned Rx fires at all PL’s. Any resource expected to be committed to the Rx fire are listed in the remarks block.*
- *Incident Priorities: Whenever a reporting center has multiple incidents for which ICS-209s are being submitted, this screen will be used to designate the local incident priorities. This information is used at SACC and NICC to identify area and national priorities.*
- *YTD Statistics: Centers should reconcile the year-to-date (YTD) numbers shown for their units in the SIT program with those from the official fire reports entered in the agency database(s) on a regular basis, preferably once a month at minimum. Do not use the daily statistics tab to catch up activity from previous days.*

### **RELATIONSHIP BETWEEN SIT REPORT AND 209 PROGRAM**

*There is no relationship between the 209 program and the SIT Report regarding acres reported. This means data entered in the 209 program will not automatically rollover into the SIT Report. If a wildland fire meets ICS-209 reporting criteria, all ICS 209 acres burned must also be manually entered each day in the SIT Report.*

*Acreage growth for ongoing ICS-209 fires should also be recorded in the SIT program “Daily Fire Statistics” tab for the associated protection unit as “0 fires for XX acres” with XX representing the amount of growth since the previous ICS-209 report.*

### **Incident Management Situation Report**

The National Incident Management Situation Report (IMSR) is issued at different frequencies throughout the year based on incident activity. During periods of light activity, the IMSR shall be issued weekly on Fridays. As activity increases, the IMSR shall be issued daily Monday through Friday. The IMSR shall be issued daily at National Preparedness Level 3 and above, or when incident activity and resource mobilization determine the need for a daily IMSR.

The IMSR is prepared by the NICC Intelligence Program staff from information and data derived from the SIT/209 Application. What is included in the IMSR can be found here.

Large full suppression wildland fires are typically reported in the IMSR until:

- The incident is contained.
- The incident has less than 100 personnel assigned.
- The incident is no longer demonstrating significant activity.

- The incident fails to submit an ICS-209 three (3) days in a row.

Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported on the IMSR when the event exceeds 100 acres in timber or slash fuel models, 300 acres in grass or brush fuel models, or a Complex, Type 1, or Type 2 Incident Management Team is assigned. Large, long-duration fires will be reported in the IMSR until activity diminishes, and thereafter when significant activity occurs (i.e., acreage increase of 1,000 acres or more since last reported, significant resource commitment, a significant event occurs, etc.).

The Active Incident Resource Summary is updated daily in the IMSR. It includes the total count of fires and acres with resources assigned that have been reported in the SIT-209 program within the last seven days.

### Southern Area Supplement

#### **SOUTHERN AREA INCIDENT MANAGEMENT REPORT**

*The Southern Area Incident Management Report (Morning Report) is produced daily (M-F) by the SACC Intelligence Unit. This product may also be produced on holidays and weekends depending on the Preparedness Level and incident activity. The purpose of the Morning Report is to provide an up-to-date summary of recent fire activity, resource availability and commitment.*

*Primarily, fire information will come from the SIT-209 application. However, fire activity that was not reported in SIT or 209 may also be included in the Morning Report in order to show a more complete representation of the current fire situation in the Southern Area. Sources for this information may include state fire report summaries and/or direct reports of information to the SACC Intelligence Unit from dispatch centers.*

*As noted above, ICS-209s must be submitted in a timely fashion in order to be relevant to decision-makers and others who use the Southern Area intelligence products. As such, only 209s that represent the current fire situation will be displayed in the Morning Report. For ICS-209 fires that are 100% contained or completed during IA, the initial ICS-209 must be submitted within three days of the fire's start date to be shown on the Morning Report.*

*A fully contained/completed fire will display on the Morning Report for one day. Any ongoing full suppression ICS-209s will be dropped from the Morning Report if updated information has not been received for two days.*

*Any ICS-209 fire meeting the above criteria will be shown on the Morning Report if it is greater than 100 acres (in any fuel type) and/or if structure(s) have been destroyed.*

*Note: ICS-209 reporting is not required in grass or brush fuel types until the fire has reached 300 acres in size. A center may choose to enter fires of any size in the ICS-209 system, but only fires reaching the guidelines in this chapter will be displayed in the SACC Intelligence products.*

## CHAPTER 70

### INCIDENT ADMINISTRATION

#### INCIDENT OVERVIEW

Local dispatch centers receive initial smoke reports from various entities and are responsible for coordinating an initial response to suspected wildland fires, and other emergency incidents under appropriate authorities. The standard business practice is one ignition, one record, one authoritative data source and one centralized ordering point per incident.

#### INCIDENT CREATION

Incidents will be created by the dispatch center with delegated authority for the benefiting agency(s) and associated Protecting Unit based on the incident's point of origin (POO). Unique Incident Identifiers are derived from the Protecting Unit Identifier and the Local Incident Identifier. Examples:

- MT-FNF-000567
- AZ-CRA-000231

The Unique Incident Identifier includes the calendar year but is only visible in some dispatch applications. Incident data and all ordering for the incident is tracked under the Unique Incident Identifier for the life of the incident.

#### Southern Area Supplement

*Any resource committed on a current fiscal year (FY) resource order will be reassigned to next fiscal year's resource order. Any resource being ordered after September 30th will be ordered on a new resource order for the new fiscal year. (Note: Suppression and all-hazard incidents resources are exempt.)*

*Any resource committed on a current calendar year (CY) suppression and/or all-hazard resource orders will remain assigned into the next calendar year. After all resources are released, no anticipation of new resource orders and the incident isn't under litigation, you may close the incident for future IROC archiving.*

#### **Incident Record Creation and Data Integration**

The Integrated Reporting of Wildland-Fire Information (IRWIN) service is designed to provide "end-to-end" fire reporting capability. IRWIN provides data exchange capabilities between integrated fire applications used to manage data related to wildland fire incidents. IRWIN focuses on the goals of reducing redundant data entry, identifying authoritative data sources, and improving the consistency, accuracy, and availability of operational data.

IRWIN can be thought of as a central hub that orchestrates data between integrated fire applications. Examples of integrated applications are various Computer Aided Dispatch (CAD) programs, the Interagency Resource Ordering Capability (IROC) program, the FireCode system, the SIT/209 application, the Wildland Fire Decision Support System (WFDSS), and the Interagency Fire Occurrence Reporting Modules (InFORM). Data is synchronized between participating applications to ensure the most current data is available in near-real-time. IRWIN



supports conflict detection and resolution on all new wildfire incidents to support a unique record for each incident.

Local Dispatch Centers have the primary responsibility for creating incidents within an integrated fire application or program. For incident information to flow properly through IRWIN, incidents shall be created in one of the following ways:

- If there is a CAD present - Create the record in the CAD.
- If a CAD is not present - Create the record in InFORM.
- If neither option is available, coordinate with the local dispatch center to create the incident utilizing standard operating procedures.
- Creating an incident within FireCode should be rare.

### **NWCG Event Kind and Event Categories (Incident Type)**

NWCG Event Kind and Event Category data standard specifies general, high-level codes and descriptions to use when categorizing incident types and planned events. Standard data values ensure consistency and accuracy within a given application and across multiple applications.

Although an event can trigger multiple types of conditions requiring response, the primary focus should be identified when specifying the Event Kind and/or Event Type. For example, a hurricane may cause flooding, search and rescue operations, and hazardous waste spills; but the Event Kind and Event Category should be “Severe Weather and Natural Disaster” and “Hurricane/Typhoon” since the hurricane was the triggering event.

NWCG Event Kind and Event Category Standards and associated business rules are located at:

<https://www.nwcg.gov/data-standards/approved/event-kind-category>

### **Multiple Events**

Multiple event/records will not be created when an incident burns onto or crosses jurisdictional boundaries. When duplicate records are inadvertently created, every effort will be made to rectify by aligning incident and resource data associated with multiple records to the correct record.

### **Unprotected Lands**

Areas for which no fire organization has responsibility for management of a wildfire authorized by law, contract, or personal interest of the fire organization (e.g., a timber or rangeland association) are defined as unprotected. In the event a Protecting Unit can not be determined for the POO, there are two acceptable rationales for incident creation.

- The responding organization determines it a threat to protected lands.
- The responding organization determines the incident has already burned onto protected lands.

The responding agency fire management or duty officer will determine if either criterion is met, resulting in the creation of an incident and associated response. The responding organization assumes responsibility for the incident and their respective Unit ID will be used for the Protecting Unit.



### Incident Naming Protocols

When naming a wildland fire, thought should be given to ensure it is relevant and appropriate. Most land management agencies recommend that fires are named after geographic locations or landmarks. Sensitivity should be used in selecting an incident name that will not reflect negatively on the unit, fire organization or agency. What may seem to be a purely innocent name to the local unit may in fact have negative repercussions far beyond the fire itself.

Be mindful of naming a fire something that may be construed as offensive, derogatory, or inappropriate to any ethnic, religious, or political group. Avoid using names that are considered slang or may be construed as unprofessional.

The following should be avoided when naming a wildland fire:

- Including “Fire” in the incident name.
- Naming a wildland fire after a person.
- Naming a wildland fire after private property or company.
- Naming a wildland fire that includes the phrase "Dead Man" or "Deadman."
- Naming a wildland fire after another catastrophic fire (one that experienced fatalities, high property losses, etc.).
- Naming a wildland fire after a well-publicized event that could cause confusion.

Fire applications and programs that send and receive information through IRWIN have incident naming standards. Validation rules have been put in place that only allow certain naming conventions to flow properly through IRWIN. The following validation rules apply to incident naming conventions and their associated NWCG Event Code or Event Category:

- An Incident Complex (CX) record will have the word Complex in the naming convention.
- A Prescribe Fire record (RX) will have RX in the naming convention.
- An Emergency Stabilization/BAER (BR) record will have BAER in the naming convention.
- Fire Rehabilitation (FR) record will have FR in the naming convention.
- The Incident Name must be two or more alpha-numeric characters in length, limited to 55 characters.
- The Incident Name may be comprised of any combination of letters, numerals, and limited special characters.

More information regarding incident name validation and exchange rules can be found at:

<https://www.nwcg.gov/sites/default/files/publications/910-incident-name.pdf>

### Unit Identifiers

*NWCG Standards for Unit Identifiers*, PMS 931 outlines business rules and practices for developing and utilizing NWCG Unit Identifiers. Additional information and instruction regarding appropriate creation, maintenance and application of wildland fire Unit Identifiers for incident management as it relates to land-based and non-land-based record creation, cooperators resource providers and incident support functions (i.e., dispatch, equipment/ radio cache and training centers) can be found within the standards.

Each Geographic Area Coordination Center Manager shall designate a Unit Identifier Data Custodian (GACC Data Custodian) and an alternate. GACC Data Custodians are responsible for ensuring each agency's internal process has been completed and have the authority to ensure appropriate NWCG Organizational Unit Codes are created.

Upon receipt of written requests, GACC Data Custodians are responsible for entering modified or newly created Unit Identifiers, and associated information, into the System of Record (SOR). The NWCG Unit Identifier Board Chair/Co-Chair is responsible for monthly publication of changes to NWCG Unit Identifiers after approval by the NWCG Unit Identifier Board.

*NWCG Standards for Unit Identifiers, PMS 931* is found at:

<https://www.nwcg.gov/publications/931>

### **Incident Reporting**

The NICC has defined reporting requirements for wildfires meeting specific criteria, refer to Chapter 60 for more information.

## **COST CODING**

### **Interagency Fire and Severity Activities**

The five Federal Land Management Agencies with Wildland Fire Management appropriations (BLM, BIA, NPS, FWS, and USFS) have an Interagency Agreement for Wildfire Management which provides a basis for cooperation on all aspects of wildfire activities. This agreement includes the direction to NOT cross-bill for services rendered for emergency fire suppression, including severity activities.

Regardless of the benefiting jurisdiction, Geographic Areas can preposition resources utilizing their assigned support FireCode in advance of predicted significant wildland fire potential, to meet ongoing fire activity needs when the resource assignment is not yet known, or for resources supporting multiple incidents.

For Severity, the BLM, FWS, NPS and BIA will use a four-digit interagency FireCode to track and compile costs for all severity activities; the ordering office must include the word "severity" within the resource order incident name. These DOI agencies will use FireCode D0YY when supporting FS severity activities.

Information on the interagency FireCode system can be found at:

[https://www.firecode.gov/help/User\\_Guide.pdf](https://www.firecode.gov/help/User_Guide.pdf)

FS severity support to DOI will use the following codes by DOI Bureau:

- S70001 1522 – FS resource used on BIA severity orders.
- S70002 1522 – FS resource used on BLM severity orders.
- S70003 1522 – FS resource used on FWS severity orders.
- S70004 1522 – FS resource used on NPS severity orders.

All wildfire suppression orders are to have a four-character (alpha-numeric) interagency FireCode assigned by the ordering office. Interagency dispatch procedures have been established to incorporate assigning one FireCode per incident for use by all Federal Wildland Fire Agencies.

Orders processed through NICC must have at least one FireCode or agency financial code assigned by the ordering office. Financial codes should be consistent with the Incident Type.

### **Bureau of Land Management (BLM)**

The BLM wildland fire management cost coding is divided into thirteen (13) activities:

- |                              |                               |
|------------------------------|-------------------------------|
| • Wildland Fire Preparedness | LF1000000                     |
| • Suppression Operations     | LF2000000 (subject to change) |
| • Severity                   | LF2100000                     |
| • Emergency Stabilization    | LF2200000                     |
| • Fuels Management           | LF3100000                     |
| • Burned Area Rehab          | LF3200000                     |
| • Fire Facilities            | LF3300000                     |
| • Joint Fire Science Program | LF3400000                     |
| • State Assist Suppression   | LF5610000                     |
| • State Assist Preparedness  | LF5710000                     |
| • Fire Reimbursable          | LF6900000                     |
| • All-Hazard Reimbursable    | LF6910000                     |
| • Fire Trespass              | L53250000                     |

Except for Wildland Fire Preparedness and State Assist Preparedness, a project number is required regardless of the activity code being used. The standard fund coding guidelines used for suppression, rehabilitation, and fuels activities apply. The standard severity coding procedure of converting from the severity number to a fire number applies when dispatched to a specific fire. All fire severity numbers have been assigned under program LF2100000.HT0000.

### **Bureau of Indian Affairs (BIA)**

The BIA wildland fire management funding is divided into six (6) activities and various sub-activities:

#### **Wildland Fire Preparedness**

#### **FBMS Functional Area**

- |                             |                  |
|-----------------------------|------------------|
| • Preparedness              | AF1002020.999900 |
| • Interagency Fair Share    | AF1003030.999900 |
| • National Programs         | AF1004040.999900 |
| • FireBert                  | AF1005050.999900 |
| • Self-Governance           | AF1002900.999900 |
| • Aviation                  | AF1002A00.999900 |
| • Wildland Fire Prevention  | AF1002T00.999900 |
| • Interagency Hotshot Crews | AF1002U00.999900 |
| • Fire Ready Reserve        | AF1002V00.999900 |

#### **Emergency Suppression**

- |               |                  |
|---------------|------------------|
| • Suppression | AF2001010.999900 |
|---------------|------------------|

- Severity AF2105050.999900
- Emergency Stabilization AF2202020.999900

**Construction & Deferred Maintenance**

- Construction & Deferred Maintenance AF3304000.999900
- Self-Governance AF3302G00.999900

**Burned Area Rehabilitation**

- Burned Area Rehabilitation AF3202B00.999900

**Fuels Management**

- Fuels Management AF3102H00.999900
- Reserved Treaty Rights AF3103131.999900
- Resilient Landscapes AF3103636.999900

**Reimbursable-Wildland Fire Management**

- Preparedness AF6901000.999900
- Emergency Operation AF6902000.999900
- Burned Area Emergency Rehabilitation AF6903000.999900
- Fuels Management AF6904000.999900
- All Risk Assistance AF6910000.999900

**Proceeds of Sale of Surplus**

- Property/Equipment AF6906000.999900

**Proceeds of Sales of Surplus**

- Property/Vehicles AF6907000.999900
- Collections – Preparedness AF6908000.999900
- Collections – Suppression AF6909000.999900

The Wildland Fire Management branch employs the Work Breakdown Structure (WBS) and Fire Codes (Prescribed by the Department and Congressional mandate) to facilitate funding programs. This will be accomplished through the use of FBMS accounting codes, including the following elements: Fund Code, Cost Center, Functional Area, Budget Object Class- Commitment Item and WBS.

A BIA example of a suppression, fire code, should look like: 18XA1125TR AAK4004401 AF2001010.999900 261A00 WBS AF. SPFAX60000.00000.

The WBS code will be on all obligation and expenditure documents. WBS codes must be established by the BIA-NIFC Budget Office or the Central Office. This will ensure all costs are tracked by the projects or missions.

Four-digit FireCode numbers are generated by the FireCode system, used by USDA and DOI. These FireCodes are entered into the FBMS system and used as appropriate. Severity FireCodes must be approved by the BIA Fire Operations Director. Preparedness, Burned Area Rehabilitation, Fuels Management and Construction and Reimbursable cost codes require funding transactions documents (FBMS Entry Document) to be approved.

### **National Park Service (NPS)**

The NPS wildland fire management cost coding is as follows:

#### **Wildland Fire Preparedness**

- PF100PP85.WX0000 Base-8 for All-Hazard support
- PF100PP85.Y00000 Program Management
- PF100PP85.WR0000 Readiness
- PF100PP85.MF0000 Preparedness Fleet Maintenance
- PF100PP85.EF0000 Research
- PF100PP85.YP0000 Plan/Compliance
- PF100PP85.S00000 Provide Community Assistance
- PF100PP85.WW0000 Respond to Wildfires
- PF100PP85.P00000 Preventative Maintenance
- PF100PP85.M00000 Corrective Maintenance

#### **Fire Facilities Construction & Maintenance**

- PF330FF85.M00000 Fire Facility Corrective Maintenance
- PF330FF85.CN0000 Fire Facility Construction

#### **Suppression Operations**

- PF200SP85.WW0000 Respond to Wildfires
- PF210SV85.WV0000 Severity
- PF210SV85.WU0000 Step-Up
- PF220ES85.RM0000 Wildfire Burned Area Response

#### **Burned Area Rehabilitation**

- PF320BR85.RM0000 Wildfire Burned Area Response
- PF320BR85.Y00000 Program Management
- PF320BR85.AM0000 Monitor Treatment

#### **Hazardous Fuels Reduction – Non-WUI**

- PF310HF85.Y00000 Program Management
- PF310HF85.WP0000 Implement Prescribed Fire
- PF310HF85.YP0000 Plan/Compliance
- PF310HF85.AM0000 Monitor Treatment

- PF310HF85.WM0000 Implement Mechanical Treatments
- PF310HF85.WC0000 Implement Other Treatments
- PF310HF85.MF0000 Non-WUI Fleet Maintenance
- PF310HF85.EF0000 Research

### **Hazardous Fuels Reduction – WUI**

- PF310WF85.Y00000 Program Management
- PF310WF85.WP0000 Implement Prescribed Fire
- PF310WF85.YP0000 Plan/Compliance
- PF310WF85.AM0000 Monitor Treatment
- PF310WF85.WM0000 Implement Mechanical Treatments
- PF310WF85.WC0000 Implement Other Treatments
- PF310WF85.EF0000 Research

### **State Assistance**

- PF46060C8.W00000 State Assistance Collect Operations
- PF47070C8.W00000 State Assistance Collect Preparedness
- PF56161C8.W00000 State Assistance Expenditures Operations
- PF57171C8.W00000 State Assistance Expenditures Preparedness

The interagency FireCode will be used by the National Park Service for tracking and compiling costs for wildland fire suppression, severity (including step-up), emergency stabilization and burned area rehabilitation activities.

### **Fish and Wildlife Service (FWS)**

The FWS wildland fire management cost coding is provided below:

- Wildland fire Preparedness FF.F10000##ZZZZ0
- Suppression Operations FF.F20000##ZZZZ0
- Severity FF.F21000##ZZZZ0
- Emergency Stabilization FF.F22000##ZZZZ0
- Burned Area Rehabilitation FF.F32000##ZZZZ0
- Hazardous Fuels Reduction (Non-WUI) FF.F31000##NZZZZ
- Hazardous Fuels Reduction (WUI) FF.F31000##WZZZZ

## = FWS Region number (01-09)    ZZZZ = project assigned code/FireCode

All cost codes require a ten-digit cost center, then a fifteen-digit Work Breakdown Structure (WBS), which includes the interagency FireCode or project number. The interagency FireCode will be used with the appropriate account as stated in the FWS Fire Business Guide. All fire operations activities require a project number.

The interagency FireCode will be used by the Fish and Wildlife Service for tracking and compiling costs for wildland fire suppression, severity, and subsequent rehabilitation activities.

**Forest Service (FS)**

The interagency FireCode Program will be used to generate a four (4) character code that will be used to track and compile costs.

“P” codes represent wildland fire suppression incidents.

“S” codes represent severity requests. Each Region/Forest will have one S-code for Regional Office approved severity. Regional severity codes will be established in the format: S#1111. Region/Unit overrides will be used.

“F” codes indicate FEMA supported incidents. An “F” code will be assigned by the Forest Service Regional Office that is within the affected FEMA Region. Individual resources ordered to a FEMA incident will charge to the appropriate “F” code. Units providing support to a FEMA incident will charge to the “F” code in accordance with the FS annual incident job code guidance. Under the NRF, overtime, travel, and per diem are reimbursable. Base salary of all employees on assignment to a FEMA incident will be charged to the appropriate “F” code and paid from the Emergency Operations (WFSU) account.



## CHAPTER 80

### FORMS

Listed below are links to commonly used forms. It is suggested that units download and save these forms to assure access to them when they might not be immediately available via the internet. Frequent downloads will make sure units have the current version of the forms.

The following forms are all available at: [https://www.nifc.gov/nicc/logistics/coord\\_forms.htm](https://www.nifc.gov/nicc/logistics/coord_forms.htm)

- Resource Order Form
- Mobile Food and Shower Service Request
- Cooperator Aircraft Use Validation Form
- Passenger and Cargo Manifest
- Aircraft Flight Request/Schedule Form
- FAA Temporary Tower Request Form
- Request for a Temporary Flight Restriction Detail Request Form
- Wildland Fire Fatality and Entrapment Form
- Assignment Extension Requirements and Documentation Form
- Rationale for Assigning/Requesting Incident Management Teams
- Reimbursable Form
- Checklist for Large Aircraft Mobilization
- Prohibited Items in Accordance with FAA & TSA Regulations

The ICS 209 Incident Status Summary is available at:

<https://fam.nwcg.gov/fam-web/sit/ics209.pdf>

The Fuels and Fire Behavior Advisory Template is located at:

[https://www.predictiveservices.nifc.gov/fuels\\_fire-danger/fuels\\_fire-danger.htm](https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_fire-danger.htm)

NWCG Aircraft Conflict Initial Report is located at:

<https://www.nwcg.gov/sites/default/files/committee/docs/iasc-aircraft-conflict-initial-report-form.pdf>

NWCG Hazard Relief Participant Request Form, PMS 520-1

<https://www.nwcg.gov/sites/default/files/publications/pms520-1.pdf>

## CHAPTER 100

### SOUTHEASTERN AND SOUTH CENTRAL COMPACTS

#### COMPACT AUTHORITY/ACTIVATION

The mobilization plan is authorized under Article VI of the Southeastern States Forest Fire Compact Commission Bylaws and Article VI of the South Central States Fire Compact Commission Bylaws.

Officers of the Southeastern States Forest Fire Compact Commission are filled annually on a rotation basis. Current officers are as follows:

Chair:	Russell Bozeman (Mississippi)
Vice-Chair	Greg Hicks (North Carolina)
Secretary-Treasurer:	Scott Phillips (South Carolina)

Officers of the South Central States Forest Fire Protection Compact are filled on an annual rotation basis. Current officers are as follows:

Chair:	Kyle Cunningham (Arkansas)
Vice Chair:	Wade Dubea (Louisiana)
Secretary-Treasurer:	Russell Bozeman (Mississippi)

The Compact Coordinator for both Compacts is ordinarily the Southern Group of State Foresters Fire Director, and the Deputy Compact Coordinator is the Southern Area Coordinator. Current incumbents are:

Compact Coordinator:	Jim Prevette
Deputy Coordinator:	Nancy Ellsworth (SACC)

Either Compact is activated when the Compact Coordinator or Deputy is notified by a member state, or when a member state places a compact resource order requesting resources (see "Mobilization" below). When one Compact is activated, the Compact Coordinator or Deputy will notify the Chair of the Southeast and the South Central Compacts. Dispatching assistance is usually provided by the Southern Area Coordination Center (SACC).

#### OBJECTIVES AND CONTENT

- Provide an orderly, timely, cost-efficient method of providing aid to requesting Compact states.
- Ensure that aid can be obtained rapidly.
- Provide a system to collect and distribute timely fire information between Compact states.
- Provide a means of dispatching resources both within and outside the Compact.
- Provide for Compact Incident Reviews.
- Establish a listing of Compact resources.

**MUTUAL AID PROCEDURES****PREMOBILIZATION**

Each Compact state will furnish the Coordinator with a listing of resources available as outlined in the appendix by January 1 each year. (APPENDIX F)

**MOBILIZATION****Compact Activation**

Coordinator will advise Compact Chairpersons that a Compact has been activated and keep the Compact Chairpersons advised.

**Aid Request**

Resource orders for compact resources will be generated by the requesting state dispatch center utilizing the Interagency Resource Ordering Capability (IROC) system indicating "Compact Request". The requesting state dispatch center will place the IROC Compact Request with SACC. The Compact Coordinator will work with the states to locate the resource using closest resource concept and place the order to the appropriate state dispatch center.

**Compact State Aid Available**

The Coordinator will contact the compact states best able to meet the request.

**No Compact Aid Available**

The Coordinator will continue to contact other States, U.S. Forest Service, cooperators, other fire protection compacts, and other sources until the requested resources are located. Requesting state will be contacted for decision before a firm order is made.

**Dispatch Procedure**

The Coordinator will work with both the receiving and sending agency to coordinate times, places, equipment transportation, and lengths of service.

**Liaison Officer**

A Liaison Officer from the aiding State shall be provided when multiple resources are requested, i.e., two tractor units - one liaison officer; six tractor units- two liaison officers.

**Radio Frequencies**

Prior to dispatch it is recommended that the responding resources program their radios with the receiving state's frequencies. The information can be found in the members only section of the SGSF's website.

**Interstate Equipment Travel Restrictions**

The Coordinator will work with individual states to provide appropriate clearances.

**Information**

Information regarding Compact resources within a receiving state will be passed through the Coordinator to the sending State. Information regarding the news media will be handled by each state. The Compact Coordinator shall be prepared to provide information on general Compact activities.

**Food and Sleeping Facilities**

These will be provided by the receiving state; unless other arrangements are made in advance. The sending state will be reimbursed for per diem while resources are traveling to and from the incident.

**Supervision**

Incident supervision will usually be provided by the receiving state. However, if the receiving state does not have sufficient qualified overhead, appropriate overhead should be requested through the Compact.

**Pay Rates**

Personnel and equipment reimbursements will be at the rates currently published by respective states. The rates provided in Appendix F should be regarded as examples only and are subject to change.

The sending state will supply sufficient communications equipment for its crews to interface with the receiving state. Additional communication support should be ordered through Coordinator.

**DEMOBILIZATION****Release priority**

Out of State personnel and equipment shall be released as soon as fire conditions warrant. The Coordinator shall be notified when release is imminent and when accomplished. It shall be the Coordinator's responsibility to notify the states when their resources are released, and to relay their ETA at headquarters.

**Equipment Return**

The receiving state is responsible for repair or reimbursement for damaged or lost tools and equipment. Records of hours and/or miles used must be returned with equipment so that servicing or overhaul can be arranged. The sending state should send mechanically sound equipment. The receiving state should make notations of any equipment deficiency upon arrival.

**Reimbursement Vouchers**

The sending state will send the receiving state reimbursement vouchers within 30 days after return of personnel and/or equipment.

**Narrative Report**

Both the sending and receiving states will send a written critique on all phases of their part of the mutual aid operation to the Compact Coordinator. This report will serve as supporting material for incident reviews.

## **FIRE EMERGENCIES**

### **Outside compact area**

Each state will maintain internal Cooperative Agreements dealing with agency fire assistance.

### **Between compacts**

The Southeastern States Compact Coordinator will coordinate with his or her counterpart in other compacts if assistance is being requested or if resources are being sent to a Southern Area Compact. Normal dispatch procedures will be followed in handling resources.

## **COMPACT INCIDENT REVIEW**

### **Purpose**

When significant mutual aid is requested and used, an Incident Review shall be made to determine efficiency and effectiveness of the Compact action.

### **Time and place**

The Compact Coordinator shall identify a suitable meeting location and schedule the Incident Review at a convenient time in the aided State.

## **REVIEW TEAM MAKE-UP**

- State Forester and Fire Chief of receiving state.
- Fire Chief of sending state or states.
- Representative of U.S. Forest Service, Fire and Aviation in the receiving State.
- Fire Chief and Staff from other Compact states, as desired.
- Compact Coordinator.

## **SUPPORTING INFORMATION**

Suppression personnel involved in the incident may be asked to participate in the Review. Any supporting material such as maps, time records, weather records, and critiques should be available for the Review.

## **INCIDENT REPORT**

The Compact Coordinator shall prepare a written report of all findings including recommendations for future operations. This report will be sent to all member states and U.S. Forest Service, Fire and Aviation.

## **STANDARD DISPATCHES**

Personnel assigned on compact orders will receive a minimum of eight (8) hours of work time per day, with the receiving state reimbursing for the base 8 plus any overtime. These procedures apply to any vehicle or equipment responding to a compact or federal assignment across state lines. This includes, but is not limited to, wildland fire engines, dozers, tractor-plows, ATVs, transports and hand tools.

In order to prevent the spread of noxious weeds, the follow procedures will be used:

The procedures are:

- Clean emergency response rolling stock before departure from, or return to, home unit.
- High pressure spray exteriors, undercarriage, tires, rims, tracks, etc. to remove dirt and debris.
- Air blow or water spray radiators and pickup beds.
- Ensure that cleaning is completed at a non-sensitive location to avoid creating a new problem.
- Inspect units upon arrival at assignment and before departure.
- High pressure spray all fire line hand tools.

## SHARED RESOURCES

### Examples of resources available through the compacts

#### Aviation

- Helicopter Buckets
- Airtankers
- Helicopters
- Air Transport
- Retardant Mixing Facilities - portable Long and Short Term
- Aerial Ignition Systems

#### Personnel

- Hand Crews (20 person)
- Fire Behavior Analyst
- Air Attack Group Supervisors
- Dispatchers
- Communications Unit Leaders
- Air Operations Branch Director
- Air Support Group Supervisor

#### Specialized Water Handling Equipment

- Portable Pumps
- Irrigation Pumps/Systems
- Large Volume Pumps

**Tractor-Plow Units**

- High Flotation by size class

**All-Terrain Vehicles**

- Water Handling
- Non-water Handling

**Kitchens****Mobile Command Posts****Portable Bridges****INITIAL BRIEFING FOR STATE CREWS**

The sending state will:

- Ensure that all personnel are qualified to fill their assigned position. Ensure that crews come equipped with standard PPE, including hard hats, gloves, fire shirts and pants, goggles, gloves, fire shelters and any other safety equipment needed for the job.

The Compact Coordinator will:

- Ensure that receiving state brief out-of-State crews upon entering the state and that Compact policy is followed.

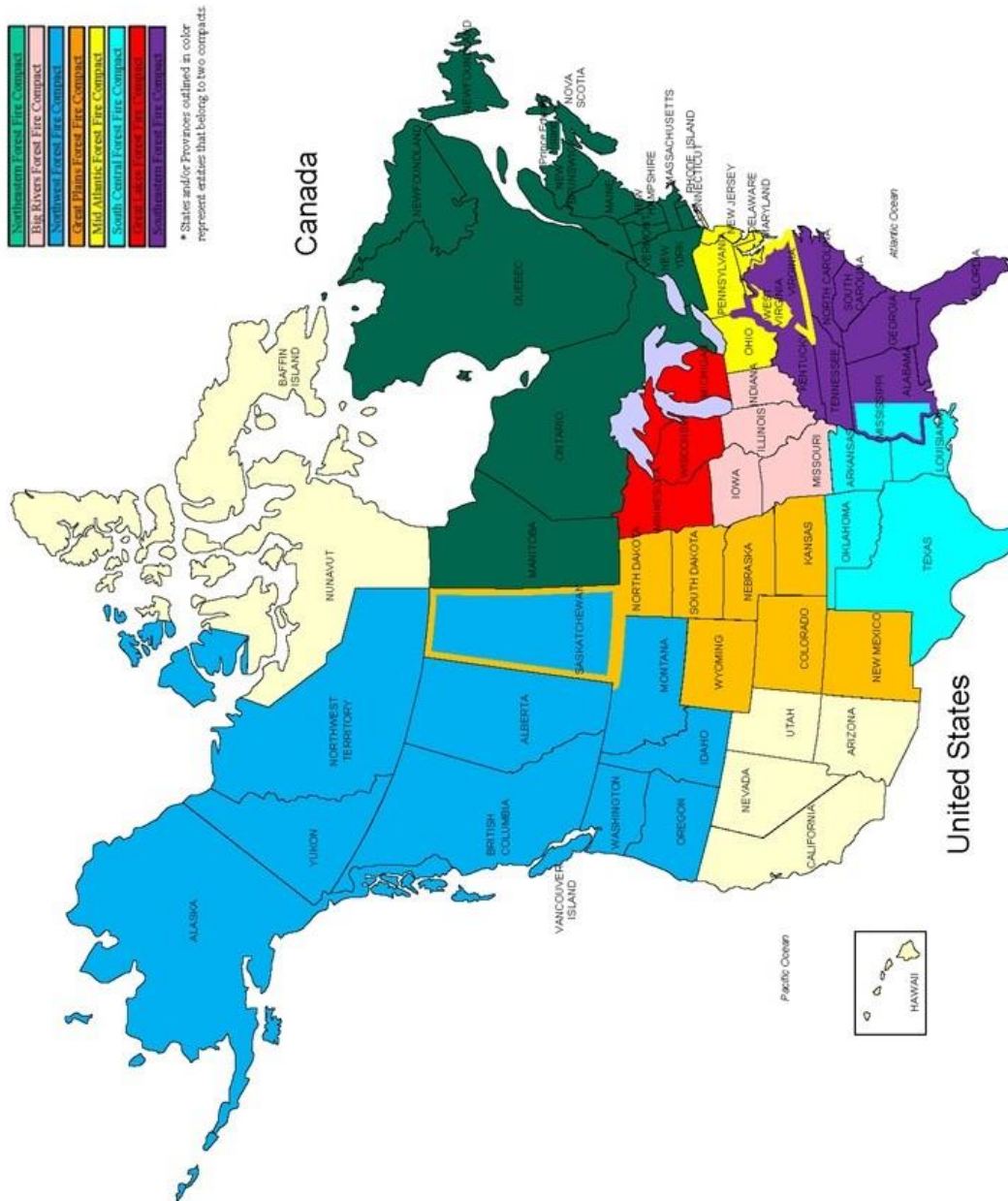
The receiving state will conduct a briefing covering:

- Fire situation and expected behavior.
- Assignment area
- Terrain
- Fuels
- Supervision
- Location of housing, feeding
- Logistical support - fuel, grease, repair, etc.
- Fire headquarters
- Social customs
- Local maps
- Resource values at risk
- Safety items
- State laws, traffic, regulations, and restrictions
- State policy
- Other pertinent information



## APPENDIX A

## COMPACT MAP

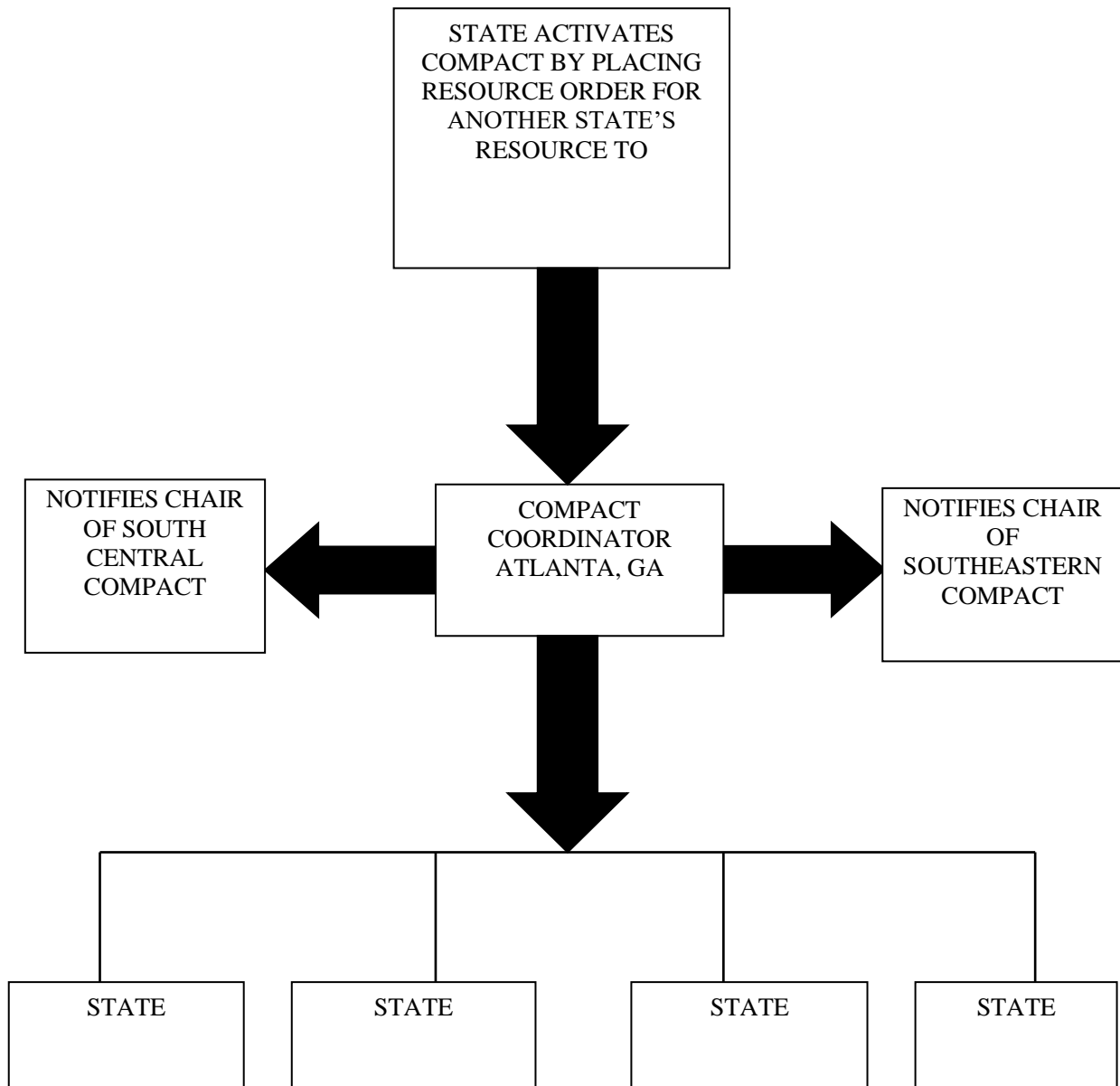




## APPENDIX B

### COMPACT ACTIVATION CHECKLIST

- Determine need for resources.
- Verbal and written notification of compact activation (to the compact by the requesting State) is preferred for record keeping.
- Compact Coordinator will notify the appropriate Compact Chair. The chair will send a notification of Compact activation.
- Compact Coordinator will notify the adjoining Compact Chair.
- The requesting state dispatch office will enter the Resource Order into IROC indicating it is a compact request.
- Compact Coordinator will work with the states to locate the resource. (Normally following the closest resource concept).
- Demob will follow the normal demob process; release information, ETD's and ETA's will be entered into IROC.
- The Compact Coordinator will update the Compact Chair, as needed, of the situation and actions taken.
- Once the fire emergency has subsided and all compact resources have returned to their home State, the requesting State shall notify the compact coordinator that the compact has been de-activated. Both verbal and written notification is preferred.

**APPENDIX C**

The State Dispatch Office, when placing the resource order, will indicate "Compact Request". Upon activation of a compact, a courtesy call will be given to the adjoining compact chair. The Compact Coordinator will keep the compact chair advised to the situation and actions taken.

**APPENDIX D****2025 SOUTHERN FIRE CHIEFS DIRECTORY****ALABAMA FORESTRY COMMISSION****JOHN GOFF**

513 MADISON AVE  
MONTGOMERY, AL 36104  
PHONE 334/240-9335  
FAX 334/353-0124  
CELL 256/626-2218  
E-MAIL John.Goff@forestry.alabama.gov

**ARKANSAS DEPARTMENT OF  
AGRICULTURE FORESTRY DIVISION  
ROBERT MURPHY**

#1 NATURAL RESOURCE DR.  
LITTLE ROCK, AR 72205  
CELL 870/723-8110  
E-MAIL Robert.d.murphy@agriculture.arkansas.gov

**FLORIDA FOREST SERVICE****JOHN RAULERSON**

3125 CONNER BLVD  
TALLAHASSEE, FL 32399-1650  
PHONE 850/681-5919  
CELL 850/228-7754  
E-MAIL John.raulerson@fdacs.gov

**GEORGIA FORESTRY COMMISSION****THOMAS BARRETT**

5645 RIGGINS MILL RD. MACON, GA  
31202-0819  
PHONE 478/550-6372  
CELL 478/550-6372  
FAX 478/751-3465  
E-MAIL tbarrett@gfc.state.ga.us

**NORTH CAROLINA****FOREST SERVICE****GAIL BLEDSOE**

1616 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1600  
CELL 919/219-7917  
FAX 919/857-4806  
E-MAIL gail.bledsoe@ncagr.gov

**OKLAHOMA****DEPT. OF AGRICULTURE****FORESTRY DIVISION****ANDY JAMES**

2800 NORTH LINCOLN BLVD  
OKLAHOMA CITY, OK 73105  
PHONE 405/823-6742  
FAX 405/422-4583  
E-MAIL andy.james@ag.ok.gov

**SOUTH CAROLINA****FORESTRY COMMISSION****DARRYL JONES**

P O BOX 21707  
COLUMBIA, SC 29221-1707  
PHONE 803/896-8817  
CELL 803/667-1039  
E-MAIL djones@forestry.state.sc.us

**TENNESSEE DIVISION****OF FORESTRY****DAVID FIORELLA** 440 Hogan Road

NASHVILLE, TN 37220  
PHONE 615-837-5470  
CELL 615-571-3726  
FAX 615/837-5129  
E-MAIL david.fiorella@tn.gov

**KENTUCKY DIVISION OF FORESTRY****MICHAEL FROELICH**

300 SOWER BLVD.  
FRANKFORT, KY 40601  
PHONE 502/782-7159  
CELL 502/682.4449  
FAX 502/564-4245  
E-MAIL michael.froelich@ky.gov

**LOUISIANA DEPT. OF  
AGRICULTURE & FORESTRY****MATTHEW POLK**

5825 FLORIDA BLVD., SUITE 6000  
BATON ROUGE, LA 70806  
PHONE 225/925-4500  
CELL 985/515-6845  
FAX 225/922-1356  
E-MAIL mpolk@ldaf.state.la.us  
OR  
ForestProtection@ldaf.state.la.us

**MISSISSIPPI FORESTRY COMMISSION****RANDY GIACHELLI**

3139 HWY. 468 WEST  
PEARL, MS 39208  
CELL 601/850-8912  
E-MAIL rgiachelli@mfc.ms.gov

**TEXAS A&M FOREST SERVICE****JARED KARNs**

200 Technology Way, Suite 1162  
College Station, TX 77845  
PHONE 979/458-7345  
CELL PHONE 936/202-0688  
E-MAIL jkarns@tfs.tamu.edu

**VIRGINIA DEPARTMENT  
OF FORESTRY****JOHN MILLER**

900 NATURAL RESOURCES DRIVE,  
SUITE 800  
CHARLOTTESVILLE, VA 22903  
PHONE 434/220-9023  
CELL 434/962-3484  
FAX 434/977-9839  
E-MAIL john.miller@dof.virginia.gov

**WEST VIRGINIA  
DIVISION OF FORESTRY****JEREMY JONES**

7 PLAYERS CUB DRIVE  
CHARLESTON, WV 25311  
PHONE 304/352-4877  
FAX 304/558-0143  
CELL 304/552-4221  
E-MAIL jeremy.c.jones@wv.gov

## APPENDIX E

## 2025 INCIDENT BUSINESS CONTACTS DIRECTORY

**ALABAMA FORESTRY COMMISSION  
BALSIE BUTLER**

513 MADISON AVE  
MONTGOMERY, AL 36104  
PHONE 334/322-0849  
FAX 334/240-9346  
E-MAIL balsie.butler@forestry.alabama.gov

**ARKANSAS DEPARTMENT  
OF AGRICULTURE  
FORESTRY DIVISION  
ELZA ALBERT**

#1 NATURAL RESOURCE DR.  
LITTLE ROCK, AR 72205  
PHONE 501/219-6347  
E-MAIL elza.albert@agriculture.arkansas.gov

**FLORIDA FOREST SERVICE  
LINDA PETERS**

3125 CONNER BLVD  
TALLAHASSEE, FL 32399-1650  
PHONE 850/681-5829  
FAX 850/681-5802  
E-MAIL linda.peters@fdacs.gov

**GEORGIA FORESTRY COMMISSION  
MICHELE GRAY**

5645 RIGGINS MILL RD. MACON, GA  
31202-0819  
PHONE 478/751-3466  
FAX 478/751-3465  
E-MAIL mgray@gfc.state.ga.us

**KENTUCKY DIVISION OF FORESTRY  
MICHAEL FROELICH**

300 SOWER BLVD.  
FRANKFORT, KY 40601  
PHONE 502/782-7159  
FAX 502/564-4245  
E-MAIL Michael.Froelich@ky.gov

**NORTH CAROLINA FOREST SERVICE  
Jennifer Rall**

1616 MAIL SERVICE  
CENTER  
RALEIGH, NC 27699-1600  
PHONE 919/857-4837  
FAX 919/857-4802  
E-MAIL JENNIFER.RALL@NCAGR.GOV

**OKLAHOMA DEPT.  
OF AGRICULTURE  
FORESTRY DIVISION  
ASHLEY JOHNSON**

2800 NORTH LINCOLN BLVD.  
OKLAHOMA CITY, OK 73105  
PHONE 405/522-6157  
FAX 405/522-4583  
E-MAIL Ashley.johnson@ag.ok.gov

**SOUTH CAROLINA  
FORESTRY COMMISSION  
CATHY NORDEEN**

P O BOX 21707  
COLUMBIA, SC 29221-1707  
PHONE 803/896-8865  
E-MAIL cnordeen@scfc.gov

**TENNESSEE DIVISION OF FORESTRY  
DAVID FIORELLA**

440 Hogan Road  
NASHVILLE, TN 37220  
PHONE 615-837-5470  
CELL 615-571-3726  
FAX 615/837-5129  
E-MAIL david.fiorella@tn.gov

**TEXAS A&M FOREST SERVICE  
VERONICA DAVENPORT**

200 TECHNOLOGY WAY  
COLLEGE STATION, TX 77845  
PHONE 979/458-7356  
CELL 979/209-4293  
E-MAIL vdavenport@tfs.tamu.edu



**LOUISIANA DEPT. OF AGRICULTURE  
& FORESTRY**

5825 FLORIDA BLVD., SUITE 6000  
BATON ROUGE, LA 70806  
PHONE 225/925-4500  
CELL 985/515-6845  
FAX 225/922-1356  
E-MAIL [mpolk@ldaf.state.la.us](mailto:mpolk@ldaf.state.la.us)  
OR  
[forestprotection@ldaf.state.la.us](mailto:forestprotection@ldaf.state.la.us)

**MISSISSIPPI FORESTRY COMMISSION  
ROBIN LACKEY**

3139 HWY. 468 WEST  
PEARL, MS 39208  
PHONE 601/359-2834  
E-MAIL [rlackey@mfc.ms.gov](mailto:rlackey@mfc.ms.gov)

**VIRGINIA DEPARTMENT  
OF FORESTRY**

**LAUREN SUMNER**  
900 NATURAL RESOURCES DRIVE  
SUITE 800  
CHARLOTTESVILLE, VA 22903  
PHONE 434/220-9058  
FAX 434/220-9155  
E-MAIL [lauren.sumner@dof.virginia.gov](mailto:lauren.sumner@dof.virginia.gov)

**WEST VIRGINIA DIVISION  
OF FORESTRY**

**JEREMY JONES**  
7 PLAYERS CUB DRIVE  
CHARLESTON, WV 25311  
PHONE 304/352-4877  
FAX 304/558-0143  
CELL 304/552-4221  
E-MAIL [jeremy.c.jones@wv.gov](mailto:jeremy.c.jones@wv.gov)

**APPENDIX F****SHARED RESOURCES**

To be sent to Compact Coordinator annually by January 1 (see page 238)

**Note: These rates are for South Central and Southeastern Interstate Forest Fire Protection Compact resources for compact and national interagency incidents.**

**EQUIPMENT**

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport:  NOTE: List Operator Cost in Personnel Section.	

**AIRCRAFT**

Type:	
Make:	
Model:	
Special Equipment:	
Passenger Capacity (exclude pilot):	
Load Capacity or Retardant Gallons:	
Rate: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Minimum Daily Charge:  NOTE: List Operator Cost in Personnel Section:	

**PERSONNEL**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**

Qualifications:	
Standard Rate of Pay:	
Overtime Rate:	
Per Diem Rate, if Food and Lodging are not Provided:	

## ALABAMA FORESTRY COMMISSION

## EQUIPMENT

## 2025 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	Tractor Plow Unit/Dozier
Make:	John Deere 750 LGP (environmental cab)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Straight blade with six-way movement and rear mounted winch
Special Moving Requirements: (Oversized Load, etc.)	Semi-Truck/Tractor and Trailer "Oversized Load" (Permit Required)
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$200/hour minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$200/hour
Minimum Daily Charge Equipment:	Minimum 12 hours per day (\$2,400/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	50 miles/day (\$137.50/day)

**Alabama Forestry Commission  
EQUIPMENT  
2025 Rates**

Type:	Tractor Plow Unit/Dozier
Make:	Caterpillar D7
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Straight blade with four-way movement
Special Moving Requirements: (Oversized Load, etc.)	Semi-Truck/Tractor and Trailer "Oversized Load" (Permit Required)
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$200/hour minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$200/hour
Minimum Daily Charge Equipment:	Minimum 12 hours per day \$2,400
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	50 miles/day (\$137.50/day)

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 4 Tractor Plow Unit
Make:	John Deere 650
Special Equipment:	Rear FESCO plow, 6-point front blade
Special Moving Requirements:	Low Boy trailer
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$125/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$125/hour
Minimum Daily Charge Equipment:	Minimum 12 hours per day (\$1,500/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport:	50 miles/day (\$137.00/day)
NOTE: Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 3 Tractor Plow Unit	Type 4 Tractor Plow Unit
Make:	Caterpillar D2/D4	John Deere 550
Special Equipment:	Rear FESCO plow, 6-point front blade	Rear FESCO plow, 6-point front blade
Special Moving Requirements: (Oversized Load, etc.)	Type 2 Transport	Type 2 Transport
Rates:		
Per Hour of Use w/Receiving State Supplying Fuel:	\$150/hour, minus fuel used	\$125/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$150/hour	\$125/hour
Minimum Daily Charge Equipment:	Minimum 12 hours per day (\$1,800/day)	Minimum 12 hours per day (\$1,500/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile	\$2.75/mile
Minimum Daily Charge for Transport:	50 miles/day (137.50/day)	50 miles/day (\$137.50/day)
NOTE: Operator Cost in Personnel Section.		



**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 3 Tractor Plow Unit	Type 5 Tractor Plow Unit
Make:	Caterpillar D3/D5	John Deere 450
Special Equipment:	Rear FESCO plow, 6-point front blade	Rear FESCO plow, 6-point front blade
Special Moving Requirements: (Oversized Load, etc.)	Type 2 Transport	Type 2 Transport
Rates:		
Per Hour of Use w/Receiving State Supplying Fuel:	\$200/hour, minus fuel used	\$125/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$200/hour	\$125/ hour
Minimum Daily Charge Equipment:	Minimum 12 hours per day (\$2,400/day)	Minimum 12 hours per day (\$1,500/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile	\$2.75/mile
Minimum Daily Charge for Transport:	50 miles/day (137.50/day)	50 miles/day (\$137.50/day)
NOTE: Operator Cost in Personnel Section.		

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 4 Tractor Plow Unit
Make:	John Deere 550
Special Equipment:	Rear FESCO plow, 6-point front blade
Special Moving Requirements: (Oversized Load, etc.)	Type 2 Transport
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$125/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$125/hour
Minimum Daily Charge Equipment:	Minimum 12 hours per day (\$1,500/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport:	50 miles/day (137.50/day)
NOTE: Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 4 Tractor Plow Unit
Make:	John Deere 450
Special Equipment:	Rear FESCO plow, 6-point front blade
Special Moving Requirements: (Oversized Load, etc.)	Type 2 Transport
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$125/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$125/ hour
Minimum Daily Charge Equipment:	Minimum 12 hours per day (\$1,500/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport:	
NOTE: Operator Cost in Personnel Section.	50 miles/day (\$137.50/day)

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Transports
Make:	Type 2 and Low-Boys
Special Equipment:	
Special Moving Requirements:	
Rates:	
Per Mile w/Receiving State Supplying Fuel:	\$2.75/mile, minus fuel used
Per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge Equipment:	
NOTE: Operator Cost in Personnel Section.	50 miles/day (\$137.50/day)

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	ENGINE TYPE 6
Make:	FORD F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	150 GALLON SLIP-ON UNIT, 2- or three- man crew
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Mile w/Sending State Supplying Fuel:	\$1.25/per mile
Per Hour w/Sending State Supplying Fuel:	\$75.00/hour
Minimum Daily Charge Equipment:	\$900.00 per day
NOTE: List Operator Cost in Personnel Section.	Operator(s), foam, and their per diem are not included in equipment rate. See Personnel for operator rate.  Charge per mile is used when traveling to and returning from the incident. Once on the incident the hourly rate applies with a minimum daily charge.

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Front End Loader/Skid-Steer, Backhoe	
Make:	Various	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A	
Special Moving Requirements: (Oversized Load, etc.)	Requires Truck Tractor w/ Trailer or other vehicle for road transport.	
Rates: Per Hour of Use w/Sending State Supplying Fuel:	Front End Loader/Skid-Steer	\$40.00/hour
	Backhoe	\$75.00/hour
Guarantee Rate per day:	Front End Loader/Skid-Steer	\$480.00/day
	Backhoe	\$900.00/day
Transport Cost	See Truck Tractor w/ Trailer or other vehicle Rates	
NOTE: List Operator Cost in Personnel Section.	Operator(s), foam, and their per diem are not included in equipment rate. See Personnel for operator rate.	
	Charge per mile is used when traveling to and returning from the incident. Once on the incident the hourly rate applies with a minimum daily charge.	

**ALABAMA FORESTRY COMMISSION  
SUPPLIES  
2025 Rates**

2023 Rates Type:	Foam, Suppressants, and Retardant
Make:	N/A
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates: Rate per Gallon:	Foam, Suppressants, and Retardant: Cost to be Determined at the Time of Dispatch.

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Pick-ups
Make:	¾ ton and ½ ton
Special Equipment:	Tank and pump (100 gal)
Special Moving Requirements:	
Rates:	
Per Mile w/Receiving State Supplying Fuel:	\$1.25/mile, minus fuel used
Per Mile w/Sending State Supplying Fuel:	\$1.25/mile
Minimum Daily Charge Equipment: NOTE: Operator Cost in Personnel Section.	80 miles/day (\$100.00/day)



**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Sedans and SUVs
Make:	
Special Equipment:	
Special Moving Requirements:	
Rates:	
Per Mile w/Receiving State Supplying Fuel:	\$1.25/mile, minus fuel used
Per Mile w/Sending State Supplying Fuel:	\$1.25/mile
Minimum Daily Charge Equipment:	
NOTE: Operator Cost in Personnel Section.	80 miles/day (\$100.00/day)

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Logistics Support Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	22 ft. – 39 ft. Travel Trailer - \$300 per day  Trailer 40 ft. plus - \$800.00/day Cost of transport is dependent on the type of vehicle used. See Vehicle rates.
Transport Cost per Mile w/Receiving State supplying fuel:	See Pickups
Transport Cost per Mile w/Sending State Supplying Fuel:	See Pickups
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	All-Terrain Vehicles (4-Wheeler, UTV, etc.)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4WD
Special Moving Requirements: (Oversized Load, etc.)	Trailer Provided
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$42.00/hour
Per Hour of Use w/Sending State Supplying Fuel:	\$42.00/hour
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$504/Day 12 hours/day N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	N/A

**ALABAMA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Chainsaw
Make:	Various Makes and Models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport:  NOTE: List Operator Cost in Personnel Section.	\$2.00 to \$4.00 per hour of actual operating time based on chainsaw bar length.      4 hours per day minimum.      Rates above do not include personnel/operator cost. See personnel section for operator cost.

**ALABAMA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day**

Qualifications:	Twenty-person crew. Firefighter Type 2 and Type 1 with Crew Bosses to NWCG standards and Arduous Level Pack Test.
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

Qualifications:	Equipment Operator and swamper, both Firefighter Type 2 to NWCG standards
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

Qualifications:	Single Resource Overhead positions, certified to NWCG standards.
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

Qualifications:	NWCG Qualified ICS position
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day**

Qualifications:	Type 2 and Type 3 Incident Management Teams (Wildfire and All Hazard)
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

# ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION

## EQUIPMENT

### 2025 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	Tractor w/plow or winch
Make:	JD450//CAT/D-4
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP or LT and/or some with articulating v-blade
Special Moving Requirements: (Oversized Load, etc.)	Transports, Tandem axel
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$85.00/Hr. Minimum 4 hrs./day (\$340.00)
Transport Cost per Mile w/Receiving State supplying fuel: NOTE: List Operator Cost in Personnel Section.	\$1.50/Mile Minimum \$75.00/day

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION  
EQUIPMENT**

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending  
States are responsible for routine maintenance**

**2025 Rates**

Type:	Tractor w/plow or winch
Make:	JD 550/650/Cat D5
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP/XLT
Special Moving Requirements: (Oversized Load, etc.)	Transport tandem axle
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$90.00/Hr. Minimum 4 hrs./day Minimum 4 hrs./day ( \$360.00)  \$1.50/mile tandem axle transport or \$2.50/mile truck tractor with lowboy  Minimum \$75.00/day
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION  
EQUIPMENT  
2025 Rates**

Type: Pick-up trucks, ½ -3/4 ton. SUV	Pickups, SUVs, and Vans
Make: various	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Can add on Pump and 100-gallon Water tank
Special Moving Requirements: (Oversized Load, etc.)	none
Rates: Per Mile w/Receiving State Supplying Fuel: NOTE: List Operator Cost in Personnel Section.	Without Pump and Tank \$.60/mile \$50.00/ day minimum  With Pump and Tank \$.75/mile \$65.00/ day minimum

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION  
EQUIPMENT  
2025 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	UTV with Skid Unit
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	50-Gallon minimum tank size with
Special Moving Requirements: (Oversized Load, etc.)	Tandem axel trailer
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Transport Cost per Mile w/Receiving State supplying fuel: NOTE: List Operator Cost in Personnel Section.	\$15.00/Hr. Minimum 2 hrs./day (\$30.00)



**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION  
AIRCRAFT  
2025 Rates**

Type:	Fixed wing
Make:	Aero Commander
Model:	AC-500-B
Special Equipment:	GPS/Programmable Technisonic
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	N/A
Rate:	\$300/hr.
Per Hour of Use w/Receiving State Supplying Fuel:	\$300/hr.
Per Hour of Use w/Sending State Supplying Fuel:	
Minimum Daily Charge:	2.00 Hrs./day (\$600)
NOTE: List Operator Cost in Personnel Section:	

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	P206
Special Equipment:	GPS/Programmable Technisonic
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	N/A
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$200.00/hr.
Per Hour of Use w/Sending State Supplying Fuel:	
Minimum Daily Charge:	2.00 Hrs./day (\$400.00)
NOTE: List Operator Cost in Personnel Section:	

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	182
Special Equipment:	GPS/Programmable Technisonic
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$120.00/hr.
Per Hour of Use w/Sending State Supplying Fuel:	
Minimum Daily Charge:	2.00 Hrs./day (\$240.00)
NOTE: List Operator Cost in Personnel Section:	

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY DIVISION  
PERSONNEL**

**NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day  
2025 Rates**

Qualifications:	Variable
Standard Rate of Pay:	Actual costs
Overtime Rate:	1.5 hrs. over 40 hrs.
Per Diem Rate, if Food and Lodging are not Provided:	Actual expenses

# FLORIDA FOREST SERVICE

## EQUIPMENT

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

### 2025 Rates

Type:	Dozer/tractor plow units					
Make:	Various					
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP, 2-disc, straight or v-blade					
Special Moving Requirements: (Oversized Load, etc.)	Requires hauling unit for road transport. Type 1 requires oversize load permit.					
Rates:	N/A					
Per Hour of Use w/Receiving State Supplying Fuel:	<table><tr><td>Type 1</td><td>Type 2</td></tr><tr><td>.</td><td>\$124.00/hr.</td></tr></table>		Type 1	Type 2	.	\$124.00/hr.
Type 1	Type 2					
.	\$124.00/hr.					
Per Hour of Use w/Sending State Supplying Fuel:						
Per Mile w/Receiving State Supplying Fuel:	<table><tr><td>Type 3</td><td>Type 4</td></tr><tr><td>\$108.00/hr.</td><td>\$96.00/hr.</td></tr></table>		Type 3	Type 4	\$108.00/hr.	\$96.00/hr.
Type 3	Type 4					
\$108.00/hr.	\$96.00/hr.					
Per Mile w/Sending State Supplying Fuel:						
Minimum Daily Charge Equipment:	N/A					
	N/A					
Transport Cost per Mile w/Receiving State supplying fuel:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then it is based on the hours of actual travel time while being transported.					
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A					
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	See transport rates.					

**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Transports
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$57.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then is based on the hours of actual travel time.
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A

**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Trailers (1 operator)		
Make:	Various		
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A		
Special Moving Requirements: (Oversized Load, etc.)	Requires hauling unit for road transport.		
Rates:	N/A		
Per Hour of Use w/Receiving State Supplying Fuel:			
Per Hour of Use w/Sending State Supplying Fuel:			
Per Mile w/Receiving State Supplying Fuel:			
Per Mile w/Sending State Supplying Fuel:			
Minimum Daily Charge Equipment:			
Transport Cost per Mile w/Receiving State supplying fuel:			
Transport Cost per Mile w/Sending State Supplying Fuel:			
Minimum Daily Charge for Transport:			
NOTE: List Operator Cost in Personnel Section.			
	The cost of the transport is included with the daily rate.		

**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Engines (2 operators)					
Make:	Various					
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam proportioned/aux. motor/pump					
Special Moving Requirements: (Oversized Load, etc.)	N/A					
Rates:						
Per Hour of Use w/Receiving State Supplying Fuel:	N/A					
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>Type 3</td><td>Type 6</td></tr><tr><td>\$55.00/hr.</td><td>\$48.00/hr.</td></tr></table>		Type 3	Type 6	\$55.00/hr.	\$48.00/hr.
Type 3	Type 6					
\$55.00/hr.	\$48.00/hr.					
Per Mile w/Receiving State Supplying Fuel:	N/A					
Per Mile w/Sending State Supplying Fuel:	N/A					
Minimum Daily Charge Equipment:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then it is based on the hours of actual travel time.					
Transport Cost per Mile w/Receiving State supplying fuel:	N/A					
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A					
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A					
	N/A					

**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Passenger Vehicles
Make:	Various (vans, mechanic truck, sedan, pickups)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$17.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then is based on the hours of actual travel time.
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A

**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Command Trailers								
Make:	Various								
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Auxiliary Power – Generator Set Type 1 – 53` - Type 2- varies 30`-35`, Type 3 - <30’								
Special Moving Requirements: (Oversized Load, etc.)	Heavy Duty Vehicle required for towing.								
Rates:	N/A								
Per Hour of Use w/Receiving State Supplying Fuel:	N/A								
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>Type 1</td><td>Type 2</td><td>Type 3</td></tr><tr><td>\$800 daily</td><td>\$550 daily</td><td>\$330.00 daily</td></tr></table>			Type 1	Type 2	Type 3	\$800 daily	\$550 daily	\$330.00 daily
Type 1	Type 2	Type 3							
\$800 daily	\$550 daily	\$330.00 daily							
Per Mile w/Receiving State Supplying Fuel:	N/A								
Per Mile w/Sending State Supplying Fuel:	N/A								
Minimum Daily Charge Equipment:	See above rates.								
Transport Cost per Mile w/Receiving State supplying fuel:	N/A								
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A								
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A								
	The cost of the transport is included with the daily rate.								



**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Mowers (2 operators)				
Make:	Various				
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A				
Special Moving Requirements: (Oversized Load, etc.)	Requires hauling unit for road transport.				
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	N/A				
Per Hour of Use w/Sending State Supplying Fuel:	<table border="1"> <tr> <td>Gryo-Track Cutting width &gt; 72"</td><td>Posi-Track/ John Deere Cutting width ,72"</td></tr> <tr> <td>\$143.00/hr.</td><td>\$88.00/hr.</td></tr> </table>	Gryo-Track Cutting width > 72"	Posi-Track/ John Deere Cutting width ,72"	\$143.00/hr.	\$88.00/hr.
Gryo-Track Cutting width > 72"	Posi-Track/ John Deere Cutting width ,72"				
\$143.00/hr.	\$88.00/hr.				
Per Mile w/Receiving State Supplying Fuel:	N/A				
Per Mile w/Sending State Supplying Fuel:	N/A				
Minimum Daily Charge Equipment:	N/A				
Transport Cost per Mile w/Receiving State supplying fuel:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then it is based on the hours of actual travel time.				
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A				
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A				
	See transport rate.				

**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Portable Pumps
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Hose and appliances included.
Special Moving Requirements: (Oversized Load, etc.)	Requires vehicle to transport unit to site.
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$20.00/hr.
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$143.00
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A
	N/A

**FLORIDA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Tents
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Incident Tents includes generator.
Special Moving Requirements: (Oversized Load, etc.)	Requires vehicle to transport unit to site.
Rate: Daily	\$200 Daily

**FLORIDA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Patrol Aircraft (1 pilot)
Make:	Piper, Cessna
Model:	Archer II, 182
Special Equipment:	GPS/Air Attack Communication
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
ate: Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$110.00/hr.
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	Four hours of flight time

**FLORIDA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Light Twin (2 pilots)
Make:	Piper
Model:	Navajo
Special Equipment:	GPS/Air Attack Communication
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$605/hr.
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	Three hours of flight time.

**FLORIDA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Helicopter Type 2 (1 Pilot)
Make:	Bell
Model:	UHI (Super Huey), 209
Special Equipment:	Bambi Bucket
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	300 gallons
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$900.00/hr. (plus actual fuel cost)*
Helicopter Tender (Helicopter support vehicle, mechanic & fuel trailer)	\$57.00/hr.
Helicopter tender is required when helicopter is dispatched.	
Minimum Daily Charge:	
NOTE: List Operator Cost in Personnel Section.	Helicopter – three hours of flight time Tender – three hours

**FLORIDA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Helicopter Type 3 (1 Pilot)
Make:	Leonardo
Model:	AW119Kx
Special Equipment:	Bambi Bucket
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	180 gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$875.00/hr. (plus actual fuel cost)
Helicopter Tender (Helicopter support vehicle & fuel trailer)	\$57.00/hr.
Helicopter tender is required when helicopter is dispatched.	
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	Helicopter – three hours of flight time Tender – three hours

**FLORIDA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Helicopter Type 3 (1 Pilot)
Make:	Bell
Model:	OH-58
Special Equipment:	Bambi Bucket
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	100 gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$350.00/hr. (plus actual fuel cost)*
Helicopter Tender (Helicopter support vehicle, mechanic & fuel trailer)	\$57.00/hr.
Helicopter tender is required when helicopter is dispatched.	
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	Helicopter – three hours of flight time Tender – three hours

**FLORIDA FOREST SERVICE  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day**

Qualifications:	(4) ICS Team Type 1, various qualified ICS positions
Standard Rate of Pay:	* Salary and Benefits – Varies by individual
Overtime Rate:	Varies by Individual
Per Diem Rate, if Food and Lodging are not Provided:	State of Florida per/diem and meals rate per statute.

# GEORGIA FORESTRY COMMISSION

## EQUIPMENT

### 2025 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	Type I Tractor Plow
Make:	JD1050J
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Winch, KG blade, wheeled fire plow, straight blade
Special Moving Requirements: (Oversized Load, etc.)	Oversize Load – Requires escort and permitting for out of state travel
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$260 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$260 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	4 Hr. daily
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport:	See Transport
NOTE: List Operator Cost in Personnel Section.	N/A



**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type II Tractor Plow
Make:	JD850; CAT D6N; CAT D7; Dresser TD-15
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (wheeled type), Winch – V-blade and straight blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$205 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$205 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	4 Hr. daily
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
	See Transport
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type III Tractor Plow
Make:	JD700; JD750; CAT D4E; CAT D4H; CAT D5K; CAT D5N, CAT D6K; CASE 1150
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (wheeled type), Winch Straight or V-blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$180 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$180 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	4 Hr. daily
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type IV Tractor Plow
Make:	JD400; JD450; JD650; CAT D3C; CAT D4C; Case 750; Case 850; Dresser TD8
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (lift or wheeled type), Winch, straight blade, or V-blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$150 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$150 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	4 Hr. daily
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport:	See Transport
NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Transport (double-axle drive on bed)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$2.00 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$2.25 per Mile
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Truck Tractor
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	May require Permit
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$2.50 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$2.75 per Mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FOESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Engine Type VI or VII (4x4)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Pump-tank 150-300 gallons, Foam, Winch, 2-man crew (ENGB + ENOP)
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$75 per Hour of pump use – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$75 per Hour of pump use
Per Mile w/Receiving State Supplying Fuel:	\$.80 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$.90 per Mile
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Pickup (4800-5900 GVWR)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None (Pump & Water available but not used) Transportation only
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.75 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$.85 per Mile
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Sedan (full, compact), Station Wagon, Pickup (compact/mid-size), Van (5-9 pass)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.60 per Mile – less actual fuel cost.
Per Mile w/Sending State Supplying Fuel:	\$.70 per Mile
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A



**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Van (15 pass)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.75 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$.85 per Mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$100 per day
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	N/A N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Maintenance Truck (aircraft)
Make:	Ford F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	600 Gallon Fuel trailer, maintenance person
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$150 per hour
Per Hour of Use w/Sending State Supplying Fuel:	\$150 per hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	\$600 per Day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Forklift
Make:	18,000 to 50,000 lbs.
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Operator
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$40 per Hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$50 per Hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	See Truck Tractor
Minimum Daily Charge for Transport:	See Truck Tractor
NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Forklift
Make:	18,000 Max
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Operator
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$25 per Hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$35 per Hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport:	See Transport
NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Logistics Support Trailer
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	22 ft. – 30 ft. Travel Trailer
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$250 per Day
Transport Cost per Mile w/Sending State Supplying Fuel:	See Maintenance Truck
Minimum Daily Charge for Transport:	See Maintenance Truck
NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Mobile Command Trailer
Make:	IDS
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Breakaway Generator
Special Moving Requirements: (Oversized Load, etc.)	Truck Tractor
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$800 per day
Transport Cost per Mile w/Sending State Supplying Fuel:	See Truck Tractor
Minimum Daily Charge for Transport:	See Truck Tractor
NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Portable Pump
Make:	Mark III
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$10 per Hour of pump use – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$10 per Hour of pump use
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$35 per Day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Portable Pump
Make:	6" irrigation
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$40 per Hour of pump use – less actual fuel cost
	\$50 per Hour of pump use
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$350 per Day
Minimum Daily Charge Equipment:	See Pickup (4800-5900 GVWR)
Transport Cost per Mile w/Receiving State supplying fuel:	See Pickup (4800-5900 GVWR)
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	



**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Portable Retardant Mixing Tank (500gals)
Make:	Various Makes and Models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Requires approved retardant and water supply. All fill hoses provided by sending state.
Special Moving Requirements: (Oversized Load, etc.)	Requires minimum of ¾ ton pick to transport.
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$250 per day or partial day
Per Hour of Use w/Sending State Supplying Fuel:	Receiving state responsible to provide approved retardant and on-site water supply.
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	\$250 per day minimum
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
	Rates above do not include personnel/operator cost nor tow vehicle. See personnel section for operator cost and vehicle section for transportation cost.

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	ATV/UTV
Make:	Various Make and Models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Burn fuel tank and water tank with supporting apparatus available.
Special Moving Requirements: (Oversized Load, etc.)	Requires utility trailer for transport
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport:  NOTE: List Operator Cost in Personnel Section.	<p>\$25 per hour of actual operating time based on make and model.</p> <p>4 hours per day minimum. ATV/UTV charged the greater of the following: Actual hours used. OR 2. Minimum rate per day.</p> <p>Rates above do not include personnel/operator cost. See personnel section for operator cost.</p>

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	Chainsaw
Make:	Various Makes and Models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport:  NOTE: List Operator Cost in Personnel Section.	<p>\$1.50 to \$3.45 per hour of actual operating time based on chainsaw bar length.</p> <p>4 hours per day minimum. Chainsaw use will be charged the greater of the following: Actual hours used. OR 2. Minimum rate per day.</p> <p>Rates above do not include personnel/operator cost. See personnel section for operator cost.</p>

**GEORGIA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	General Purpose Tents
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	12 x 12 Canopy 19 X 35 ICS Command Shelter – Requires set up crew (3 person)
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$50 per Day (Canopy)/ \$150 per Day (Command Shelter) See Pickup (4800-5900 GVWR)
Transport Cost per Mile w/Sending State Supplying Fuel:	See Pickup (4800-5900 GVWR)
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION  
AIRCRAFT  
2025 Rates**

Type:	Helicopter
Make:	Bell 407
Model:	
Special Equipment:	W/ Water Bucket
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	210 Gallons
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$1,250 per hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$600 per hr. + Actual Fuel Cost
Minimum Daily Charge:	4 Hr. Minimum
NOTE: List Operator Cost in Personnel Section:	

**GEORGIA FORESTRY COMMISSION  
AIRCRAFT  
2025 Rates**

Type:	Airplane
Make:	Cessna 182
Model:	
Special Equipment:	
Passenger Capacity (exclue pilot):	3
Load Capacity or Retardant Gallons:	
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$250 per hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$250 per hr. + Actual Fuel Cost
Minimum Daily Charge:	4 Hr. Minimum
NOTE: List Operator Cost in Personnel Section:	

**GEORGIA FORESTRY COMMISSION  
AIRCRAFT  
2025 Rates**

Type:	Single Engine Air Tanker (SEAT)
Make:	Thrush
Model:	510G Switchback
Special Equipment:	
Passenger Capacity (exclude pilot):	0
Load Capacity or Retardant Gallons:	500 gallons
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$650 per hr. actual flight time
Per Hour of Use w/Sending State Supplying Fuel:	\$650 per hr. plus actual fuel cost
Minimum Daily Charge:	4 hours per day minimum. Aircraft will be charged the greater of the following: Actual hours used. OR 2. Minimum rate per day.
NOTE: List Operator Cost in Personnel Section:	

**GEORGIA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**

Qualifications:	NWCG Qualified ICS position
Standard Rate of Pay:	Employee salary Rate
Overtime Rate:	1.5 times pay over 40 hrs. a week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**GEORGIA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**

Qualifications:	Transportation Drivers, Mechanics, non-ICS positions, Fixed-wing and Rotor-wing Pilots
Standard Rate of Pay:	Employee salary Rate
Overtime Rate:	1.5 times pay over 40 hrs. a week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**GEORGIA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**

Qualifications:	Georgia State Qualified: Equipment Operator, Engine Crew, Hand Crew, and Pilots
Standard Rate of Pay:	Employee salary Rate
Overtime Rate:	1.5 times pay over 40 hrs. a week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**KENTUCKY DIVISION OF FORESTRY****EQUIPMENT****2025 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Heavy Equipment	Per Hour Use	Mileage Rate	Guarantee Day Rate
Type 3 Dozer (JD650)	\$105	*See Transport Rate	\$525
Type 4 Dozer (JD550)	\$90	*See Transport Rate	\$450
Type 4 Tractor Plow (JD650/JD550)	\$105	*See Transport Rate	\$525
Straight Transport Truck	N/A	\$2.50	\$110
Engine Type 6	\$50	\$1.00	\$400

**Heavy Equipment will be billed accordingly:**

Whichever is greater:

Heavy Equipment will be charged per hour the assigned operator works.

Or Heavy Equipment will be charged the operational period.

Or Heavy Equipment will be charged the Guarantee Daily Rate.

The exception is when in travel status to and from the receiving state, and then is based on the hours of actual travel time.

Support Equipment	Per Hour Use	Mileage Rate	Guarantee Day Rate
Sedan or SUV	N/A	\$1	\$85
Pickup, ½ - ¾ ton	N/A	\$1	\$85
Pickup, 1 ton	N/A	\$1	\$85
Passenger Van	N/A	\$1	\$85
UTV	\$10	N/A	\$85
Utility Trailer	N/A	\$.50	\$65
Box Truck	\$42	\$2.50	\$336

**Support Equipment will be billed accordingly:**

- Daily mileage use will be charged according to the Mileage Rates above.
- Guarantee Daily Rate will be charged according to the rates above.



**ALL KDF Equipment will be provided and billed accordingly:**

- All Equipment will come wet, with KDF providing fuel.
- If the incident provides fuel, the fuel tickets will be collected, attached, and deducted from the final bill.
- Any Class A foam used will be provided by the receiving unit (Incident)
- Travel Status is based upon actual travel time at a Per Hour Use and Mileage Rates listed above.
- Claims for damages and loss, which occur at the incident, will be documented with the incident at the time they occur or prior to demobilization. All Equipment damaged in the firefighting effort is the responsibility of the receiving unit.
- The sending state will be responsible for routine maintenance on all KDF equipment.
- All Equipment will meet NWCG minimum standards and typing.
- The receiving unit is responsible for any shipping costs involving Equipment and supplies.
- Equipment time and mileage will be recorded on Equipment Shift Tickets according to the NWCG Standards for Interagency Incident Business Management and submitted to finance to generate the OF-286, Emergency Equipment – Use Invoice.

**KENTUCKY DIVISION OF FORESTRY  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**


- Personnel time will be recorded on Crew Time Reports according to the NWCG Standards for Interagency Incident Business Management and submitted to finance to generate the OF-288 Incident Time Report.
- Overtime and Per Diem Rates are the actual cost of each person's salary & benefits as well as per diem + Actual Lodging costs.

## LOUISIANA DEPARTMENT OF FORESTRY

## EQUIPMENT

## 2025 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	TPL2 / Dozer Unit
Make:	JD 750 LGP
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Lift Type Fesco Plow, straight blade with six-way movement and rear mounted winch.
Special Moving Requirements: (Oversized Load, etc.)	“Oversized Load” – Permit Required
Rates:	
Per Hour of Use w/Sending State Supplying Fuel:	\$200
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$1,000.00
Transport Cost per Mile w/Sending State Supplying Fuel:	\$4.00
Minimum Daily Charge for Transport:	\$200.00
NOTE: See Operator Cost in Personnel Section.	TPL2 gets daily in tvl status; Tranp get mi every day or daily (whichever is higher).

**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	TPL3 / Dozer Unit
Make:	JD 650J / JD 650P
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Lift Type Plow with V-blade or straight blade (winch available upon request)
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Sending State Supplying Fuel:	\$150.00
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$750.00
Transport Cost per Mile w/Sending State Supplying Fuel:	\$3.00
Minimum Daily Charge for Transport:	\$150.00
NOTE: See Operator Cost in Personnel Section.	TPL3 gets daily in tvl status; Tranp get mi every day or daily (whichever is higher).

**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Type V Engine
Make:	GMC 5500
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	400 GAL
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Sending State Supplying Fuel:	\$96.00
Per Mile w/Sending State Supplying Fuel:	\$1.25
Minimum Daily Charge Equipment:	\$300.00 PLUS Mileage
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: See Operator Cost in Personnel Section.	ENG5 paid mi every day PLUS hrs of use. (Mileage + daily in tvl status & staging).

**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Type VI Engine
Make:	Ford F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	150 Gal
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Sending State Supplying Fuel:	\$96.00
Per Mile w/Sending State Supplying Fuel:	\$1.25
Minimum Daily Charge Equipment:	\$300.00 PLUS Mileage
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: See Operator Cost in Personnel Section.	ENG6 paid mi every day PLUS hrs of use. (Mileage + daily in tvl status & staging).

**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Pickup Truck (½ – ¾ Ton)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$1.00
Minimum Daily Charge Equipment:	\$100.00
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: See Operator Cost in Personnel Section.	

**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Pickup Truck (1 Ton)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$1.50
Minimum Daily Charge Equipment:	\$150.00
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: See Operator Cost in Personnel Section.	

**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Refrigerated Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	Semi-Tractor Truck
Rates: Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$500.00
Transport Cost per Mile w/Sending State Supplying Fuel:	\$3.00
Minimum Daily Charge for Transport:	\$150.00
NOTE: See Operator Cost in Personnel Section.	Transport gets mileage every day or daily, whichever is higher.



**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	ATV
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/ Sending State Supplying Fuel:	\$20.00
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment w/ Sending State supplying fuel:	\$100.00
Transport Cost per Mile w/Sending State Supplying Fuel:	See PU.
Minimum Daily Charge for Transport:	See PU.
NOTE: See Operator Cost in Personnel Section.	
	Rate of PU is dependent on size (½ - ¾ ton OR 1 ton).

**LOUISIANA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	UTV
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/ Sending State Supplying Fuel:	\$40.00
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment w/ Sending State supplying fuel:	\$200.00
Transport Cost per Mile w/Sending State Supplying Fuel:	See PU.
Minimum Daily Charge for Transport:	See PU.
NOTE: See Operator Cost in Personnel Section.	Rate of PU is dependent on size (½ - ¾ ton OR 1 ton).

**LOUISIANA DEPARTMENT OF FORESTRY  
AIRCRAFT  
2025 Rates**

Type:	Detection Aircraft
Make:	Cessna 182T
Model:	2003
Special Equipment:	Two-way programmable radio, dual GPS
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate::	
Per Hour of Use w/Receiving State Supplying Fuel:	\$300.00
Per Hour of Use w/Sending State Supplying Fuel:	\$300.00
Daily Charge:	\$1500.00 + Flight time
NOTE: See Personnel Section for Pilot cost.	

**LOUISIANA DEPARTMENT OF FORESTRY  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**

Qualifications:	Various State and/or NWCG
Standard Rate of Pay:	Actual Cost of each person's salary & benefits plus 25% x hourly pay when hazardous.
Overtime Rate:	1.5 x employee salary over 40 hours/week
Per Diem Rate, if Food and Lodging are not Provided:	GSA locality rate for M&IE & actual expense of lodging.

**LOUISIANA DEPARTMENT OF FORESTRY  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**

Qualifications:	Pilot
Standard Rate of Pay:	Actual Cost of each person's salary & benefits
Overtime Rate:	1.5 x employee salary over 40 hours/week
Per Diem Rate, if Food and Lodging are not Provided:	GSA locality rate for M&IE & actual expense of lodging .

## MISSISSIPPI FORESTRY COMMISSION

## EQUIPMENT

## 2025 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	Dozer
Make:	CAT D5G, D5N, D5K, JD650
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Stinger plow with blade winch or rear winch
Special Moving Requirements: (Oversized Load, etc.)	Tandem axle or truck with lowboy depending on dozer type (see transport rates)
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$150.00 / Hour
Per Hour of Use w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Minimum Daily Rate:	\$600.00 / day or hourly rate, whichever is greater. Minimum still applies for travel status.
NOTE: List Operator Cost in Personnel Section.	

Type:	Transports
Make:	Varies
Special Equipment:	D5N dozer requires lowboy
Special Moving Requirements: (Oversized Load, etc.)	Transports stay with dozers
Rates: Per Mile w/Sending State Supplying Fuel:	\$3.75 / Mile
Per Mile w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Guarantee Rate per day:	\$400.00 / Day or mileage, whichever is greater.
NOTE: List Operator Cost in Personnel Section.	Minimum still applies for travel status.

**MISSISSIPPI FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Passenger Vehicle
Make:	Varies
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Pickup truck, SUV, Van,
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	\$ .85/mile  Receiving state refunds fuel cost if not supplied  \$250 / day or mileage, whichever is greater. Minimum still applies for travel status.

Type:	ATV / UTV
Make:	Varies
Special Equipment:	Water or backfire tanks available on request
Rates: Per Hour w/Receiving State Supplying Fuel:  Per Hour w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  NOTE: List Operator Cost in Personnel Section.	\$25.00 / Hour  Receiving state refunds fuel cost if not supplied  \$100 / Day or hourly rate, whichever is greater. Minimum still applies for travel status.

**MISSISSIPPI FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day**

Qualifications:	Varies per position
Standard Rate of Pay:	Actual Hourly Rate Plus Fringe
Overtime Rate:	1.5 Hourly Over 40
Per Diem Rate, if Food and Lodging are not Provided:	State Per Diem Rates for Meal Plus Actual Lodging Cost

## NORTH CAROLINA FOREST SERVICE

## EQUIPMENT

## 2025 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance**

Type:	Tractor Plow Units
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Truck Tractor w/ Trailer for road transport.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	<p>Type 1                \$135.00/hr.  Type 2                \$113.00/hr.  Type 3                \$97.00/hr.  Type 4                \$85.00/hr.  Nodwell/Flex        \$113.00/hr.  Track/Marsh  Master</p>
Guarantee Rate per day:	<p>Type 1                \$1620.00/day  Type 2                \$1356.00/day  Type 3                \$1164.00/day  Type 4                \$1020.00/day                                \$1356.00/day</p> <p>Nodwell/Flex  Track/Marsh  Master</p> <p>Operator(s), their per diem, and equipment transportation, are not included in equipment rate. See Truck Tractor w/ Trailer for rate. See Personnel for operator rate.</p> <p>Tractor Plow Units on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>



**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Equipment Transportation
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	Truck Tractor and Trailer
Per Hour w/Sending State Supplying Fuel:	\$83.00/hour
Guarantee Rate per day:	\$996.00/day
Per Hour w/Sending State Supplying Fuel:	Truck Tractor Only
Guarantee Rate per day:	\$73.00/hour \$876.00/day
	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.
	Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Trucks
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour w/Sending State Supplying Fuel:	Stake Body \$107.00/hour Truck: Dump Truck: \$107.00/hour Box Truck: Medium \$26.00/hour Duty -- Heavy Duty - \$33.00/hour -
Guarantee Rate per day:	Fuel Truck \$73.00/hour (Aviation or Ground):
	Stake Body \$1284.00/day Truck: Dump Truck: \$1284.00/day Box Truck: Medium Duty -- \$312.00/day Heavy Duty - \$396.00/day -
	Fuel Truck \$876.00/day (Aviation or Ground):
	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.  Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Passenger Vehicles
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates: Per Hour w/Sending State Supplying Fuel:	<p>Sedan: \$18.00/hour  Suburban, Large (6+ pass): \$27.00/hour  Suburban, Small (5 pass): \$24.00/hour</p> <p>Pick Up Truck (Light): \$21.00/hour  Pick Up Truck (1/2T): \$34.00/hour  Pick Up Truck (3/4-1T): \$37.00/hour</p> <p>Passenger Van: \$42.00/hour  Radio Engineers Vehicles (All): \$33.00/hour  Mechanic Vhcle (1T): \$36.00/hour  Mechanic Vhcle (1&amp;1/2T): \$54.00/hour</p> <p>Sedan: \$216.00/day  Suburban, Large (6+ pass): \$324.00/day  Suburban, Small (5 pass): \$288.00/day</p> <p>Pick Up Truck (Light Duty): \$256.00/day  Pick Up Truck (1/2T): \$408.00/day  Pick Up Truck (3/4-1T): \$444.00/day</p>
Guarantee Rate per day:	
NOTE: List Operator Cost in Personnel Section.	

	Passenger Van: Radio Engineers \$504.00/day Vehicles (All): Mechanic Vhcle \$396.00/day (1T): Mechanic Vhcle \$444.00/day (1&1/2T): <div style="text-align: right;">\$648.00/day\$648.00/day</div>
	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.  Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Engines
Make:	Type 4 or Type 5 or Full Track/Skidgine
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour w/Sending State Supplying Fuel	Type 4                      \$97.00/hour Type 5                      \$85.00/hour Full Track/Skidgine    \$1164.00 per day
Guarantee Rate per day:	Type 4                      \$1164.00 per day Type 5                      \$1020.00 per day Full Track/Skidgine    \$1164.00 per day  Operator(s), their per diem, and foam are not included in equipment rate. See Personnel for operator rate. See Supply for foam rate.  Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Engines
Make:	Type 6 or Type 7
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour w/Sending State Supplying Fuel:	\$70.00/hour
Guarantee Rate per day:	\$840.00 per day
	Operator(s), their per diem, and foam are not included in equipment rate. See Personnel for operator rate. See Supply for foam rate.
	Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Water Tenders
Make:	Type 1, 2 or 3
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour w/Sending State Supplying Fuel:	\$81.00
Guarantee Rate per day:	\$972.00/day
	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.
	Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Portable Pumps
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Hose and appliances included.
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit to site.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	1" to 4" Diameter Discharge \$23.00/hr.
Guarantee Rate per day:	\$276.00/day
Transport Cost:	Cost of transport is dependent on the type of vehicle used.  Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.  Portable Pumps on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.



**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Self-Contained Pumps
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Includes irrigation system.
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit to site.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	4" to 6" Discharge      \$46.00/hr. Volume Lift              \$68.00/hr. (self-contained)  Rainbird Irrigation Gun Trailer              \$7.00/hr.  4" to 6" Discharge      \$552.00/day  Volume Lift              \$816.00/day self-contained  Rainbird Irrigation      \$84.00/day Gun Trailer  Cost of transport is dependent on the type of vehicle used.  Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.  Self-Contained Pumps on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.
Guarantee Rate per day:	
Transport Cost	

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Volume Lift Pumps plus Farm Tractor
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit(s) to site.
Rates: Per Hour of Use w/Sending State Supplying Fuel:  Guarantee Rate per day:  Transport Cost per Mile w/Sending State Supplying Fuel:	<p>All Discharge \$128.00/hr. Sizes</p> <p>\$1536.00/day</p> <p>All Discharge Sizes</p> <p>Cost of transport is dependent on the type of vehicle used. See Vehicles for Rates.</p> <p>Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.</p> <p>Volume Lift Pumps on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Wheeled Tractors
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Truck Tractor w/ Trailer for Road Transportation
Rates: Per Hour of Use w/Sending State Supplying Fuel:	40 to 60 hp                      \$49.00/hr. 70 hp +                          \$64.00/hr.
Guarantee Rate per day:	40 to 60 hp                      \$588.00/day 70 hp +                          \$768.00/day  See Truck Tractor w/ Trailer for Rates
Transport Cost	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.  Wheeled Tractors on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Motor Graders
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Truck Tractor w/ Trailer for road transport.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	\$62.00/ hour
Guarantee Rate per day:	\$744.00/day
Transport Cost	See Truck Tractor w/ Trailer for Rates  Operator(s), and their per diem are not included in equipment rate. See Personnel for operator rate.  Motor Graders on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Incident Support Trailers
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit(s) to site.
Rates: Daily Charge Equipment:  Transport Cost:  NOTE: Generator Cost Separate	Trailer 22' to 32'      \$312.00/day Trailer 40" plus      \$572.00/day Cost of transport is dependent on the type of vehicle used. See Vehicle rates.  See Miscellaneous Equipment for Generator Cost

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Forklifts
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Truck Tractor w/ Trailer for road transport.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	Forklift 6,000 lb. 34.00/hour Forklift 10,000 lb. \$52.00/hour
Guarantee Rate per day:	Forklift 6,000 lb. 408.00/day Forklift 10,000 lb. \$624.00/day
Transport Cost	See Truck Tractor w/ Trailer for Rates  Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.  All Terrain Forklifts on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE  
EQUIPMENT  
2025 Rates**

Type:	Front End Loader/Skid-Steer, Backhoe, Excavator
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Truck Tractor w/ Trailer or other vehicle for road transport.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	Front End Loader/Skid-Steer \$40.00/hour Backhoe (up to 1cy) \$75.00/hour Excavator, Hydrlic (up to 2 cy) \$135.00/hour
Guarantee Rate per day:	Front End Loader/Skid-Steer \$480.00/day Backhoe (up to 1cy) \$900.00/day Excavator, Hydrlic (up to 2 cy) \$1620.00/day
Transport Cost	See Truck Tractor w/ Trailer or other vehicle Rates.  Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.  Equipment on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

# NORTH CAROLINA FOREST SERVICE EQUIPMENT 2025 Rates

Type:	Miscellaneous Equipment																		
Make:	Various																		
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A																		
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle or Truck Tractor w/ Trailer to transport to site.																		
Rates: Per Hour of Use w/Sending State Supplying Fuel:	<table> <tr> <td>Generators &lt;25KW</td><td>\$29.00/hr.</td></tr> <tr> <td>26 to 60KW</td><td>\$52.00/hr.</td></tr> <tr> <td>60 KW +</td><td>\$75.00/hr.</td></tr> </table>	Generators <25KW	\$29.00/hr.	26 to 60KW	\$52.00/hr.	60 KW +	\$75.00/hr.												
Generators <25KW	\$29.00/hr.																		
26 to 60KW	\$52.00/hr.																		
60 KW +	\$75.00/hr.																		
Other Misc. Equipment not listed use standard FEMA rates.	<table> <tr> <td>Boats (All Sizes)</td><td>\$57.00/hr.</td></tr> <tr> <td>ATV w/trailer (All)</td><td>\$37.00/hr.</td></tr> <tr> <td>UTV w/trailer (All)</td><td>\$47.00/hr.</td></tr> </table>	Boats (All Sizes)	\$57.00/hr.	ATV w/trailer (All)	\$37.00/hr.	UTV w/trailer (All)	\$47.00/hr.												
Boats (All Sizes)	\$57.00/hr.																		
ATV w/trailer (All)	\$37.00/hr.																		
UTV w/trailer (All)	\$47.00/hr.																		
Guarantee Rate per day:	<table> <tr> <td>Generators &lt;25KW</td><td>\$348.00/day</td></tr> <tr> <td>26 to 60KW</td><td>\$624.00/day</td></tr> <tr> <td>60KW+</td><td>\$900.00/day</td></tr> <tr> <td>Boats (All Sizes)</td><td>\$684.00/day</td></tr> <tr> <td>ATV w/trailer (All)</td><td>\$444.00/day</td></tr> <tr> <td>UTV w/trailer(All)</td><td>\$564.00/day</td></tr> <tr> <td>Mobile RAWS</td><td>\$104.00/day</td></tr> <tr> <td>E-BAM Unit</td><td>\$104.00/day</td></tr> <tr> <td>Portable Bridge (See Truck Tractor for Transportation)</td><td>\$624.00/day</td></tr> </table>	Generators <25KW	\$348.00/day	26 to 60KW	\$624.00/day	60KW+	\$900.00/day	Boats (All Sizes)	\$684.00/day	ATV w/trailer (All)	\$444.00/day	UTV w/trailer(All)	\$564.00/day	Mobile RAWS	\$104.00/day	E-BAM Unit	\$104.00/day	Portable Bridge (See Truck Tractor for Transportation)	\$624.00/day
Generators <25KW	\$348.00/day																		
26 to 60KW	\$624.00/day																		
60KW+	\$900.00/day																		
Boats (All Sizes)	\$684.00/day																		
ATV w/trailer (All)	\$444.00/day																		
UTV w/trailer(All)	\$564.00/day																		
Mobile RAWS	\$104.00/day																		
E-BAM Unit	\$104.00/day																		
Portable Bridge (See Truck Tractor for Transportation)	\$624.00/day																		
Transport Cost:	<p>Cost of transport is dependent on the type of Vehicle used</p> <p>Miscellaneous Equipment on the incident is charged for the actual hours of use or a per day rate.</p>																		
NOTE: <u>Other Misc. Equipment not listed use standard FEMA rates.</u>	Miscellaneous Equipment that has a per hour rate option may be charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.																		



**NORTH CAROLINA FOREST SERVICE  
SUPPLIES  
2025 Rates**

Type:	Foam, Suppressants, and Retardant
Make:	N/A
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Rate per Gallon:	<div>Foam \$35.00</div> <div>Suppressants \$1.00</div> <div>Retardant \$10.00</div>

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing Aircraft
Make:	Cessna
Model:	185 Patrol/Utility
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$215.00/hr.
Guarantee Rate per day:	<div>\$860.00/day</div> <div>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</div> <div>Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.</div>

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing Aircraft
Make:	Cessna
Model:	182 Patrol/Utility
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$215.00/hr.
Guarantee Rate per day:	\$860.00/day
	Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.
	Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing Aircraft
Make:	Cessna
Model:	206 Patrol/Utility
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$225.00/hr.
Guarantee Rate per day:	\$900.00/day
	Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.
	Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing Aircraft
Make:	Beechcraft
Model:	T-34C
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	1
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:  Guarantee Rate per day:	<p>\$240.00/hr.</p> <p>\$960.00/day</p> <p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <p>Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.</p>

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing Aircraft
Make:	Daher Kodiak
Model:	100 Load/Utility
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$700.00/hr.
Guarantee Rate per day:	\$2800.00/day
	Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.
	Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Single Engine Air Tankers (SEATs)
Make:	AirTractor
Model:	AT-802F
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	800 Gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	\$900.00/hr.
Guarantee Rate per day:	\$3,600.00/day
	<p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), foam, suppressant, or retardant (if applicable) and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate. See Supply for foam and retardant rate.</p> <p>Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.</p>

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Rotor Wing Aircraft
Make:	Bell
Model:	UH-1H
Special Equipment:	Bambi Bucket, Aerial Ignition Device Machine
Passenger Capacity (exclude pilot):	8
Load Capacity or Retardant Gallons:	240 Gallons
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$1450.00/hr.
Guarantee Rate per day:	\$5800.00/day
	Pilot(s), crewmember(s), mechanic(s), support equipment (if applicable), foam (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.
	Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Rotor Wing Aircraft
Make:	Bell
Model:	UH-1H+ (Super Huey)
Special Equipment:	Bambi Bucket, Aerial Ignition Device Machine
Passenger Capacity (exclude pilot):	8
Load Capacity or Retardant Gallons:	240 Gallons
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$1350.00/hr.
Guarantee Rate per day:	\$5400.00/day
	Pilot(s), crewmember(s), mechanic(s), support equipment (if applicable), foam (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.
	Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.



**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Rotor Wing Aircraft
Make:	American Eurocopter
Model:	AS350-B3
Special Equipment:	Bambi Bucket, Aerial Ignition Device Machine
Passenger Capacity (exclude pilot):	4
Load Capacity or Retardant Gallons:	240 Gallons
Rate: Per Hour of Use w/Sending State Supplying Fuel:  Guarantee Rate per day:	<p>\$850.00/hr.</p> <p>\$3400.00/day</p> <p>Pilot(s), crewmember(s), mechanic(s), support equipment (if applicable), foam (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <p>Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.</p>

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	UAS
Make:	Various
Model:	Various
Special Equipment:	Dragon Balls included for units with IGNIS
Passenger Capacity (exclude pilot):	N/A
Load Capacity or Retardant Gallons:	N/A
Rate:	
Per Hour of Use w/Sending State Supplying Fuel:	Type 4 Small      \$25.00/hr. Type 4 Medium    \$35.00/hr. Type 4 Large      \$60.00/hr.
Guarantee Rate per day:	Type 4 Small      \$300.00/day Type 4 Medium    \$420.00/day Type 4 Large      \$720.00/day
Examples:	
*Type 4 Small- DJI Mavic 3T w/ infrared camera	Pilot(s) salary and their per diem are not included in equipment rate. See Personnel for pilot rate.
*Type 4 Medium- DJI Matrice 200 w/ infrared camera	
*Type 4 Large- DJI Matrice 600 Pro or Alta X. Both w/ IGNIS ignition	Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater.

**NORTH CAROLINA FOREST SERVICE  
AIRCRAFT  
2025 Rates**

Type:	Modules and Misc.
Make:	
Model:	
Special Equipment:	
Passenger Capacity (exclude pilot):	
Load Capacity or Retardant Gallons:	
Air Ops Command Trailer (Truck & Trailer)	\$832.00/day-Guarantee Rate per day
Helicopter Operations Support Unit (Truck & Trailer)	\$78.00/hour \$312/day-Guarantee Rate per day
Mobile Retardant Base: MRB required support equipment – Truck Tractor, Mechanic’s Vehicle, Portable Pump, Forklift, Box Truck and Air Ops Command Trailer (Truck & Trailer). Rates for required equipment is not included in the MRB rate. See equipment for applicable rates.	\$364.00/hour \$4368.00/day-Guarantee Rate per day  Includes staffing of 1 SEMG, 1 RAMP, and 2 FWPTs. Salaries, fringe, and per diem not included in the MRB rate.
Air Mobile SEAT Module – includes 2-AT802F Airtankers, 1-T-34C Lead Plane, and 1-Kodiak 100 Load Plane	See Established rates per piece of equipment.
Ground SEAT Module – includes 2-AT802F Airtankers, 1-T-34C Lead Plane, and Mobile Retardant Base (see MRB for required equipment and staffing).	See established rates per piece of equipment.

**NORTH CAROLINA FOREST SERVICE  
PERSONNEL  
2025 Rates**

***NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day***

Qualifications:	Two (2) CIM Incident Management Teams (Wildfire & All-Hazard).  Type 2 IA hand crews upon request.  Additional Type 3 Incident Management Teams, hand crews and specialist/overhead personnel available.
Standard Rate of Pay:	Salary and Benefits – Varies by individual.
Overtime Rate:	Varies by individual
Per Diem Rate, if Food and Lodging are not Provided:	Current North Carolina out-of-state per diem rate will apply for meals. Lodging will be actual cost.

## OKLAHOMA FORESTRY SERVICES

## OKLAHOMA FORESTRY SERVICES - 2025 EQUIPMENT RATES

Equipment	Mileage Rate	Guarantee Daily Rate
Type 3 Dozer 750 / 650		\$1680
Type 4 Dozer 550 / 450		\$1440
Truck Trailer / Bed – 5 Ton	\$3.45	\$660
Truck Trailer / Bed – 3 Ton	\$2.88	\$540
Engine Type 6	\$0.86	\$900
Bambi Bucket, 660 gal		\$750
Bambi Bucket, 1320 gal		\$1500
Wheeled Tractor – 40-60 HP		\$360
Wheeled Tractor – 70 HP		\$480
Motor Grader		\$480
Mechanic Truck w/ crane, welder, compressor, and tools	\$1.72	\$300
Dump Truck	\$1.72	\$300
Trailer Mounted Chipper, 15”		\$400
Forklift – 18,000- 50,000 lbs.		\$400
UTV w/ trailer		\$190
Sedan or SUV	\$0.86	\$200
Pickup, ½ - ¾ ton	\$0.86	\$200
Pickup, 1 ton	\$0.86	\$240
Passenger Van	\$0.86	\$240
Mobile Communications Vehicle	\$0.86	\$2200

**Equipment will be billed accordingly:**

- Daily mileage will be charged according to the mileage rates above.
- Equipment will be charged the guarantee daily rate when resourced from OFS.

**All OFS Equipment will be provided and billed accordingly:**

- All equipment will come wet with OFS providing fuel.
- If fuel is provided by the incident, the fuel tickets will be collected, attached, and deducted from the final bill.
- Any Class A foam used will be provided by the receiving unit (Incident).
- Claims for damages and loss, which occur at the incident, will be documented with the incident at the time they occur, or prior to demobilization. All equipment damaged in the firefighting effort is the responsibility of the receiving unit.
- The sending state will be responsible for routine maintenance on all OFS equipment.
- All equipment will meet NWCG minimum standards and typing.
- Receiving unit is responsible for any shipping costs involving equipment and supplies.
- Equipment mileage will be recorded on Equipment Shift Tickets according to the NWCG Standards for Interagency Incident Business Management.
- Personnel time will be recorded on the OF-288, Incident Time Report.

- All resourced equipment will be solely operated by OFS personnel unless previously approved by OFS Fire Management Chief or due to emergency circumstances.
- All established rates apply between OFS and outside entities no matter the hiring agency or type of agreement.

### SOUTH CAROLINA FORESTRY COMMISSION

#### EQUIPMENT

##### 2025 Rates

***NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance***

Type:	Tractor Plow
Make:	JD 700, Cat D6N
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP with either pull type or lift plow with winch and blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A (If receiving state supplies fuel, cost will be deducted from invoice)
Per Hour of Use w/Sending State Supplying Fuel:	\$150/hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	2 hours/day
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Tractor Plow
Make:	JD 650, Dresta T D 9, Cat D 5, Cat D 4
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP with either pull type or lift plow with winch and blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	N/A (If receiving state supplies fuel, cost will be deducted from invoice)
Per Hour of Use w/Sending State Supplying Fuel:	\$90/hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	2 hours/day
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	



**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Tractor Plow Unit
Make:	JD 450, JD 550, Dresta TD 8
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP with either pull type or lift plow with winch and blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	N/A (If receiving state supplies fuel, cost will be deducted from invoice)
Per Hour of Use w/Sending State Supplying Fuel:	\$80/hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	2 hours/day
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Transport Lowboy
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport:  NOTE: List Operator Cost in Personnel Section.	     \$3.00/mile  \$3.00/mile   \$50/day

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Transport
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	10-wheeler
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport:  NOTE: List Operator Cost in Personnel Section.	     \$3.00/mile  \$3.00/mile   \$50/day

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 3 Engine
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$75.00
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$3.00
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	8 Hours/day (\$500.00) Actual hours per day charged during travel to and from incident
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 6 engine
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	1-ton 4X4
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$45.00
Per Mile w/Receiving State Supplying Fuel:	\$1.50/mile
Per Mile w/Sending State Supplying Fuel:	\$1.50/mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	8 hours/day (\$360.00); Actual hours per day charged during travel to and from incident.
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Type 7 Engine or Pickup truck
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	¾ or ½ ton 4X4
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	    \$1.00/mile  \$1.00/mile   \$50/day

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Passenger Mini Van
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	    \$.56/mile  \$.56/mile  \$20/day

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	SUV
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	    \$.56/mile  \$.56/mile  \$20/day



**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Water Handling Equipment Trailer
Make:	N/A
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	2500 feet hose, 3000 gallon drop tank, mark 3 pump, float pump, mini mark pump, mop up kit, assorted nozzles, and fittings
Special Moving Requirements: (Oversized Load, etc.)	Pintle hitch
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	\$100 day and replacement of lost or damaged equipment

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Mechanic Truck
Make:	various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	1 ½ ton truck with tools, crane, welder, air compressor
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	    \$1.50/mile  \$1.50/mile   \$50/day

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	ATV 4-wheeler
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$10.00/hour
Per Hour of Use w/Sending State Supplying Fuel:	\$10.00/hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	2 hours/day
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Helicopter bucket
Make:	Bambi
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	780 gallons foam injected. 2,000-gallon BambiMax 320-gallon
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:  Per Hour of Use w/Sending State Supplying Fuel:  Per Mile w/Receiving State Supplying Fuel:  Per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge Equipment:  Transport Cost per Mile w/Receiving State supplying fuel:  Transport Cost per Mile w/Sending State Supplying Fuel:  Minimum Daily Charge for Transport:  NOTE: List Operator Cost in Personnel Section.	No charge: receiving state is responsible for reimbursement of transportation cost and repair/replacement of any damage.

## SOUTH CAROLINA FORESTRY COMMISSION EQUIPMENT 2025 Rates

[illegible]

**SOUTH CAROLINA FORESTRY COMMISSION  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	185
Special Equipment:	None
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$130 per hour
Per Hour of Use w/Sending State Supplying Fuel:	\$130 per hour
Minimum Daily Charge:	2 hours per day
NOTE: List Operator Cost in Personnel	
Section:	

**SOUTH CAROLINA FORESTRY COMMISSION  
AIRCRAFT  
2025 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	172 & T-41B
Special Equipment:	None
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$115 per hour
Per Hour of Use w/Sending State Supplying Fuel:	\$115 per hour
Minimum Daily Charge:	2 hours per day
NOTE: List Operator Cost in Personnel	
Section:	

**SOUTH CAROLINA FORESTRY COMMISSION  
PERSONNEL  
2025 Rates**

***NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day***

Qualifications:	
Standard Rate of Pay:	Salary plus benefits
Overtime Rate:	1 ½ times hourly rate for every hour over 40 in a work week
Per Diem Rate, if Food and Lodging are not Provided:	Food-\$50/day Lodging-actual cost not to exceed Federal Lodging rate

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Command Post/Logistics Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	20ft-42 ft Travel Trailer
Special Moving Requirements: (Oversized Load, etc.)	¾ ton or 1 ton Pickup
Rates: Per Day:	\$250
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	\$500
NOTE: List Operator Cost in Personnel Section.	See ¾ ton or 1-Ton pickup for transport costs

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Mobile Command Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Generator
Special Moving Requirements: (Oversized Load, etc.)	Truck Tractor
Rates: Per Day:	\$500
Minimum Daily Charge Equipment:	\$500
Transport: NOTE: List Operator Cost in Personnel Section.	See Truck Tractor Rates

**SOUTH CAROLINA FORESTRY COMMISSION  
EQUIPMENT  
2025 Rates**

Type:	Mobile Command Post (Motor Home)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Generator
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Day:	\$250
Minimum Daily Charge Equipment:	\$250
Transport Cost per Mile w/Receiving State supplying fuel:	\$3.00
Transport Cost per Mile w/Sending State Supplying Fuel:	\$3.00
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	



## TENNESSEE DIVISION OF FORESTRY

## EQUIPMENT

## 2025 Rates

***NOTE: Receiving Units are responsible for repairing damaged equipment and sending States are responsible for routine maintenance***

Type:	Dozer Type 3 and 4				
Make:	Various				
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP, 6-way blade, rear lift plow, enclosed cab, blade/rear mounted winch depending on plow attachment				
Special Moving Requirements: (Oversized Load, etc.)	Requires Transport				
Rates:					
Per Hour of Use w/Receiving State Supplying Fuel:	<table border="1"> <tr> <th>Type 3</th><th>Type 4</th></tr> <tr> <td>\$150.00/hr</td><td>\$125.00/hr</td></tr> </table>	Type 3	Type 4	\$150.00/hr	\$125.00/hr
Type 3	Type 4				
\$150.00/hr	\$125.00/hr				
Per Hour of Use w/Sending State Supplying Fuel:	<table border="1"> <tr> <th>Type 3</th><th>Type 4</th></tr> <tr> <td>\$150.00/hr</td><td>\$125.00/hr</td></tr> </table>	Type 3	Type 4	\$150.00/hr	\$125.00/hr
Type 3	Type 4				
\$150.00/hr	\$125.00/hr				
Per Mile w/Receiving State Supplying Fuel:	N/A				
Per Mile w/Sending State Supplying Fuel:	N/A				
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time.				
Transport Cost per Mile w/Receiving State supplying fuel:					
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport Rates				
Minimum Daily Charge for Transport:					
NOTE: List Operator Cost in Personnel Section.	See Personnel Section				

**TENNESSEE DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

***NOTE: Receiving Units are responsible for repairing damaged equipment and sending States are responsible for routine maintenance***

Type:	Tractor Plow Type 3 and 4				
Make:	Various				
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP, 6-way blade, rear lift plow, enclosed cab, blade/rear mounted winch depending on plow attachment				
Special Moving Requirements: (Oversized Load, etc.)	Requires Transport				
Rates:					
Per Hour of Use w/Receiving State Supplying Fuel:	<table border="1"> <tr> <th>Type 3</th><th>Type 4</th></tr> <tr> <td>\$150.00/hr</td><td>\$125.00/hr</td></tr> </table>	Type 3	Type 4	\$150.00/hr	\$125.00/hr
Type 3	Type 4				
\$150.00/hr	\$125.00/hr				
Per Hour of Use w/Sending State Supplying Fuel:	<table border="1"> <tr> <th>Type 3</th><th>Type 4</th></tr> <tr> <td>\$150.00/hr</td><td>\$125.00/hr</td></tr> </table>	Type 3	Type 4	\$150.00/hr	\$125.00/hr
Type 3	Type 4				
\$150.00/hr	\$125.00/hr				
Per Mile w/Receiving State Supplying Fuel:	N/A				
Per Mile w/Sending State Supplying Fuel:	N/A				
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time.				
Transport Cost per Mile w/Receiving State supplying fuel:					
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport Rates				
Minimum Daily Charge for Transport:					
NOTE: List Operator Cost in Personnel Section.	See Personnel Section				

**TENNESSEE DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Transport
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$3.00/mile
Per Mile w/Sending State Supplying Fuel:	\$3.00/mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$150/day
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

**TENNESSEE DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Type 6 Engine
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam, winch, 4x4
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$75.00/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$75.00/hr.
Per Mile w/Receiving State Supplying Fuel:	\$N/A
Per Mile w/Sending State Supplying Fuel:	\$N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	Equipment is charged based on the hours the assigned operators work or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time.
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A
	See Personnel Section

**TENNESSEE DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Passenger vehicles: SUV, pickup truck, passenger van
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4, winch
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mile
Per Mile w/Sending State Supplying Fuel:	\$1.00/mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$75.00
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A
	See Personnel Section

**TENNESSEE DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	All-Terrain Vehicles (ATV & UTV)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4, winch
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$25.00/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$25.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A \$60.00/day
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	Cost of transport is dependent on the type of Vehicle or Hauling Unit used. See Vehicle or Hauling Unit for rate.
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A  See Personnel Section
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**TENNESSEE DIVISION OF FORESTRY  
PERSONNEL  
2025 Rates**

***NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day***

Qualifications:	All personnel
Standard Rate of Pay:	Salary plus benefits
Overtime Rate:	1 ½ times hourly rate for over 40 hrs./week.
Per Diem Rate, if food and lodging are not provided:	Current GSA rate schedule

### TEXAS A&M FOREST SERVICE

#### PERSONNEL RATES

##### 2025 Rates

1. Salary and wage costs shall be at the actual cost to the State of Texas.
  - a. Employees are required to bring back original Final OF-288. Will bill off signed CTRs if no Team is tracking.
2. State employees on federal assignments will be compensated as follows:
  - a. Overtime will be paid at one- and one-half times base pay for all state non-exempt (hourly) employees.
  - b. Overtime will be paid at one- and one-half times base pay for all state exempt (salaried) employees. When working on an incident out of state, and at the straight base pay rate when working within the state of Texas.
3. Transportation, meals, and lodging may be provided by the requesting agency. Per Diem will be reimbursed at the applicable state rate using the General Services Administration schedule.

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day.**

**Employees are required to bring back original Final OF-288 or signed CTRs.**

Qualifications:	Various NWCG and State qualified positions.
Standard Rate of Pay:	Actual hourly rates plus fringe benefits.
Overtime Rate:	1 ½ hourly rate over 40 hours per week.
Per Diem Rate, if food and Lodging are not Provided:	Federal per diem rate for the locality.



**TEXAS A&M FOREST SERVICE  
EQUIPMENT  
2023 Rates**

***NOTE: Equipment rates are wet and without personnel. Replacement parts and supplies will be at actual cost. Employees are required to bring back the Original OF-286 or signed Shift Tickets***

	<b>Per hour of Use w/Sending State Supplying Fuel:</b>	<b>Per Mile w/Sending State Supplying Fuel:</b>	<b>Minimum Guarantee:</b>	<b>Transport Cost per Mile w/Sending State Supplying Fuel:</b>	<b>Minimum Guarantee for Transport:</b>
<b>Dozer, Type 1</b> D6T/post 2021 D6 CAT	\$320.00		\$1280.00	\$4.75	\$200.00
<b>Dozer, Type 2</b> D6N/post 2021 D5 CAT	\$185.00		\$740.00	\$4.75	\$200.00
<b>Dozer, Type 3</b> D5K/post 2021 D3 CAT	\$165.00		\$660.00	\$4.00	\$150.00
<b>Type 3 Tractor Plow</b> D5K/post 2021 D3 CAT	\$165.00		\$660.00	\$4.00	\$150.00
<b>Motor Grader, Type 1</b>	\$190.00		\$760.00	\$4.75	\$200.00
<b>Engine, Type 3</b>	\$90.00A	\$2.75	\$360.00		
<b>Engine, Type 6</b>	\$75.00A	\$1.50	\$300.00		
<b>Pickup, ½ - ¾ ton, SUV</b>		\$0.75	\$50.00		
<b>Pickup, 1 ton, Passenger Van</b>		\$0.85	\$75.00		
<b>Pickup, 1-1/4 ton to 1-3/4 ton</b>		\$1.25	\$100.00		
<b>Box Truck</b>		\$2.75	\$125.00		

<b>Truck Tractor, 5 ton</b>		\$4.00	\$150.00		
<b>Crew Buggy</b>		\$2.75	\$340.00		
<b>Truck, Mechanic</b>	\$50.00	\$1.50	\$280.00		
<b>Trailer, Technical Support</b>			**,***	*	*
<b>Trailer, Command Post/Office</b>			\$650.00, ***	\$2.50, *	\$150.00, *
<b>ATV/UTV</b>	\$15.00		\$45.00	*	*
<b>Generator, 45 Kw</b>	\$38.00		\$152.00	*	*
<b>Generator, 80 Kw</b>	\$42.00		\$168.00	*	*
<b>Chipper, Trailer Mounted 15"</b>	\$50.00		\$200.00	*	*
<b>Mulcher, Type 3</b>	\$125.00		\$500.00	*	*

\* Rates depend on transport used.

\*\*Logistical support trailer (\$100/daily), Small office with refrigeration (\$200/daily), Small office with refrigeration and satellite capabilities (\$300/daily).

\*\*\*Actual costs of communication & internet services, and replacement of consumables.

A - Per hour of actual use. Daily guarantee during travel status. Mileage every day.

## VIRGINIA DEPARTMENT OF FORESTRY

## EQUIPMENT

## 2025 Rates

***NOTE: Equipment rates are wet and without personnel. Receiving Units are responsible for repairing damaged equipment and, sending State is responsible for routine maintenance.***

Type:	Tractor-plow units
Make:	John Deere 450/550 (G, H, J Models)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Angle Blades
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport (10-wheeler)
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$80/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	2 hour minimum/day (\$160/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	\$1.50/mile
NOTE: List Operator Cost in Personnel Section.	N/A

**VIRGINIA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates – Mileage plus pumping time.**

Type:	Type 6 Engine
Make:	Ford 450 4X4
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam Unit
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$70/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$.75/mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	2 hour minimum/day (\$140/day) pumping time, plus mileage
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A

**VIRGINIA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	¾ Ton 4X4 Pick-Ups
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	50-gallon water tank w/aqua-duct pump & small foam unit
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$ .75/mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A

**VIRGINIA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Mobile Command Van
Make:	Chevrolet C5500 Chassis
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Generator, Satellite Internet Capable
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$1.50/mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$250/day + Actual costs of telecommunications & internet services
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A

**VIRGINIA DEPARTMENT OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Miscellaneous Small Equipment
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Chainsaws; Fireline blowers; UTVs
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$5/hour; \$15/hour for UTV
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$5/day; \$30/day for UTV
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A
	N/A

**VIRGINIA DEPARTMENT OF FORESTRY  
PERSONNEL  
2025 Rates**

***NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day***

Qualifications:	Various Qualified ICS positions
Standard Rate of Pay:	Virginia DOF personnel salary rates
Overtime Rate:	1 ½ time over 40 hours per week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality



## WEST VIRGINIA DIVISION OF FORESTRY

## EQUIPMENT

## 2025 Rates

***NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance***

Type:	Type 6 Engine
Make:	FORD F-550
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam, 4x4
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$75.00/hr
Per Hour of Use w/Sending State Supplying Fuel:	\$75.00/hr
Per Mile w/Receiving State Supplying Fuel:	\$N/A
Per Mile w/Sending State Supplying Fuel:	\$N/A
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operators work or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state and then is based on the hours of actual travel time.
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

**WEST VIRGINIA DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Type 3 DOZER
Make:	CAT D3
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP, Environmental Cab, Winch
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$75.00/hr
Per Hour of Use w/Sending State Supplying Fuel:	\$75.00/hr
Per Mile w/Receiving State Supplying Fuel:	\$N/A
Per Mile w/Sending State Supplying Fuel:	\$N/A
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operators work or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state and then is based on the hours of actual travel time.
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	\$1.50/Mile
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

**WEST VIRGINIA DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	Passenger Vehicles
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	GSA mileage rates

**WEST VIRGINIA DIVISION OF FORESTRY  
EQUIPMENT  
2025 Rates**

Type:	UTV w/ Slip on
Make:	Canam Defender
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	6x6 with 75 gal. tank
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$250.00/day
Per Hour of Use w/Sending State Supplying Fuel:	\$250.00/day
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	GSA Milage Rate
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

**Bloodhounds**

Bloodhound rate is \$150.00 / Day

\*Additional costs for animal transportation, feeding and veterinary costs while on assignment will be at actual cost.

\*If canine handlers are ordered for assignment without canine, then all boarding/kennel costs will be reimbursed by the ordering unit.

\*The following rates are for equipment that will be used on incidents that are outside of any required equipment (i.e. Type 6 Engine requirements). WVDOP will utilize these rates if the equipment is used on incidents where the crew/engine goes self-sufficient and does not require any federal cache items. WVDOP will work with ordering agencies to ensure their needs are met and have these items listed on a resources order or general message.

**MISC. EQUIPMENT\***

Leaf blower \$50.00 per day per unit

Chainsaw \$50.00 per day per unit

Portable Pump \$50.00 per day per unit

Rates are for equipment only and do not include rates for the operator(s). Rates are charged from date of dispatch to date of return to the home unit. Hourly charges are based on the hours worked by the operator reflected on the operators OF-288. GSA Milage rate for any agency vehicles used to support equipment.

Depending on the location of the assignment, Units may be driven to the assigned location, or the West Virginia Division of Forestry may request the Units be shipped (truck or rail) to the assigned location with operators traveling separately (usually by air travel). All transportation costs are to be charged to the requesting/receiving agency.

**WEST VIRGINIA DIVISION OF FORESTRY  
PERSONNEL  
2025 Rates**

***NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day***

Qualifications:	All personnel
Standard Rate of Pay:	Salary plus benefits
Overtime Rate:	1 ½ times hourly rate for over 40 hrs/week.
Per Diem Rate, if Food and Lodging are not Provided:	Current GSA rate schedule

## APPENDIX G

### SOUTHERN AREA WILDFIRE INVESTIGATION TASK FORCE OPERATIONAL PLAN

**PURPOSE:** The purpose of the Southern Area Wildfire Investigation Task Force is to permit states to share their law enforcement and investigative resources so that they can continue to perform in a professional and efficient manner during periods of high fire occurrence which may overwhelm their existing capabilities.

Complex arson cases, major incidents, or periods of extreme fire conditions may cause state forestry investigative resources to become exhausted or overwhelmed to the point that they can no longer manage investigations effectively.

In order to maintain effective and efficient investigations, the Southern Area fire and law enforcement managers need the opportunity to utilize additional resources to supplement their existing state investigators.

This memorandum is intended to describe how these resources are to be ordered, qualified, and how reimbursements costs will be handled.

**AUTHORITY:** The mobilization plan is authorized under the Southeastern Interstate Forest Fire Protection Compact and the South Central Interstate Forest Fire Protection Compact.

#### OBJECTIVES:

- Provide for an orderly, cost-efficient method of providing aid to requesting Compact states.
- Ensure aid can be obtained rapidly.
- Establish a listing of fire investigation resources.
- Establish qualification standards for fire investigation resources.
- Establish a system to enable resources which are ordered to assist a Compact state to have law enforcement powers within the ordering state.

**WILDFIRE INVESTIGATION TASK FORCE COORDINATOR:** A Wildfire Investigation Task Force (WITF) Coordinator will be named and shall be one of the Southern Area Law Enforcement Chiefs. This position will rotate on a two-year basis. A Deputy Coordinator may be chosen from among the Compact states.

#### MUTUAL AID PROCEDURES

**PREMOBILIZATION:** Each Compact state will furnish the WITF Coordinator with a list of qualified resources as outlined in this agreement by January 1 of each year, including any reimbursement costs not already specified in the Compact.

**Qualifications:** Each receiving state agrees to accept the qualifications of each sending state as to qualifications of resources. Addendum A attached to this document will specify suggested training and qualifications of investigative resources, as well as the Task Force Teams.

**MOBILIZATION**

**Activation:** Upon notification, the WITF Coordinator will advise the Compact Law Enforcement Chiefs that a request has been made and provide the LE Chiefs with any applicable updates.

**Aid Request:** Requesting State will contact the WITF Coordinator outlining its needs as to personnel, equipment, and other support. A compact resource(s) order will be created in IROC by the requesting state for the needed resources.

**Dispatch:** The WITF Coordinator will contact the Compact states best able to meet the request. The WITF Coordinator will work with the receiving state and the sending agency to coordinate, times, places, and length of service.

**Pay Rates:** Personnel and equipment reimbursements will be at the current rates established in the Compact by the respective states.

**Food and Lodging:** These will be provided by the receiving state unless otherwise specified. The sending state will be reimbursed for per diem while resources are traveling to and from the incident.

**Court:** The requesting state shall pay all personnel, equipment, food, and lodging costs for any investigators required to return for court appearances arising out of investigations performed under this agreement.

**Law Enforcement and Arrest Powers:** The receiving state will clearly spell out in the Investigative Action Plan how law enforcement arrests, search warrants, and police powers are to be handled.

**Firearms:** If the receiving state restricts carrying of firearms by the sending states resources, that information will be provided to the sending state **before** the resource order is filled.

**DEMOBILIZATION**

**Release Priority:** Out of State personnel should be released as soon as reasonable after the investigative functions have been completed, while still complying with their agency travel and R&R policies. The WITF Coordinator will be notified when the release is imminent and when accomplished.

**Reimbursement Vouchers:** The sending state will send the receiving state reimbursement vouchers within 30 days after the return of personnel.

**Narrative Report:** Both the sending and receiving states will send a written critique on all phases of their part of the mutual aid operation to the WITF Coordinator. This report will serve as supporting material for incident reviews. The WITF Coordinator will prepare a written report of all findings including recommendations for future operations. This report will be distributed to all participating Law Enforcement Chiefs and State Foresters.

### **Addendum A**

The Southern Area Wildfire Investigation Task Force will consist of Individual Qualified Investigators and Task Force Teams. The Teams will consist of the positions described below and may be ordered as a Team. Single resources may be ordered on an as-needed basis, with or without a Team callout. Trainees will be encouraged in an effort to maintain a qualified field of resources. Applications for resources will be received and approved by the Wildfire Investigation Task Force Coordinator, with input from the Law Enforcement Chiefs and other Team Members. Teams will be organized so as not to place an undue burden on the resources of any one agency. Teams may coordinate, train, and meet as needed to maintain a cohesive and effective state of readiness.

### **WILDFIRE INVESTIGATION TASK FORCE TEAM**

**Task Force Commander** – NWCG FI-210/FI-310, Qualification as an INVf and INVl, Law Enforcement Experience, Previous Task Force Assignment.

**Operations (Lead Investigator)** - NWCG FI-210/FI-310, Qualification as an INVf and INVl, Law Enforcement Experience.

**Planning** – NWCG FI-210/FI-310, Qualification as an INVf and INVl.

**Origin and Cause Team** (A two investigator team) – NWCG FI-210, Qualification as an INVf.

**Interview Team** (A two investigator team) – Law Enforcement Experience, Extensive Interview Skills and Training.

### **ADDITIONAL SINGLE RESOURCES**

**Wildland Fire Investigation Canine** (Canine and Handler) - NWCG FI-210, Qualification as an INVf/CINV, Canine Tracking Certification.

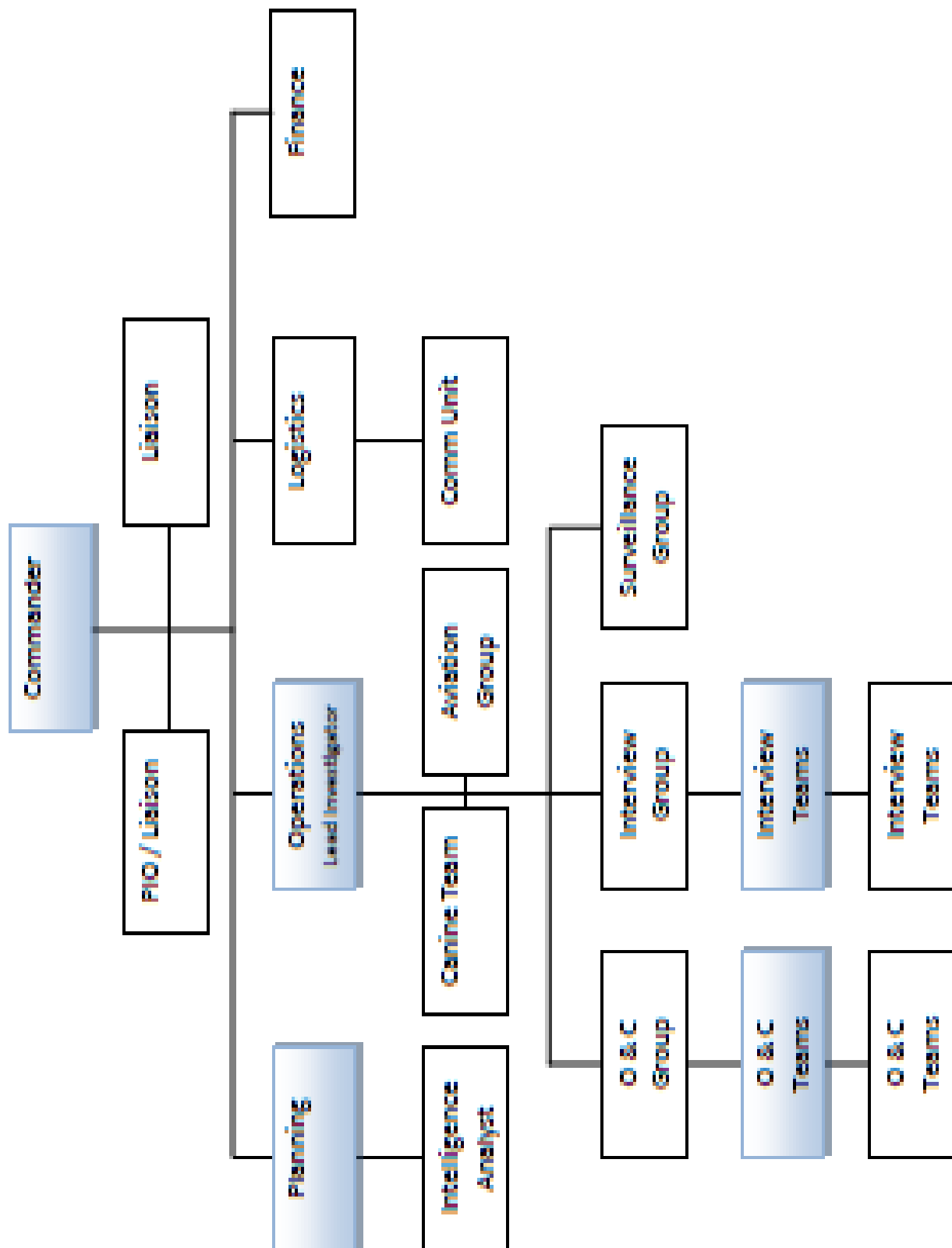
**Technical/Surveillance Specialist** – Law Enforcement Experience, Extensive Training/Skills in Technology and Surveillance Methods.

**Intelligence Analyst** – Extensive Training and Experience in Behavior Analysis, Geospatial Application and Analysis.

**Other Resources** - Additional Resources such as PIO, Logistics, Finance, Aviation, Communications, Legal, Evidence Technician, Administrative Support, etc. may be provided internally or through requests depending on the complexity of the investigation. Those resources will be requested in accordance with the Southern Compact.



## Addendum B



### **Addendum C**

The Southern Area Wildfire Investigation Task Force Teams will provide the following for each assignment.

**Delegation of Authority** – The requesting agency shall provide any requested resources with a delegation of authority as soon as possible upon arrival. The delegation should include the legal authority and restrictions, financial authority and restrictions, reporting requirements, priorities, plans for evaluation, etc., and be attached to the Investigative Action Plan. The delegation shall be updated and extended as deemed necessary.

**Investigative Action Plan** – An investigative action plan should be developed at the time that a Team or any fire investigation resource is requested. The plan should outline the goals, objectives, and tactics of the assignment. It should follow the basic layout of Addendum D.

**Daily Updates** – Daily updates will be provided to the Law Enforcement Chief of the requesting agency. Due to the sensitivity of the mission, the Team will operate independent of the traditional ICS of an ongoing incident. The task force commander or designee shall try to attend any ongoing incident briefings.

**Complete Case Files** – All investigative actions will be properly documented prior to the demobilization of a resource. The Team IC will ensure that all resources have completed necessary paperwork prior to their release from the assignment.

**After Action Report** – The Team IC will provide an after-action report to the Law Enforcement Chief of the requesting agency and the Wildfire Investigation Task Force Coordinator, which identifies the accomplishments of the Team during the assignment, as well as any needs for improvement.

**Individual Performance Evaluations** – The Team supervisors will provide performance evaluations for all of their assigned staff using approved ICS forms.

## **Addendum D**

### **Investigative Action Plan**

The investigative action plan is a fluid document that should be produced before or as soon as the Southern Area Wildfire Investigation Task force is mobilized. Portions may change during deployment, but it will provide all parties of the investigation a framework for reference, for briefings, and will begin the documentation process. It should include the following items at minimum.

#### **A. Background**

A brief description of the current situation including the fire history, geography, fuel types, threats/values, etc. It should include the events that led up to the need to request additional resources through the Southern Area Wildfire Investigation Task Force. Maps of the operational area will be provided to all members of the task force.

#### **B. Objectives**

A brief description of the goals of the investigation. Generalized information about tactics that will be deployed but should not compromise the integrity of the overall goals. Milestones for the deployment need to be stated, such as what factors will affect the direction, tactics, demobilization, etc. of the task force.

#### **C. Jurisdiction and Authority**

This section will identify the primary agency responsible for the investigation, all participating agencies, and the agency that will prosecute any criminal cases. The authority of each of the resources provided by the participating agencies will be described. Arrest/Booking procedures and jail locations/contact information will be included. Applicable laws shall be provided to all members of the task force and access to all other's laws provided if needed.

#### **D. Organization**

This section shall describe the command structure of the task force, which will be independent of any ongoing incident ICS due to the sensitivity of the objectives.

#### **E. Case Management**

The documentation and reporting requirements of all aspects of the task force, including format, approvals, security, evidence collection and storage, daily activity logs, etc. will be explained and provided as applicable.

#### **F. Communications**

A brief communications plan will be attached and may include the ICS 205 form. Mobile and traditional telephone numbers shall be attached and updated as needed. Secure communications and frequencies may be left out of the incident IAP.

#### **G. Medical**

A medical plan shall be included or attached and should contain all information required in ICS 206 form.

## **APPENDIX: ACRONYM GUIDE**

The following acronyms are used throughout the National Interagency Standards for Resource Mobilization:

AA	Agency Administrator
ICAC	Incident Commanders Advisory Council
AD	Administratively Determined
AFF	Automated Flight Following
AGL	Above Ground Level
AIMS	At Incident Management Support
AMRS	All-Hazards Meteorological Response System
ARA	Air Resource Advisor
ASTAT	Aviation Safety and Technical Assistance Team
ASM1	Aerial Supervision Module
ATD	Actual Time of Departure
BAER	Burned Area Emergency Response
BIA	Bureau of Indian Affairs
BHA	Bureau for Humanitarian Assistance
BLM	Bureau of Land Management
BNML	Battalion Military Liaison
BPA	Blanket Purchase Agreement
BUYT	Buying Team
CDO	Communications Duty Officer
CIMT	Complex Incident Management Team
COD	Coordinator on Duty
COMC	Communications Coordinator
COML	Incident Communication Unit Leader
COP	Chief-of-Party
COR	Contracting Officer Representative
CORD	Expanded Dispatch Coordinator
CMAT	Community Mitigation Assistance Teams

CRWB	Crew Boss
CREP	Crew Representative
CRM	Crew Resource Management
CWN	Call-When-Needed
DASP	Disaster Assistance Support Program
DCO	Defense Coordinating Officer
DDP	Designated Dispatch Point
DLA	Defense Logistics Agency
DOD	Department of Defense
DOI	Department of Interior
EDSP	Expanded Dispatch Supervisory Dispatcher
EERA	Emergency Equipment Rental Agreement
EFTR	Emergency Firefighter Time Report
ESF	Emergency Support Function
EST	Emergency Support Team
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FAST	Fire and Aviation Safety Team
FFAST	Federal Fire and Aviation Safety Team
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FMO	Fire Management Officer
FOG	Field Operations Guide
FOR	Fixed Operating Rate
FRS	Family Radio Service
FS	Forest Service
FSS	Federal Supply System
FTA	Fire Traffic Area

FWS	Fish and Wildlife Service
GACC	Geographic Area Coordination Center
GACG	Geographic Area Coordinating Group
GMAC	Geographic Multi-Agency Coordinating Group
GSA	General Services Administration
HMGB	Helicopter Manager Single Resource
HSPD	Homeland Security Presidential Directive
HUCC	Host Unit Coordination Center
IA	Initial Attack
IAA	Incident Awareness and Assessment
IARR	Interagency Resource Representative
I-BPA	Incident Blanket Purchase Agreement
IC	Incident Commander
ICS	Incident Command System
ICS 209	Incident Status Summary
IHC	Interagency Hotshot Crew
IMET	Incident Meteorologist
IMSR	Incident Management Situation Report
IMT	Incident Management Team
INBA	Incident Business Advisor
InFORM	Interagency Fire Occurrence Reporting Modules
IQCS	Incident Qualification Certification System
IQS	Incident Qualification System
IR	Infrared
IRAWS	Incident Remote Automatic Weather Station
IRIN	Infrared Interpreter
IROC	Interagency Resource Ordering Capability
IRWIN	Integrated Reporting of Wildland-Fire Information
ISO	Incident Support Organization
IWFAQRP	Interagency Wildland Fire Air Quality Response Program
JFO	Joint Field Office

MAC	Multi-Agency Coordinating Group
MAFFS	Modular Airborne Firefighting Systems
MAP	Mandatory Availability Period
MOU	Memorandum of Understanding
NAPM	National Aviation Program Manager
NASF	National Association of State Foresters
NCO	National Contracting Officer
NCR	National Contract Resource
NFES	National Fire Equipment System
NFPET	National Fire Prevention Education Team
NFWC	National Fixed-Wing Coordinator
NFWOC	National Fire Weather Operations Coordinator
NICC	National Interagency Coordination Center
NIFC	National Interagency Fire Center
NIMO	National Incident Management Organization Teams
NIICD	National Interagency Incident Communications Division
NIROPS	National Infrared Operations
NISC	National Interagency Supply Cache
NISRM	National Interagency Standards for Resource Mobilization
NMAC	National Multi-Agency Coordination Group
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRCC	National Response Coordination Center
NRF	National Response Framework
NSP	National Surge Package
NWCG	National Wildfire Coordinating Group
NWS	National Weather Service
OAS	Office of Aviation Services
OFDA	Office of Foreign Disaster Assistance
OSHA	Occupational Safety and Health Administration
PAX	Passengers

POE	Point of Entry
POO	Point of Origin
PPE	Personal Protective Equipment
PRAWS	Project Remote Automated Weather Station
RAO	Regional Aviation Officer
RAP	Review, Audit, Process Team
RAWS	Remote Automated Weather Station
RFA	Request for Assistance
RIST	Remote Incident Support Team
ROC	Regional Operations Center
RRCC	Regional Response Coordination Center
RSFWSU	Remote Sensing/Fire Weather Support Unit
SA	Situational Awareness
SAIT	Serious Accident Investigation Teams
SEAT	Single Engine Airtanker
SOR	System of Record
TFR	Temporary Flight Restriction
THSP	Technical Specialist
UAS	Unmanned Aerial Systems
UHF	Ultra High Frequency
USA	United States of America
USAID	U.S. Agency for International Development
USDA	United States Department of Agriculture
USFA	United States Fire Administration
UTF	Unable to Fill
VHF	Very High Frequency
VOR	VHF Omnidirectional Range
VLAT	Very Large Airtanker
WFDSS	Wildland Fire Decision Support System
WUI	Wildland Urban Interface



## EXECUTIVE SUMMARY OF CHANGES FOR 2025

### Summary of Changes Definitions

#### Non-Policy Changes

- **Changed:** Wording was changed or updated by NICC for clarification or conciseness.
- **Updated:** Topics, descriptions and wording is new and added by NICC.
- **Deleted:** Topics, descriptions, sentences, etc., removed by NICC that are no longer applicable.
- **Moved:** Subject headings and content moved into a new chapter. Subjects rearranged/reorder within the same chapter do not meet this definition.

#### Policy Related Changes

- **Replaced:** Wording was changed or updated by NMAC for clarification or conciseness
- **Added:** Topics, descriptions and wording is new and added by NMAC
- **Removed:** Topics, descriptions, sentences, etc., removed by NMAC that are no longer applicable.

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

#### Priorities

Added: *Suppression repair to the “Resource allocation decisions are based on the following considerations:*

#### Length of Assignment

Added: *Refer to the NWCG Standards for Interagency Incident Business Management, PMS 902, <https://www.nwcg.gov/publications/pms902>, as the authoritative source for definitions in this section.*

#### Assignment Definition

Replaced: *“An assignment is defined as the time period (days) between the first full operational period excluding travel, and the last operational period. The last operational period is the last full day worked which excludes all travel. Assignments include prescribed fire and fuels treatments.”* With: *An assignment is defined as the time period (days) between the first full operational period, excluding travel, and the last operational period. The last operational period is the last full day worked, excluding all travel. Assignments include staging/preposition, prescribed fire, and fuels treatments.*

#### Preparedness Level Actions Taken By NICC/NMAC

##### Preparedness Level 3

Added: *At National PL 3, GAs must identify a CIMT Coordinator to serve as the communication link with the NMAC CIMT Coordinator for all CIMT actions.*

### Chapter 20 Overhead and Teams

#### Overhead Name Requests

Updated: *“Name Requesting of Single Resource Overhead Orders*  
*Name requests for qualified Overhead resources will be honored regardless of the type of order. The ordering unit must confirm availability for the individual being requested prior to placing the request.*

## **Trainee Requests**

### **Updated: “Trainee Requests**

*Name request for geographic area priority trainee positions will be justified within the special needs as being approved by the GATR and will be processed without delay. Hosting GA priority trainee list should be utilized first.*

## **Technical Specialist**

**Changed:** *“The use of the Technical Specialist (THSP) position code should be name requested and used when no established NWCG catalog item representative of the job to be performed exists. (Duty Officer, Air Resource Advisor etc.)” To: “Use of THSP position code is appropriate when no other position code exists and requires additional information describing the specialty or work to be included in the assignment. Example: THSP – Duty Officer or THSP Center Manager.”*

## **Incident Management Teams (IMTS)**

Replaced section with:

*Incident Management Teams will be ordered by type using an Overhead Group Request in IROC. The following standards apply to all wildfire incident assignments. Assignments to other incidents, such as all-hazard response, may not adhere to these standards.*

## **NMAC Management of IMTs**

*NMAC is delegated authority to prioritize and direct the use of all team assignments for Complex Incident Management Teams (CIMTs), National Incident Management Organization (NIMO), and Area Command Teams as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. NMAC engagement in IMT management will occur according to direction contained herein.*

*When situations warrant (determined by NMAC), rationale is required by NMAC for assignment of Complex, NIMO, and Area Command Teams prior to mobilization. The current rationale form is found at <https://www.nifc.gov/nicc/logistics/reference-documents>.*

*To manage fatigue, promote mental health and well-being, and provide opportunities for IMT members to attend to work and personal responsibilities, all IMTs will have 7 days of unavailability upon return from any assignment geographically or nationally (including preposition) of 7 days or more (exclusive of travel). (This applies to the IMT; individuals may have differing agency requirements.) During periods of elevated need, there may be a request by NMAC for earlier availability. This will be determined and communicated as early as practicable and prior to the start of the team’s unavailability period. A GA may extend a team’s unavailability period for additional rest. Refer to Chapter 10, CIMT Length of Assignment and Mandatory Unavailability for specific information or to the NWCG Standards for Interagency Incident Business Management, PMS 902, <https://www.nwcg.gov/publications/pms902>.*

## **Appropriate Use of Interagency IMTs**

*Suppression repair work is limited to the repair of resources, land, and facilities that were damaged as a direct result of suppression actions taken on the incident. Only the most critical suppression repair work should be completed during high preparedness levels. During high preparedness levels firefighting resources are scarce and the deployment and work of these resources should be focused on priority, emerging, and expanding incidents of concern that possess critical values at risk. NMAC's intent is to return CIMTs to availability and/or reassign CIMTs once wildfire incidents have stopped expanding, reached high containment levels, shifted primarily to suppression repair work, and/or when the complexity of the incident decreases such that it can be managed by a lower complexity incident management organization. CIMTs should not be used to manage ongoing indirect line construction or other non-*

*suppression work when the need is no longer justified and there is a reduction of fire growth, behavior, and projected spread. Once suppression repair becomes the primary emphasis of work, a CIMT may be reassigned to manage other higher priority incidents. Agency Administrators may consider limiting suppression repair until both fire activity and preparedness levels have decreased. The Emergency Stabilization and Rehabilitation (DOI) or Burned Area Emergency Response (FS) process should be used for tasks like hazard tree abatement within the burned area.*

### **Interagency Complex Incident Management Teams (CIMTs)**

*Each GA is responsible for annual selection and rostering of CIMTs, developing an internal rotation schedule, and maintaining team availability commensurate with fire activity and mobilization guides as well as supporting national response needs. GAs will manage their CIMTs in accordance with the National Interagency Standards for Resource Mobilization and communicate with their NMAC liaison regularly on any changes or concerns.*

*Within their GA, CIMTs will be mobilized according to GA guidance, with the following exception: CIMTs ordered through NICC or prepositioned by NICC from the national rotation for staging within a GA will be prioritized for assignment to any new federal incident within that area or when a replacement team is needed within that area.*

*CIMTs will be requested through established ordering channels. When a GA cannot fill an CIMT order internally, the national rotation will be utilized. NMAC manages the national rotation and may direct changes to the management of geographic rotations based on preparedness levels and/or resource scarcity. NMAC, at any time, can direct a GA to utilize an out-of-area CIMT. CIMTs will be mobilized nationally according to the call-out procedures from the national rotation managed by NICC.*

*The intent of CIM is to strive for continuous improvement. This includes leadership development and mentorship opportunities unique to each incident. Individual teams are expected to seek to improve their capacity and to request and provide assistance as needed.*

*The assignment length and unavailability period for IMTs is determined based on the Incident Commander's (IC) travel. Refer to Chapter 10, CIMT Length of Assignment and Mandatory Unavailability for specific information.*

### **IMT Configurations – All**

*The Incident Commander positions on IMTs may only be filled by current agency employees. It is recommended that the following positions also be filled by current agency employees:*

- *Finance/Admin. Section Chief*
- *Procurement Unit Leader*
- *Comp/Claims Unit Leader*

*Unless notified, trainees will be mobilized for incidents on federal lands.*

### **CIMT Configuration**

*CIMTs are expected to be fully rostered when available. CIMTs will be considered unavailable for assignment without a minimum roster of the seven Complex Command and General Staff (C&G) plus 17 discretionary qualified positions, for a total of 24 positions.*

*All CIMT rosters shall follow the standard CIMT configuration:*

- *Master roster refers to any team's roster for the calendar year based upon approval by their coordinating group/oversight body. The number of personnel and positions on this roster is approved by the coordinating group/oversight body.*
- *Mobilization roster refers to any team's roster in IROC which will be used to fill a current request.*

- The minimum required configuration is the seven Complex C&G plus 17 discretionary positions, for a total of 24 positions.
- See the list of recommended positions at <https://www.nifc.gov/nicc/logistics/overhead>.

POSITIONS	##	NOTES
Minimum Required Roster	24	7 Complex C&G + 17 discretionary qualified positions
Discretionary	51	May be filled as qualified or trainee at IC discretion
TOTAL		75 CANNOT exceed without documented negotiation

- The maximum roster is 75 personnel unless approved in writing by the host Agency Administrator (AA) and attached in IROC.
- Roster requests of above 75 personnel must be approved in writing by the host unit AA following roster negotiations through the Pre-Mobilization Incident Management Team (IMT) Call, found at <https://www.nifc.gov/nicc/logistics/reference-documents>.
  - Personnel may work virtually or on-site, as dictated by GA business rules and IC discretion; however, they still count towards the team's total size.
  - Supporting personnel and functions are not included in the team's mobilization numbers (i.e., Resource Advisors, Air Resource Advisors, etc.).
  - Local unit personnel assigned to work on the incident with the team are not considered team members but additional support.

### CIMT Roster Negotiation

Upon receiving an order, the mobilization roster will be finalized based upon incident complexity. The IC shall negotiate the mobilization roster configuration through communications with the ordering AA. The Pre-Mobilization Incident Management Team (IMT) Call is intended to facilitate this communication and convey initial situation and intent, which should drive roster negotiations and approvals of over 75 personnel. It should include an overview of fire activity and resource availability geographically and nationally, to inform overhead and resource allocation, provided by a representative from the hosting GA. This representative may be one of the following:

- GA coordinating group or operations group representative.
- State/regional/equivalent-level Fire Management Officer (FMO) for the host agency.
- Geographic Area Coordination Center (GACC) CIMT Coordinator, if in place.

GA NMAC liaisons are encouraged to participate in roster discussions for awareness on challenges such as personnel availability and/or resource scarcity and to augment situational awareness from a national perspective.

AAs will utilize the NWCG Wildland Fire Risk and Complexity Assessment (RCA), PMS 236, to guide the negotiation discussion, specifically Part D: Functional Complexity.

- The RCA will inform complexity by functional area and assist in identifying additional Incident Command System (ICS) position needs.
  - Continued use of Wildland Fire Decision Support System (WFDSS) is equally important for those agencies who do so, using the Part D output to guide the negotiation.
- Document the agreed upon mobilization roster in the delegation of authority and on the Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>. For rosters above 75, the approved document must be attached in IROC. Identify how further scaling will be communicated and accomplished during the team's assignment.

- *For all-hazard incidents, ICs will negotiate the roster with the Regional ESF #4 Coordinator. Refer to the section **IMT Assignments to All-Hazard Incidents** for more information.*
- *The additional negotiated positions will be immediately added to the roster for mobilization. ICs may provide names of qualified available personnel to fill these additional negotiated positions; these name requests will be honored.*
- *GA Coordinating/Operations Groups should additionally approve, directly or by proxy/delegation to the GA CIMT Coordinator, the mobilization roster.*
- *Hosting GA representative will notify the receiving GA of any position shortages.*
- *When a CIMT is ordered to preposition, ICs will negotiate any positions in addition to the master roster with the ordering GA coordinating group chair or delegate to determine the mobilization roster.*
  - *Rosters for NICC preposition orders will be negotiated between the IC and NICC CIMT Coordinator based on direction from NMAC.*
- *To support incident workforce development and succession, assignment of trainees is strongly encouraged.*
  - *AAs and ICs should negotiate the number and types of trainees; consideration should be given to trainees critical to CIMT succession and to trainees in positions that are chronically difficult to fill nationally.*
  - *ICs should utilize trainees in their trainee position, not in a position in which the individual is already qualified.*
  - *Assignment of regular agency employees (including full time state and local agency personnel) deploying as trainees should be given priority over all other Administratively Determined (AD) trainees.*

*Mobilization rosters in IROC will be closed at either 75 total positions or at the time of in-briefing. While it is recognized there may be incidents that require large numbers of overhead personnel for safe and effective management, additional personnel should be ordered based upon the specific incident needs rather than by increasing the CIMT roster beyond the approved configuration of 75 total personnel.*

### **CIMT National Rotation Process**

*For 2025, all 41 interagency CIMTs are eligible for mobilization through the national rotation. Additional teams (such as state or local teams) may be integrated appropriately by the GA with NMAC coordination. (See section on Surge Capacity IMTs below.)*

- *GACCs will ensure their respective CIMTs are available for the national rotation and their roster in IROC meets the mobilization configuration standards.*
- *The national rotation rotates every seven (7) days on Thursday, effective 0001.*
  - *All GAs will manage their internal rotations to rotate on Thursday also.*
- *The national rotation will be posted/reallocated by April 1 annually.*
- *The national rotation will be identified by GA; each GA will determine which teams fills the order based on internal rotations and availability.*
  - *GAs are expected to effectively manage workload distribution across all CIMTs to mitigate fatigue, to enable team members to meet home unit responsibilities, to provide experience opportunities to all CIMTs, to meet training and workforce succession goals, and to ensure availability of CIMTs nationally when competition exists.*
  - *To ensure distribution of assignments and days committed to incidents, NMAC strongly encourages GAs consider utilization of the national rotation.*
  - *Historical data suggests a median of 3 assignments per calendar year per CIMT is an optimal goal for NMAC and GAs to manage towards.*

- *For the months of January through April and October through December, the national rotation will identify two (2) GAs for a 7-day period.*
  - *IMT rosters may differ from peak season rosters; ad hoc CIMT rosters are acceptable.*
- *For the months of May through September, the national rotation will identify a minimum of six (6) GAs for a 7-day period.*
  - *If necessary, the rotation could restart with the first position within the 7-day period.*
- *At any time, NMAC may adjust the number of GAs in the national rotation to meet demands.*
- *Orders will be placed to GAs according to the order of the national rotation. GAs must return a resource order as Unable to Fill (UTF) if no eligible CIMT can meet the date and time needed.*
- *GAs unable to provide a CIMT when ordered for assignment from the national rotation will be listed as unavailable on the national rotation.*
- *If the IC determines that the CIMT is underprepared for the incident due to experience or comfort levels of the C&G due to incident complexity, the GA may maintain their place in the national rotation without penalty and the next available GA will be requested to provide a CIMT.*
- *Prepositioned/staged CIMTs will be considered part of the rotation and will be the first utilized.*
  - *CIMTs on GACC preposition will be first within the GACC.*
  - *CIMTs on NICC preposition will be first nationally.*
  - *CIMTs preposition assignments longer than 7 days will be coordinated with NMAC.*
  - *Preposition will count as an assignment when the CIMT is assigned 96 hours or longer from the date and time needed.*
- *Reassignment of a committed CIMT prior to demobilization will be counted as a single assignment.*
- *The GA will coordinate with the national CIMT Coordinator before reassigning an out-of-area CIMT to another incident.*
- *Any CIMT mobilized in the previous calendar year whose assignment extends into the next calendar year will not be shown as assigned in the new calendar year.*
- *If a GA fills a CIMT order but the order is canceled or released within 72 hours, the GA will return to its position on the national rotation for the remainder of its regular rotation period.*
- *CIMT extensions can be requested by the incident agency through existing approval processes using the appropriate form, <https://www.nifc.gov/nicc/logistics/reference-documents>.*
- *The CIMT current national rotation and assignment history is maintained throughout the calendar year at: <https://www.nifc.gov/nicc/logistics/overhead>.*

*Regardless of Preparedness Level, NMAC retains the authority to manage all CIMT assignments or amend the national rotation as necessary.*

### **NICC CIMT Coordinator**

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

*NICC CIMT Coordinator: (208) 207-2859*

### **NMAC CIMT Coordination Support**

*When there is increased fire activity in multiple GAs and high demand and limited availability of IMTs, it is necessary to manage assignment of these critical resources nationally. NMAC will activate the NMAC*



*CIMT Coordinator who will gather intelligence and make recommendations to NMAC on the allocation of these critical resources. The following standard practices will apply when this role is activated:*

- *All requests (including extension requests) for CIMTs and NIMOs must be approved by the NMAC. This applies to all assignments, internal and external to the GA.*
- *Reallocation of assigned CIMTs within the GA will be done in coordination with the NMAC liaison and the NMAC CIMT Coordinator.*
- *For emerging incidents posing an imminent threat, internal IMTs (including those on preposition) can be mobilized immediately if the following criteria are met:*
  - *The incident is new, emerging, and/or the situation has changed dramatically.*
  - *The consequences of any delay in mobilization are clearly articulable and include a likelihood of life-threatening situations and/or real property damage.*
  - *An internal CIMT is available to be mobilized immediately. An internal resource would include resources on GA preposition but not those on a national preposition.*
  - *Notification to the NMAC liaison for the geographic area and the NMAC CIMT Coordinator is required at the time an immediate threat mobilization is proposed. NMAC will provide a decision as soon as possible regardless of time of day or NMAC meeting schedule. This decision will be promptly communicated through the GA's NMAC liaison and the coordination system.*

### **Surge Capacity IMTs**

*For transparency of national capabilities at all Preparedness Levels, each Geographic Area (GA) will identify annually any CIMTs within their area that may mobilize nationally and report it to the national CIMT Coordinator. Any special mobilization needs, such as supplemental positions or supporting equipment, should also be communicated.*

*Surge IMTs must meet national standards, including mobilization through IROC. Each GA may establish processes by which the teams mobilize within the GA – either through the GA's rotation or in a surge capacity – and through the national process at any time of the year to supplement CIMT capabilities, as either a standing team or an ad hoc organization. This must be clearly written in the GA's mobilization standards and may not conflict with any national rotation business rules. This must also be communicated to the CIMT Coordinator for NMAC awareness annually. While the identified surge teams may include state or local teams, this process does not preclude or supersede the ability for teams and resources to mobilize through compacts, state-to-state mobilizations, or agency-specific agreements, whether they occur through IROC or not.*

*At Preparedness Level 4, NMAC will request all GAs status surge teams for availability in IROC and communicate this status with the CIMT Coordinator. This includes teams previously identified as standing teams and ad hoc organizations assembled based on extenuating needs. Once statused as available, NMAC has the discretion to prioritize and direct assignment of these teams based upon national priorities.*

### **IMT Assignment to All-Hazard Incidents**

*The primary mission of CIMTs is wildfire incident management. IMTs may respond to all-hazard incidents under the following guidelines:*

- *Planned events should be managed internally by the respective agency.*
- *An ESF #4 coordinator will be assigned by the regional ESF #4 coordinator as a representative to the IMT.*
- *IMTs will be given a letter of expectations and an in briefing packet from the ESF #4 representative.*

- *The NRF establishes the USFS as the primary link between firefighting and IMT resources and the Department of Homeland Security (DHS) and FEMA by appointing the USFS as the Executive Agent for oversight of ESF #4 missions. During disasters and other major emergencies, the USFS coordinates and staffs ESF #4 to represent federal firefighting assistance (including IMTs) to FEMA and other responding agencies.*
- *The planned length of assignment should not exceed fourteen (14) days without negotiated approval from the sending geographic area and NICC. A FEMA mobilization under the NRF will be accomplished according to the national call-out procedures. The standard length of assignment of fourteen (14) days may be extended up to thirty (30) days after negotiated approval between the IC, Regional ESF #4 Coordinator and FEMA. Base hours for federal employees, in most cases, are not reimbursed by FEMA. Overtime, premium pay, and travel expenses may be paid by FEMA.*

*The standards for wildland fire mobilization found herein, to include national rotation process and CIMT configuration, may not apply for all-hazard incident assignments. Rosters will be negotiated appropriately with the ordering authority to be as small as practical for to meet the mission. The Regional ESF #4 Coordinator will participate in the Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>, and document the approved roster on the form for attachment in IROC.*

*Roster configurations for all-hazard incidents will include 8 Command and General Staff positions plus 12 discretionary positions, for a total of 20 personnel including trainees. ICs are strongly encouraged to include either a Communications Unit Leader (COML) or Communications Technician (COMT) and a Basecamp Manager (BCMG) or Staging Area Manager (STAM) in the discretionary positions.*

### **CIMT Assignments for Suppression Repair**

*Suppression repair work is limited to the repair of resources, land, and facilities that were damaged as a direct result of suppression actions taken on the incident. Only the most critical suppression repair work should be completed during high preparedness levels. During high preparedness levels firefighting resources are scarce and the deployment and work of these resources should be focused on priority, emerging, and expanding incidents of concern that possess critical values at risk.*

*NMAC's intent is to return CIMTs to availability and/or reassign CIMTs once wildfire incidents have stopped expanding, reached high containment levels, shifted primarily to suppression repair work, and/or when the complexity of the incident decreases such that it can be managed by a lower complexity incident management organization.*

*CIMTs should not be used to manage ongoing indirect line construction or other non-suppression work when the need is no longer justified and there is a reduction of fire growth, behavior, and projected spread. Once suppression repair becomes the primary emphasis of work, a CIMT may be reassigned to manage other higher priority incidents.*

*Agency Administrators may consider limiting suppression repair until both fire activity and preparedness levels have decreased. The Emergency Stabilization and Rehabilitation (DOI) or Burned Area Emergency Response (FS) process should be used for tasks like hazard tree abatement within the burned area.*

### **National Incident Management Organization (NIMO)**

*There are four (4) National Incident Management Organizations (NIMO). NIMO configuration consists of seven (7) command and general staff positions. Incident Commander Complex (ICCI), Public Information Officer Complex (POIC), Safety Officer Complex (SOFC), Operations Section Chief Complex (OSCC), Planning Section Chief Complex (PSCC), Finance Section Chief Complex (FSCC), and Logistics Section Chief Complex (LSCC). Assignments for NIMO should be designed strategically, as traditional IMT assignments may not be ideal due to the need for additional personnel to support incidents effectively. Appropriate uses for NIMO may*



*include, but are not limited to, Unified Command as a Federal Representative, augmenting Complex Incident Management Teams, Strategic Operational Command over multiple Type 3 organizations, and support for military mobilizations. NIMO rosters will be held by NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.*

### **Area Command Team**

*Orders for Area Command Teams will be placed through established ordering channels using an Overhead Group Request to NICC. Area Command Teams are comprised of six (6) positions: four (4) specific and two (2) trainees, which are the following:*

- *Area Commander (ACDR)*
- *Assistant Area Commander, Planning (ACPC)*
- *Assistant Area Commander, Logistics (ACLC)*
- *Area Command Aviation Coordinator (ACAC)*
- *Area Command trainees (2 each)*

*Depending on the complexity of the interface between the incidents, specialists in other areas such as aviation, safety, information, long-term fire planning, or risk planning may also be assigned.*

### **All-Hazard Incident Management Teams**

*Many states, local jurisdictions, and federal agencies have developed All-Hazard IMTs. These IMTs are often sponsored or administered by a state or local emergency management agency and may be qualified at the Type 2 or Type 3 level (based on the FEMA National Qualification System or other recognized qualification system). Many All-Hazard IMTs are comprised of a combination of wildland fire and other response personnel. Several All-Hazard IMTs are capable of interstate response; others are limited to their state or local area.*

*All-Hazard IMTs which are available through a Cooperative Fire Protection Agreement can be mobilized through the wildland fire mobilization system. Some of these IMTs can be ordered directly through IROC as an Overhead Group Request; “AHMT – Team, All-Hazard,” while others will need to have team or individual member information entered at the time of mobilization. Forest Service Regional ESF #4 Coordinators are the primary wildland fire point of contact for state and local All-Hazard IMTs.*

*If an All Hazard IMT is mobilized specifically to manage a wildland fire, there must be NWCG-qualified personnel in key incident positions that require prerequisite wildland firefighting experience and qualifications. These positions include:*

- *Incident Commander or Deputy*
- *Operations Section Chief*
- *Safety Officer(s)*
- *Division Supervisors*
- *All aviation positions (when using aviation resources)*
- *Communications Unit Leader (when using command repeater systems)*

*If the team being mobilized does not have NWCG-qualified personnel in these positions (if utilized), the requesting region or unit must ensure these positions are ordered to work jointly with the All Hazard IMT Command & General Staff.*

*In addition, some All Hazard IMT's may not have significant wildland fire experience and/or NWCG qualifications in the Finance, Planning, and Logistics Sections. It is recommended that the Incident Commander and mobilizing Geographic Area identify any additional needs for NWCG qualified personnel*

(i.e. ORDM, ITSS, GISS, etc.) to be attached to the All Hazard IMT roster or filled by the host/ordering unit.

### **Type 3 Incident Management Teams**

*The standards for Type 3 IMTs apply to any Type 3 IMT mobilizing across GA boundaries. Internally, a local unit may assign ad hoc Type 3 organizations appropriately configured to the incident.*

- *Each GA determines their internal rotation and availability periods. Year-round availability of any Type 3 IMT is neither expected nor intended.*
- *No national rotation will exist for Type 3 IMTs; they will be ordered and filled as needed, following standard ordering processes.*
- *GAs are encouraged to enact a 7-day unavailability period for standing Type 3 IMTs.*
- *The minimum roster to mobilize beyond the Type 3 IMT's home GA is the 10 qualified positions as noted below.*
- *The remaining 25 positions are identified at the full discretion of the IC and may be either qualified or trainee responders. The pre-mobilization calls between the IC and (AA) will assist in right-sizing the roster and configuration needs based on the specific incident.*
  - *Type 3 IMTs are encouraged to include Medical Unit Leader (MEDL), Communications Technician (COMT), Helibase Manager (HEBM), Geographic Information System Specialist (GISS), and an additional Division/Group Supervisor (DIVS)/Task Force Leader (TFLD) in the organization.*
- *The maximum mobilization roster size is not to exceed 35 without documentation of approval from the incident AA.*

<b><i>Minimum Qualified Positions Required for Mobilization</i></b>	<b><i>Number</i></b>	<b><i>Notes</i></b>
<i>Incident Commander Type 3 (ICT3)</i>		
<i>Safety Officer Type 3 (SOF3)</i>		
<i>Public Information Officer Type 3 (PIO3)</i>		
<i>Operations Section Chief Type 3 (OPS3)</i>		
<i>Division/Group Supervisor (DIVS)</i>		
<i>Planning Section Chief Type 3 (PSC3)</i>		
<i>Logistics Section Leader Type 3 (LSC3)</i>		
<i>Unit Leader</i>		<i>Discretionary, any Logs Unit Leader</i>
<i>Finance/Administration Section Chief Type 3 (FSC3)</i>		
<i>Unit Leader</i>		<i>Discretionary, any Finance Unit Leader</i>
<i>Minimum Personnel</i>	<i>10</i>	
<i>Discretionary Positions</i>	<i>25</i>	<i>Trainee or Qualified acceptable</i>
<i>Maximum Personnel</i>	<i>35</i>	<i>Not to exceed without documented negotiation</i>

- *Type 3 IMTs are not expected to staff for completing strategic planning such as the Incident Strategic Alignment Process (ISAP), to branch operations, or to mobilize with Liaison Officers (LOFR). These tasks imply an inherent level of complexity to necessitate management by a CIMT.*
- *Roster negotiation process:*
  - *Upon receiving the order, the IC, AA, local fire management officer, and other appropriate entities will review the NWCG Wildland Fire Risk and Complexity Assessment (RCA), PMS 236 and/or Wildland Fire Decision Support System (WFDSS) decision to discuss incident specifics and negotiate roster size and other details as needed.*
  - *Rosters above 35 must be based on RCA/WFDSS, specifically Part D: Functional Complexity, and documented on Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>, which should be attached in the IROC.*
- *Suggested business rules for roster management:*
  - *GA Coordinating/Operations Groups should additionally approve, directly or by proxy/delegation to the GA CIMT Coordinator, the mobilization roster.*
  - *Rosters above 35 will not be mobilized without written approval from the incident AA.*
  - *The minimum IMT roster will be used when an IMT is made available for assignment in IROC.*
  - *Required positions for mobilization will preferably not be rostered as Fill on Mob.*
  - *A GA should consider whether a standing Type 3 IMT should be unavailable if the ICT3 or two Command and General Staff (C&G) positions are vacant or designated as Fill on Mob.*
  - *Personnel may work virtually or on-site, as dictated by GA business rules and IC discretion; however, they still count towards the team's total size.*
  - *The same mobilization standards will apply to preposition requests.*
  - *Supporting personnel and functions are not included in the team's mobilization numbers (i.e., drivers, Remote Incident Support Team [RIST], etc.).*
    - *Local unit personnel assigned to work on the incident with the team are not considered team members but additional support.*

## **Chapter 50 Aircraft**

### **Aircraft Flight Request/Schedules**

*Added: Tool used between aviation crews and the dispatch system to share flight information critical for resource tracking, identification on intended method of flight following and, if warranted, mishap response.*

Aircraft Flight Request/Schedules will be completed by the pilot or flight manager (regardless of type of flight plan filed) and shared with the originating dispatch center when the flight meets all the following criteria.

### **Under Agency Operational Control**

- *Added: Applies to CWN aircraft hired on resource orders and mobilizing to requested delivery location. Does not apply to CWN aircraft released back to the vendor "provided no government personnel or cargo on board."*
- *Applies to all government owned aircraft*

- *Does NOT apply to contracted aircraft relocating in preparation for the beginning of a mandatory availability period (MAP) for an exclusive use contract. These aircraft are not under agency operational control until beginning of their exclusive use MAP.*
- *Leaving the local area (dispatch zone), and*
- *Admin/non-tactical/point-to-point flight OR tactical/mission flight that is leaving the local area and includes a scheduled stop for a tactical briefing, fuel stop, or passenger pick-up/drop-off enroute to an incident.*

## **Flight Following**

Added:

- *The process(s) through which an aircraft is actively monitored, at regular intervals, using approved flight following methods from departure point to destination. This results in the knowledge of aircraft location and condition providing a reasonable degree of certainty such that, in the event of a mishap, search and rescue may be initiated.*
- *For point-to-point flights across dispatch or geographic area boundaries, it is preferred and recommended that the pilot operate IFR or flight follow with the FAA, alleviating the need for local dispatch agency flight following. Flight following with the FAA does not negate obligation to complete a flight schedule when required.*

## **Resource Tracking**

Added:

- *An approved method by which the intended movement of a resource is documented and coordinated prior to departure, at completion of each leg, and upon arrival at destination. This results in the reasonable confirmation of a resource's status and location.*
- *GACC's and NICC complete resource tracking, neither are a flight following entity except for North Ops and South Ops.*

## **CWN Helicopters**

### **FS CWN**

Added: *All CWN Type 1, Type 2, and Type 3 US Forest Service (FS) Helicopters will be initially ordered through the NICC. Please reference payload category information in the MATOC section, below, for additional ordering directions. GACCs will obtain approval from NICC prior to reassigning FS contracted CWN Type 1, Type 2, and Type 3 Helicopters to another incident.*

### **DOI CWN**

Added: *Any federal restricted category helicopter may be filled with either a HMGB (Helicopter Manager) or HMLR (Helicopter Manger Limited Use/Restricted).*

*Any Standard category helicopter shall only be filled by a HMGB, unless the Standard category helicopter is put into "Limited-Use" as outlined in the NWCG Standards for Helicopter Operations and notated in the resource order request under "Special Needs," then a HMLR may fill the resource order as the manager.*

## **FS EU Helicopters**

*Added: Forest Service EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of the MAP.*

*For FS EU helicopters, the standard 14-day assignment applies to the crew, not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. When numerous internal rotations of staffing Exclusive Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC, Regional Helicopter Operations Specialist, and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances.*

*For additional direction please reference the FSM 5700 and NWCG Standards for Helicopter Operations, PMS 510*

## **US Forest Service Type 1 and Type 2 Helicopters**

*Updated: All Type 1 and 2 US Forest Service (FS) Helicopters will be initially ordered through the NICC. All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by NICC and the FS National Aircraft Coordinator, in alignment with NMAC and Agency prioritization and direction. To: All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by NICC and the FS National Rotor-Wing Coordinator, in alignment with NMAC and Agency prioritization and direction.*

*Removed: The standard 14-day assignment applies to the crew, not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. When numerous internal rotations of staffing Exclusive Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC, and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances.*

*For additional direction please reference the FSM 5700 and NWCG Standards for Helicopter Operations, PMS 510.*

## **US Forest Service Type 3 Helicopters**

*Removed: Type 3 EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of the MAP. All pre and post MAP use will be coordinated with FS Procurement and Property Services, Incident Procurement Operations.*

*Added: FS Type 3 EU helicopters play a critical role in local, geographic and national response. Mandatory Availability Periods associated with the Exclusive-Use Type 3 fleet directly correlate with the hosting Forest's historical fire season and include time periods considerate of program stand-up and stand-down. As fire danger varies throughout any given year, Forests hosting FS suppression funded Type 3 EU helicopters should base resource availability off the National Fire Danger Rating System Adjective.*

*The following chart depicts the appropriate availability status correlating to an NFDRS adjective:*

*During a host forest's NFDRS rating of Low or deescalating Moderate, Type 3 EU helicopters and modules are expected to be available national, upon request by the NICC, unless already committed in their host GACC. An escalating Moderate, High, or above rating should constitute availability at the geographic/region or hosting forest level. Helicopters at or above moderate fire danger rating may be made available nationally at the discretion of the GACC.*

<i>Hosting Forest NFDRS Adjective</i>	<i>Type 3 EU Availability Status</i>
<i>Extreme</i>	<i>Hosting Forest of geographic/regional level</i>
<i>Very High</i>	<i>Hosting Forest of geographic/regional level</i>
<i>High</i>	<i>Hosting Forest of geographic/regional level</i>
<i>*Escalating Moderate</i>	<i>Hosting Forest of geographic/regional level</i>
<i>**Deescalating Moderate</i>	<i>National</i>
<i>**Low</i>	<i>National</i>

*In order to request a forest EU or a like/kind backfill, place an order with the forest's NFDRS rating in the special needs of the request.*

*Resource needs shall be coordinated with all parties involved, to include the aircraft manager, CIMT or receiving unit, GACC/MAC Group, NICC, Regional HOS/or other delegated regional aviation authority, and the applicable National Rotor-Wing Coordinator. The aircraft's current day on assignment will be considered. Reference Forest Service EU direction, above, regarding length of assignment. The forest's NFDRS rating will be used in resource prioritization when filling the order. Depending on conditions, low to de-escalating moderate forest's NFDRS ratings may be filled with a CWN resource.*

### **FS Short Haul**

*Added: The primary mission for FS Short-haul helicopters is initial attack. The programs also maintain staffing for emergency medical response and can mobilize upon request during their contract availability periods.*

### **MULTI-AWARD TASK ORDER CONTRACT (MATOC)**

#### **Helicopters**

*Updated: The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. The Type 2's and Type 3's are currently the only MATOC helicopters. To: The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. All CWN FS Type 1, Type 2, and Type 3's are MATOC helicopters.*

*Removed: Type 1 helicopters are on their final extension of the legacy CWN Basic Ordering Agreement (BOA). These BOA's end 12/31/24. This section will be updated to include Type 1 helicopters once the new contracts are awarded.*

*Updated: Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally. The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius. To: Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally. The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius for Type 2 and Type 3 helicopters, and 8,000 feet and 25 degrees Celsius for Type 1 helicopters.*

*Added: When ordering, please identify **only one** payload category in the special needs of the request. This is the lowest payload category that is technically acceptable for your request. **Do not specify make or model.***

Removed: *When ordering, consider minimum performance needs when selecting a payload category. It is not necessary to use the range of payloads when ordering, if targeting a specific model aircraft. The range is used to illustrate the different capabilities of all vendor aircraft with that specific model.*

Added:

- **Example: You need a Type 1 w/a bucket that can lift a minimum of 9,000 lbs.**
  - **Your order would be for a 1.9000 helicopter with a bucket**
    - **We would then compete all T1's with a bucket that could lift 9,000 lbs. and above.**

*Please include any other specification in the special needs of your request. For all modern aircraft, please include an additional justification in your request, such as a specific Exhibit from the parent contract. For twin engine, specify "twin engine" in your request.*

*For additional assistance with ordering, please contact your Regional Helicopter Operations Specialist or National Rotor-Wing Coordinators.*

Removed: *Include any other specification in the special needs of your request. For all modern aircraft, an additional justification in your request, such as a specific Exhibit from the parent contract should be included. For twin engine, specify "twin engine" in your request.*

Added:

***Type 1 Restricted w/Bucket***

<b><i>Payload Category</i></b>	<b><i>Model</i></b>	<b><i>Payload Range</i></b>
<i>1.2100 – 1.3300</i>	<i>UH-60</i>	<i>Low – High</i>
<i>1.2100 – 1.3300</i>	<i>332L1</i>	<i>Low - High</i>
<i>1.3300</i>	<i>K-1200</i>	<i>N/A</i>
<i>1.2100 – 1.3300</i>	<i>S-61N</i>	<i>Low – High</i>
<i>1.5000</i>	<i>S-61A/SH-3H CMRB</i>	<i>N/A</i>
<i>1.3000 – 1.3300</i>	<i>BV-107</i>	<i>Low – High</i>
<i>1.3300 – 1.7000</i>	<i>UH-60+/HH-60L</i>	<i>Low - High</i>
<i>1.7000 – 1.9000</i>	<i>CH-54A/S-64E</i>	<i>Low – High</i>
<i>1.11000 – 1.17000</i>	<i>CH-54B/S-64F</i>	<i>Low High</i>
<i>1.9000 – 1.15000</i>	<i>BV-234/CH-47</i>	<i>Low - High</i>

***Type 1 Restricted w/ Tank***

<b><i>Payload Category</i></b>	<b><i>Model</i></b>	<b><i>Payload Range</i></b>
<i>1.2100</i>	<i>UH-60</i>	<i>N/A</i>
<i>1.2100 – 1.3300</i>	<i>332L1</i>	<i>Low - High</i>
<i>1.2100</i>	<i>S-61N</i>	<i>N/A</i>
<i>1.3300 – 1.5000</i>	<i>S-61A/SH-3H CMRB</i>	<i>Low – High</i>

<i>1.3000 – 1.5000</i>	<i>UH-60+/HH-60L</i>	<i>Low - High</i>
<i>1.5000 – 1.7000</i>	<i>CH-54A/S-64E</i>	<i>Low - High</i>
<i>1.9000 – 1.13000</i>	<i>CH-54B/S-64F</i>	<i>Low – High</i>
<i>1.9000 – 1.11000</i>	<i>BV-234/CH-47</i>	<i>Low - High</i>

## **INFRARED (IR) SUPPORT TO FIRE OPERATIONS**

Changed to: ***INCIDENT AWARENESS & ASSESSMENT (IAA)***

Entire section removed and replaced with: *IAA utilizes aerial, satellite-based assets, and ground-based cameras to collect and disseminate incident data and products to resources in near-real time. IAA is available to provide support to wildland fire operations in three mission areas:*

### ***Large Fire Perimeter Mapping***

*Historically known as National Infrared Operations (NIROPS). This mission is flown at night and consists of agency owned aircraft, contracted aircraft, and Aircraft 3. NIROPS aircraft are National Resources. The National IR Coordinator will coordinate all Infrared Interpreters (IRIN).*

*Order Process: Visit the IAA Hub and select Request Support. NIROPS requests require the submission of both an IROC order (A# Service, Infrared Night SIRN and a pending request placed in the IAA Hub no later than 1530 hours Mountain Time.*

*Product deliverables: The delivered products are a shapefile, pdf map, kmz, and IRIN log posted to the incident specific folder in the NIFC File Transfer Protocol (FTP) site.*

*Aircraft 3 is a Department of Defense asset that is available to provide support for incidents that may not be reachable by regular aircraft. Aircraft 3 products are derived from multiple sources and closely resemble products from the other platforms. Analysis is performed jointly between the National Geospatial Agency (NGA) and the United States Geographic Survey Civil Applications Center (CAC). This asset typically requires a 1-2 day spin up for new incidents, and product delivery timeframes can be highly variable.*

### ***New Heat Detection/Lightning Reconnaissance***

*Order Process: Visit the IAA Hub and select Request Support*

*Product deliverables: A size-up is reported to the responsible Dispatch Center. This may include an email to the center's Firenet account and phone/radio communications/confirmation. Imagery, videos, perimeter information will be posted to NIFC EGP.*

### ***Operational Support***

*GIS Perimeters, narrated/unnarrated videos, imagery overlay, and isolated heat identification.*

*How to Order: Go to the IAA Hub and select Request Support*

*Product deliverables: All products are posted in NIFC EGP within the Airborne Intel Tool. The requestor will receive a close out email once products have posted.*

*To request IAA support, visit the IAA Hub at:*

<https://iaa-nifc.hub.arcgis.com/>



*IAA requestors must have a NIFC AGOL account to submit requests in the IAA Hub. Follow the instructions on the IAA Hub to request a new NIFC AGOL account. For additional ordering information refer to the User's Guide on the IAA Hub.*

*Certain Interagency Multi-mission aircraft can support wildland fires as Air Attack (ATGS), Helicopter Coordinator (HLCO) and IAA mission support; these resources are known as enhanced Air Attack or Enhanced HLCO. Only one mission can be ordered, performed, and completed for each individual request. An enhanced Air Attack will only perform as an IAA resource if directly ordered for IAA mission support.*

*Visit the Fire Imaging Technologies for Wildland Fire Operations user guide for more detailed information. The guide can be found at:*

<https://www.nifc.gov/nicc/logistics/reference-documents>

### **Airspace Coordination**

*Added: All assigned Airspace Coordinators will actively participate in the Airspace Coordination meeting at National Preparedness Level 3, and above, Monday – Friday.*

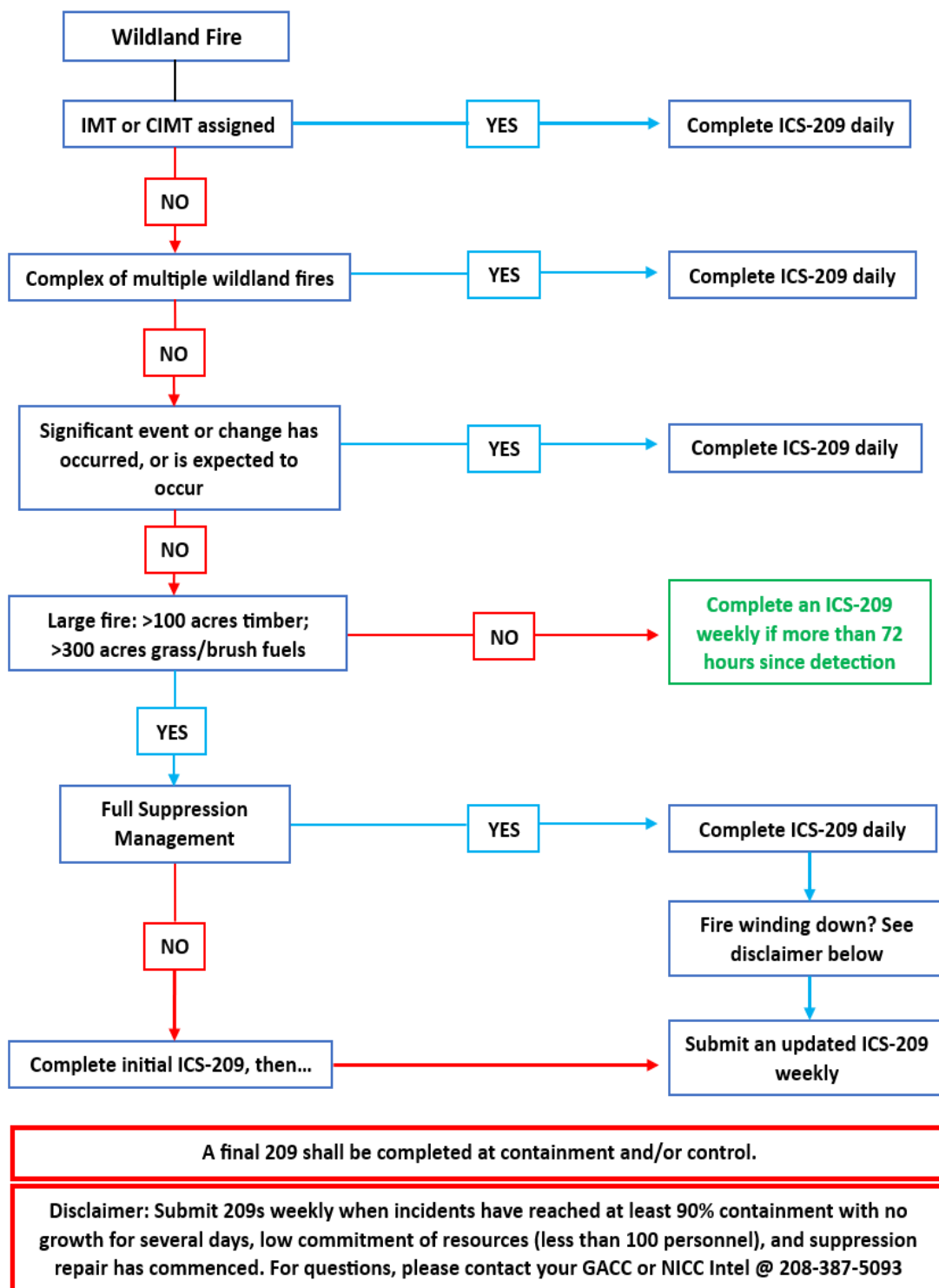
### **Chapter 60 Predictive Services**

#### **Incident Status Summary (ICS-209)**

*Updated: When to Report Wildland Fire Incidents with an ICS-209 flowchart shown in this chapter below and available at: <https://www.nifc.gov/nicc/predictive-services/intelligence>. To: When to Report Wildland Fire Incidents with an ICS-209 flowchart shown below.*

Updated table:

## When to Report Wildland Fire Incidents with an ICS-209



### **Non-Fire Incidents**

Removed: *Instructions on how to create a complex can be found at: <https://www.nifc.gov/nicc/predictive-services/intelligence>*

### **Interagency Situation Report**

Removed: *Reporting is required for all prescribed fire activity on the same schedule as wildland fires.*

### **Incident Management Situation Report**

Removed: <https://www.nifc.gov/nicc/incident-information/imsr>

### **Chapter 80 Forms**

Added: *Checklist for Large Aircraft Mobilization*

Added: *Prohibited Items in Accordance with FAA & TSA Regulations*

Updated Online

### **Chapter 90 Organization Directory**

Updated