

SOUTHERN AREA MOBILIZATION GUIDE



2016

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MISSION STATEMENT

The principal mission of the Southern Area Coordination Center (SACC) is the 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 it ensures the state's continued fire suppression capabilities to support fire potential by monitoring weather and prescribed fire activity within the 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.

TOTAL MOBILITY

The SACC Center Manager has authority, through the Southern Area Multi-Agency Coordination Group (SAMAC), to move personnel and equipment throughout the Southern Area and to/from adjacent areas, to meet wildland fire preparedness or 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 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.**

Prescribed fires, fires managed for specific resource management objectives and wildland fires will receive the same consideration when the SAMAC provides decisions on the assignment of resources.

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, extreme emergency, declared either an 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 send safely operate on the incident?
- Is it expected to impact other agency or other Geographical 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?)

SCOPE OF OPERATION

GENERAL

The Southern Area Mobilization Guide is a supplement to the National Interagency Mobilization Guide. The Southern Area Mobilization Guide is an extension of Agency Manual/Handbook Systems, Directories, and Instruction Memorandums relating to logistical support operations to provide dispatching policies, procedures, and organization. The guide includes a directory and a catalog of personnel, equipment, aircraft, and supplies in order to assist in obtaining timely and cost-effective incident support services.

NATIONAL RESPONSE FRAMEWORK (NRF)

Cooperating Agencies of the Southern Area will function in a supportive role in coordinating responses to emergencies and incidents of a nature other than wildfire. An agency may take the lead role for purposes of expediency in life-or-death situations or when Non-Government Emergency Service Programs are not capable of providing the service. Specific agency policies will provide direction to determine the availability of resources, in conjunction with existing programs, to support and cooperate with local authorities and organizations.

OFFICE OF FOREIGN DISASTER ASSISTANCE (OFDA)

Due to the unique ability of the wildland fire community to respond to disasters, SACC may be tasked by the Office of Foreign Disaster Assistance (OFDA) for international assistance. This may be in the form of personnel, equipment, supplies, or aircraft. Requests for foreign disaster assistance will be made by the Forest Service Disaster Assistance Support Program (DASP) Manager to the Forest Service Southern Region Operations Officer, who will determine availability of the resource(s) requested. In some cases, the requests for assistance will be made through NICC to SACC.

RESPONSIBILITIES OF SOUTHERN AREA COORDINATION CENTER

- Provide a Center 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.
- Publish tours of duty and staffing levels for the various suppression resources in Specific Action and Readiness Guide(s). Negotiate requested deviations from planned actions with host State Coordination Centers.
- 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 repositioning 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 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.

PRIVATELY OWNED VEHICLE (POV) USE/COST COMPARISON REQUIREMENTS

The Federal Travel Regulation (FTR) guidance for all federal agencies is as follows:

- A cost comparison between a privately owned vehicle (POV) and a rental vehicle for use during temporary duty (TDY) is now required, FTR 301-10.309-301-10.3
- Travelers who are authorized to use a rental vehicle for TDY must use the least expensive compact car available unless an exception is approved, FTR 301-10.450
- Travelers cannot be reimbursed for purchasing pre-paid refueling options for rental vehicles, FTR 301-70.102

ROSS resource requests stating POV authorized in documentation or special needs indicate that the receiving unit has approved; however, the sending unit/resource has the ultimate responsibility in determining the method of travel that is least cost to the government. If POV is authorized and determined to be least cost to the government, the resource may still elect to travel via other means in accordance with a cost benefit analysis, such as rental car, government vehicle, etc.

SAFETY

Safety is the highest priority. All dispatchers, fire managers, and incident personnel must recognize their responsibility for safety in emergency operations, and must perform their duties accordingly. They will adhere to established policies and procedures, and will demonstrate a "Safety First" attitude.

WILDLAND FIRE ENTRAPMENT/FATALITY

Refer to National Interagency Mobilization Guide, Chapter 10, for reporting criteria.

SERIOUS ACCIDENT/INJURY REPORTING

In addition to agency specific requirements all serious accidents and injuries will be reported through the dispatch coordination system. 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

WORK/REST GUIDELINES, AND LENGTH OF ASSIGNMENT

Refer to the National Interagency Mobilization Guide Chapter 10.

INCIDENT OPERATIONS DRIVING

Refer to the National Interagency Mobilization Guide Chapter 10.

INITIAL ATTACK DEFINITION

Refer to the National Interagency Mobilization Guide Chapter 10.

RESOURCE MOBILIZATION

A standard Resource Order numbering system will be used. Refer to the National Interagency Mobilization Guide Chapter 10. Resource order numbering will be established on a calendar year basis to conform to the National Interagency Coordination Center standards for Resource Order Numbering in order to facilitate statistical and data gathering. Resource order numbering in the Southern Area will commence at the beginning of each calendar year.

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 ROSS archiving.

RESOURCE MOBILIZATION PRIORITIES

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

NATIONAL RESOURCES

Refer to the National Interagency Mobilization Guide Chapter 10.

SOUTHERN AREA RESOURCES

- Mobile Cache Support Vans
- Portable Retardant Bases
- Type 2 Incident Management Teams
- Buying Teams
- Prevention Teams
- Lead Planes
- Type 3 Helicopters

NOTIFICATION OF COMMITMENT OF NATIONAL RESOURCES

Refer to the National Interagency Mobilization Guide Chapter 10.

UNABLE TO FILL (UTF) PROCEDURE

Refer to the National Interagency Mobilization Guide Chapter 10.

STANDARD CUBES, WEIGHT AND GEAR POLICY FOR ALL PERSONNEL, EXCLUDING SMOKEJUMPERS, AND HELICOPTER MANAGERS

Refer to the National Interagency Mobilization Guide Chapter 10.

WILDLAND FIRE WEATHER FORECASTS

Refer to the National Interagency Mobilization Guide Chapter 10.

The National Weather Service will distribute morning fire weather forecasts, afternoon updates, fire weather watches, and red flag warnings as specified in their annual operating plan.

ORDERING CHANNELS/COST CODING

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. Refer to the National Interagency Mobilization Guide, Chapter 10.

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, South Carolina, Tennessee, Virginia, Puerto Rico, and the U.S. Virgin Islands. Also included are federal agencies east of the 100th Meridian within the States of Texas and Oklahoma. The Oklahoma Department of Agriculture – Forestry Service and Texas Forest Service are represented state-wide by the Southern Area Coordination Center.

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.

ORDERING PROCEDURES

INCIDENT RELATED ORDERING

Initial Attack Dispatching: During the initial response to an incident, a State Coordination Center may utilize the resources under their jurisdiction within the state and/or the closest resources in an adjacent state, utilizing the “neighborhood concept.” State Coordination Centers utilizing initial attack resources with adjacent State Centers must have written agreements in place.

Southern Area Neighborhood Concept: Units may place orders for initial attack (Type 3, 4, and 5 incidents) or reinforcement items to support an incident on their own unit from adjoining/neighborhood border Units.

For extended attack, Type 2 crews, individual overhead, engines, and other similar resources may be requested from adjoining cooperating units. Orders may be placed according to the “neighborhood” concept as follows:

UNIT	MAY ORDER FROM
AL-AIC	FIC, GIC, MIC, TNC
AR-AOC	LIC, MIC, TIC, TNC
FL-FIC	AIC, GIC
GA-GIC	AIC, FIC, NCC, SCC, TNC
KY-KIC	TNC, VIC
LA-LIC	AOC, MIC, TIC
MS-MIC	AIC, AOC, LIC, TNC
NC-NCC	GIC, SCC, TNC, VIC
SC-SCC	GIC, NCC
TN-TNC	AIC, AOC, GIC, KIC, MIC, NCC, VIC
TX-TIC	AOC, LIC
VA-VIC	KIC, NCC, TNC

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.

When a Unit is unable to obtain sufficient resources to support an incident on their own or from their neighboring Units, the order will be placed with the Southern Area Coordination Center. When state compacts are activated, the ordering state will communicate the order to SACC. Local operating plans with cooperating units should address who will place and/or receive orders for support.

State Coordination Centers may order Agency and/or Exclusive Use aircraft during Initial Attack utilizing the Southern Area Neighborhood Concept only if they have exhausted all aircraft resources within their dispatch jurisdiction. All other orders must be placed with SACC when a State Coordination Center cannot fill within their dispatch jurisdiction which include Call-When- Needed resources, DOI's On Call Aircraft Contracts & Source List resources, Prescribed Burn projects, All Hazard Incidents, etc. State Coordination Centers will notify SACC Aircraft Desk when an aircraft resource status changes; i.e. committed, out-of-service, unavailable, available-local, available-GACC or available-national.

Orders for National and Regional resources to include interagency hotshot crews, radio systems, etc., will be placed through SACC.

SACC shall notify the requesting state when a needed resource is not available within the Southern Area and the order is being prepared for placement with

NICC. The requesting State Coordination Center shall then have the option to cancel or modify the resource order.

SACC shall keep all State Coordination Centers alerted to possible shortages of firefighting resources nationally, as well as within the Southern Area. This will be accomplished during the conference call in Preparedness Levels 4 and 5.

PRESCRIBED FIRE

It is the responsibility of the Fire Manager for the prescribed fire project to arrange for and obtain their resources.

However, SACC will assist the Prescribed Fire Manager's host State Coordination Center in providing a resource, utilizing the dispatch ordering channels, as needed, if difficulty in finding a specific resource arises.

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.

NON-WILDLAND FIRE RELATED ORDERING

SACC will accept requests for non-suppression incidents (i.e., flood, hurricane, tornados, homeland defense, etc.). Southern Area Units will forward all detail requests for planning and preparedness, including severity requests, to SACC through the respective State Coordination Centers for details greater than 14 days. Ordering information will be documented on the detail request form. This form is a supplemental information worksheet to the standard resource order form. All pertinent items on the form should be completed. This will give the perspective detailer complete information on the requesting unit's needs. All persons filling details from the Southern Area should have access to the completed detail request form before travel is commenced.

Orders will be placed through normal dispatch channels.

Preposition assignments may be prearranged between units. No movement will be initiated until the request is placed through the dispatch systems, stating request has been prearranged and with which unit.

When the sending and receiving units are confirmed, SACC will request these units work directly with each other to address and resolve administrative and personnel matters.

Travel itineraries will be relayed through normal dispatch channels.

COST CODING

All fire suppression orders are to have an Interagency FireCode assigned by the ordering office. For detailed agency information, Refer to the National Interagency Mobilization Guide, Chapter 10.

NATIONAL MULTI-AGENCY COORDINATING (NMAC) GROUP ORGANIZATION

During National Preparedness Levels 4 and 5, the National MAC Group is activated and twice daily briefings are conducted to establish national priorities and provide national leadership and direction to wildland fire activities.

For a list of current members, refer to the National Interagency Mobilization Guide, Chapter 10.

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

DUTIES OF MAC GROUP COORDINATOR

The MAC Group Coordinator serves as a facilitator for multi-agency decision making. The position provides expertise in obtaining and summarizing information that affects key multi-agency decisions at the agency administrator level. Duties and functions of the position are to:

- Determines need for support staff including administrative assistance, Aviation Coordinator, Fire Behavior Analyst, etc.
- Coordinates with the SACC Predictive Services section to ensure that required information is being provided to the MAC Group within the time frames specified.
- Arranges for and manages the facilities and equipment necessary to carry out MAC Group functions.
- Assists the MAC Group decision process by facilitating the group's conference calls and/or meetings according to established SAMAC protocol.
- Reviews ICS-209, SIT Reports, WFDSS for each incident in order to complete the Priority Decision Matrix and the Incident Prioritization Worksheet.
- Documents the MAC Group's decisions and coordinates with the SACC Manager (if the Center Manager/MAC Coordinator functions have been separated) to ensure their prompt implementation.
- Disseminates conference call/meeting notes, incident priority lists, NMAC correspondence and other MAC Group related information.

INCIDENT SUPPORT ORGANIZATION

Refer to the National Interagency Mobilization Guide Chapter 10.

Agency administrators are responsible for emergency operation. 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 Incident Support Organization (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 based on need rather than 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).

EXPANDED DISPATCH

Refer to the National Interagency Mobilization Guide, Chapter 10.

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 Mobilization Guide, 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).

TECHNICAL SUPPORT

Refer to the National Interagency Mobilization Guide, Chapter 10.

ADMINISTRATIVE SUPPORT

Refer to the National Interagency Mobilization Guide, Chapter 10.

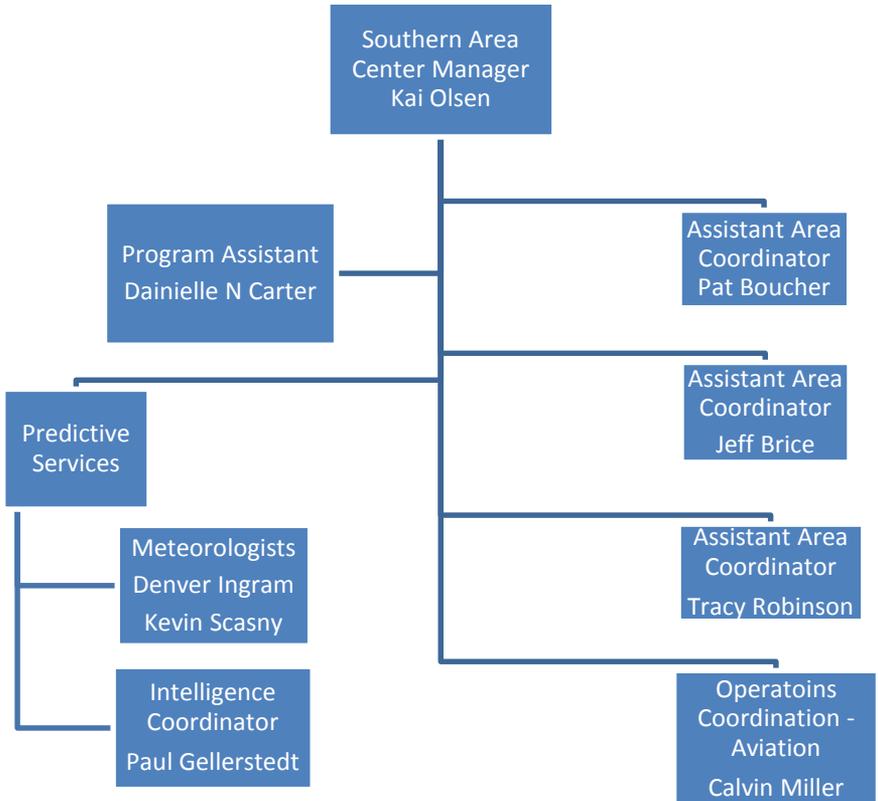
COMPLEXITY

Refer to the National Interagency Mobilization Guide, Chapter 10.

EXAMPLE ORGANIZATIONS

Refer to the National Interagency Mobilization Guide, Chapter 10.

SOUTHERN AREA COORDINATION CENTER ORGANIZATION



NATIONAL FIRE PREPAREDNESS PLAN

Refer to National Interagency Mobilization Guide, Chapter 10.

WHY PREPAREDNESS LEVELS ARE ESTABLISHED

Refer to National Interagency Mobilization Guide, Chapter 10.

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 MAC 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.

ALL PREPAREDNESS LEVELS	
Description: The following activities apply regardless of the level of incident activity.	
Management Direction/Consideration	Responsibility
A. Report wildland and prescribed fire activity via the Interagency Situation Report program as directed by SACC.	Unit Administrator / State Coordination Center
B. For all incidents that meet the large fire criteria, prepare an ICS-209 and submit via FAMWEB system. (Southern Area and National Interagency Mobilization Guides, Chapter 60)	Incident Commander/State Coordination Center
C. Provide SACC with timely intelligence on existing and emerging situations.	State Coordination Center
D. Provide daily briefing and 7-day product	SACC Predictive Services
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.	Fire Management Officer
E. Weekly conference call with Southern Area Incident Commanders	SACC

PREPAREDNESS LEVEL 1	
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.	
Management Direction/Consideration	Responsibility

A. SACC staffed as appropriate. Outside of business hours, a Duty Coordinator will be on-call.	Center Manager
B. Monitor daily situation reports.	Center Manager

PREPAREDNESS LEVEL 2

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.

Management Direction/Consideration	Responsibility
A. Consider staffing SACC seven days a week with extended hours and/or Duty Coordinator on call.	Center Manager
B. Consider severity needs.	Area Administrators
C. Consider coordinating the issuance of press releases that highlight interagency current conditions and a brief outlook.	Area Administrators

PREPAREDNESS LEVEL 3

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. One Incident Management Team is on standby or committed to an incident, or 50 percent of Area crews or initial attack resources are committed.

Management Direction/Consideration	Responsibility
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 with FBAN / LTAN and/ or other decision support personnel.	Center Manager
B. Consider the activation of MAC.	Center Manager/MAC
C. Ensure management systems provide sufficient support to keep computers and telecommunications fully operational.	Center Manager
D. Maintain two airtankers within the Southern Area as appropriate.	Center Manager
E. Consider daily/weekly conference calls with State Coordination Centers.	Center Manager
F. Consider need for daily/weekly Aviation calls.	Center Manager

G. Coordinate pre-positioning of resources as appropriate.	Center Manager/MAC
H. Ensure incident qualified personnel are available for assignment.	Agency Administrator
I. Consider opening pre-identified Mobilization Centers/Staging Areas as appropriate.	Center Manager
G. Consider activating State Compacts.	Compact Coordinator/ Fire Chiefs

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.

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

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.

Management Direction/Consideration	Responsibility
A. Intensify coordination efforts with all wildland fire protection agencies.	MAC
B. All State Coordination Centers staffed 7 days a week to provide coverage/service for affected units.	Fire Management Officers
C. Assess risk and impacts of the proposed actions and discuss with the National MAC Group.	Center Manager / MAC

NATIONAL MULTI-AGENCY COORDINATING GROUP (MAC) DECISIONS

Refer to the National Interagency Mobilization Guide, Chapter 10.

FOLLOW-UP EVALUATION

Refer to the National Interagency Mobilization Guide, Chapter 10.

MOBILIZATION PROCEDURES FOR MILITARY AND INTERNATIONAL ASSIGNMENTS

Refer to the National Interagency Mobilization Guide, Chapter 10.

INTERAGENCY AGREEMENTS**Southern Area Interagency Agreements**

Interagency agreements established within the Southern Area between cooperating partners can be found on the following webpage:

National Interagency Agreements**Interagency Agreement for the Provision of Temporary Support During Wildland Firefighting Operations among the United States Department of Agriculture, and The United States Department of Defense**

Refer to the National Interagency Mobilization Guide.

Interagency Agreement for Fire Management between the Bureau of Land Management, Bureau of Indian Affairs, National Park Service, U.S. Fish

and Wildlife Service of the United States Department of the Interior and the Forest Service of the United States Department of Agriculture
Refer to the National Interagency Mobilization Guide.

Interagency Agreement for Meteorological and Other Technical Services between the United States Department of Interior, the United States Department of Agriculture, and the National Weather Service Land Management
Refer to the National Interagency Mobilization Guide.

Memorandum of Understanding between the United States Department of Agriculture Forest Service and the United States Department of Interior – Bureau of Land Management, Bureau of Indian Affairs, National Park Service, Fish and Wildlife Service, and Bureau of Reclamation (Law Enforcement)
Refer to the National Interagency Mobilization Guide.

International Emergency Assistance Response Process – Operating Plan for USDA Forest Service, Bureau of Land Management, Assistant Directorate – Resource Use & Protection, Office of Fire and Aviation Management, International
Refer to the National Interagency Mobilization Guide.

Interagency Memorandum of Agreement between U.S. Department of Agriculture – Forest Service, U.S. Department of Interior – Bureau of Land Management, and United States Army – Special Operations Command
Refer to the National Interagency Mobilization Guide.

SMOKEJUMPER AGREEMENT

Interagency Agreement between the U.S. Department of Interior – Bureau of Land Management, and the U.S. Department of Agriculture – Forest Service, for the Joint Operation of Smokejumper Resources
Refer to the National Interagency Mobilization Guide.

MODULAR AIRBORNE FIREFIGHTING SYSTEM AGREEMENTS

Agreement between North Carolina Department of Natural Resources and Community Development, Division of Forest Resources, and Forest Service – United States Department of Agriculture
Refer to the National Interagency Mobilization Guide.

Agreement between California – Department of Forestry, the National Guard, and USDA - Forest Service, Pacific Southwest Region
Refer to the National Interagency Mobilization Guide.

Collection Agreement between Wyoming State Forestry Division and the Forest Service – United States Department of Agriculture
Refer to the National Interagency Mobilization Guide.

INTERNATIONAL AGREEMENTS

Canada Support - Policy

Refer to the National Interagency Mobilization Guide Chapter 10.

Canada Support – Operational Guidelines

Refer to the National Interagency Mobilization Guide Chapter 10.

Australia Support - Policy

Refer to the National Interagency Mobilization Guide Chapter 10.

Australia Support – Operational Guidelines

Refer to the National Interagency Mobilization Guide Chapter 10.

New Zealand Support - Policy

Refer to the National Interagency Mobilization Guide Chapter 10.

New Zealand Support – Operational Guidelines

Refer to the National Interagency Mobilization Guide Chapter 10.

Mexico Support - Policy

Refer to the National Interagency Mobilization Guide Chapter 10.

Mexico Support – Operational Guidelines

Refer to the National Interagency Mobilization Guide Chapter 10.

MOBILIZATION

Southern Area State Coordination Centers will fill orders from the most logical source available at the time of need. This choice will be made on the basis of 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 in compliance with NWCG standards.

AVAILABILITY

ROSS will be maintained to reflect the current status of all overhead resources and crews.

RESOURCE REQUEST LIST

Resource requests that are unable to fill within the Southern Area will be posted to a UTF (Unable to Fill) list on the SACC website.

NAME REQUESTS

SACC will review and approve, or deny, all name requests. The ordering office MUST confirm availability for the individual being requested prior to placing the request. Name Requests for national resources generally will not be honored. When placing a name request with NICC, the COD will give the COD at NICC a courtesy call. However, name requests can be denied at any level.

Severity requests often involve strategic movement of resources from areas with lower fire potential. In these cases, name requests are appropriate and are typically directed by agency managers. Refer to the National Interagency Mobilization Guide, Chapter 20.

DETAIL REQUESTS

Requests from State Coordination Centers for resources to respond to extended assignments (greater than 14 days), non-suppression incidents (for example, homeland defense, etc.) and preparedness will include a completed detail request form. This form is a supplemental information worksheet to the standard

resource order form and can be found on the SACC website.

The form will provide the prospective detailer complete information on the requesting unit's needs. All individuals filling detail requests from the Southern Area should have access to the completed detail request form before travel is commenced.

When the sending and receiving units are confirmed, SACC will request these units work directly with each other to address and resolve administrative and personnel matters.

Travel itineraries will be relayed through normal dispatch channels.

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 located in Knoxville, Tennessee; Tampa, Florida; and Ft. Smith, Arkansas. The Southern Area has a designated mobilization center for all hazard incidents or events located in the Atlanta Metro Area, Georgia. 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.

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 Coordinator on Duty. 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.

INTERAGENCY WILDLAND FIRE MODULES

Refer to the National Interagency Mobilization Guide, Chapter 20. 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, Kentucky 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.

Due to its proximity to units in southern Missouri, the Buffalo River Wildland Fire Use Module may be dispatched directly to Ozark River NR (MO-OZP), George Washington Carver NM (MO-GWP), and Wilson's Creek NB (MO-WCP) by the Buffalo River Dispatch Center and to the Mark Twain NF (MO-MTF) by the Arkansas-Oklahoma Interagency Coordination Center.

Resource requests for the Great Smoky Mountains Module will need to be placed with the Tennessee Interagency Coordination Center. Resource requests for the Cumberland Gap Module will need to be placed with the Kentucky Interagency Coordination Center.

SMOKEJUMPERS

Refer to National Interagency Mobilization Guide, Chapter 20.

HELICOPTER MODULE

Refer to National Interagency Mobilization Guide, Chapter 20. 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.

NON-STANDARD OVERHEAD GROUPS

The generic overhead catalog items "module fuels" or "module suppression" will be used to order non-standard overhead groups. Refer to the National Interagency Mobilization Guide, Chapter 20.

COMMUNICATIONS COORDINATOR

Refer to the National Interagency Mobilization Guide, Chapter 20.

INCIDENT METEOROLOGIST

Refer to the National Interagency Mobilization Guide, Chapter 20.

The Southern Area Coordination Center will coordinate the assignment of Incident Meteorologists (IMET) and IMET trainees with Larry VanBussum who is located at the National Weather Service Office located in Boise, ID.

If an IMET is requested, and one is not available by the local NWS Forecast Office or if the National Preparedness Level is at 4 or higher, the request will be placed up to SACC. SACC will contact the NWS National Weather Operations Coordinator (NFWOC) (Larry VanBussum or acting) in Boise, ID by calling 877-323-4638.

IMETs will coordinate with their State Coordination Center to ensure that their availability is properly status in ROSS.

CACHE SUPPORT POSITIONS

Refer to the National Interagency Mobilization Guide, Chapter 20.

CACHE DEMOBILIZATION SPECIALIST

In order 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.

INCIDENT MANAGEMENT TEAMS

The Southern Area has two type 1 incident management teams and a type 2 incident management team on the Southern Area rotation. The States of Florida, Georgia, North Carolina, and Texas also sponsor type 2 teams that meet NWCG standards and may be available for internal and external assignment.

SACC, acting for the Southern Area Coordinating Group, will be the focal point for maintaining current information on federally sponsored type 1 teams and Type 2 team's status regarding rotation, on-call period, and availability.

Team Rotation:

The Red and Blue Teams are both fully qualified type 1 teams and serve on the National Type 1 Team rotation. The Southern Area's rotation includes the two type 1 as well as the type 2 team. All three teams serve on a two-week, on-call rotation throughout the year for the Southern Area.

During the first week of the Gold Team's (type 2) rotation, the Red Team is up on rotation for any potential Type 1 mobilizations. During the second week of the Gold Team's rotation, the Blue Team is up on rotation for any potential Type 1 mobilizations.

Team on-call rotation is as follows:

- Team rotation is a two week rotation starting at 0001 hours (Eastern Time) Monday to 2400 hours (Eastern Time) Sunday.
- 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.

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

<http://gacc.nifc.gov/sacc/logistics/overhead/overhead.htm>

Federally Sponsored Team Mobilization:

Requests for the teams are made by using field units through State Coordination Centers to SACC.

SACC will normally request 50 members for mobilization of either Team (long) to facilitate trainees and apprentices for the development of future Southern Area Incident Management Teams.

For out-of-area assignments, Refer to the National Interagency Mobilization Guide, Chapter 20.

For non-fire assignments (particularly FEMA missions), the IC will negotiate the team configuration with the ordering entity.

When a team is ordered, the SACC Coordinator-on-Duty (COD) will contact the Incident Commander (IC) first and provide information on the incident. The IC and the COD will then finalize the team roster of positions to be mobilized.

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 ROSS is current.

Team Ordering Considerations:

When deciding whether to order a Short, Standard, or Negotiated Incident Management Team (IMT) unit Agency Administrators and/or Fire Management Officers are encouraged to contact their respective Agency Fire Director or SA MAC rep and the Incident Commander on rotation. This will aid in determining the needs of the incident and help the incoming team meet the expectations of the ordering unit. The cost of using a Southern Area Interagency Type 1 or Type 2 IMTs will be very similar.

Short Team

A short team configuration is 9 positions.

Incident Commander	Operations Section Chief	Logistics Section Chief
Safety Officer	Operations Section Chief	Finance Section Chief
Public Information Officer	Air Operations Branch Director	Planning Section Chief

Advantages:

- A short team is most effective for work forces needing skilled extended monitoring, short duration, or special events.
- Costs are less than a standard team.

Disadvantages:

- Does not increase the effectiveness over a type 3 team
- Delays in providing the needs of the incident and firefighters due to lack of unit leader positions being staffed.
- Does not aid in successional staffing needs.
- If the event escalates there will be a 2-3 day delay for the team to be at full strength while additional positions are mobilized.

Standard Team

A standard team configuration is 60 positions.

Includes a full complement of trainees

Incident Commander	Logistics Section Chief (2)	Planning Section Chief (2)
Deputy Incident Commander	Communications Unit Leader	Resource Unit Leader (2)
Liaison Officer	Ordering Manager	Status Check-in Recorder

Public Information Officer	Ground Support Unit Leader	Situation Unit Leader
Safety Officer	Medical Unit Leader	Computer Specialist
Operations Section Chief (3)	Facilities Unit Leader	GIS Specialist
Division Supervisor (4)	Supply Unit Leader	Fire Behavior Specialist
Structure Protection Specialist	Receiving/Distribution Manager	Demobilization Unit Leader
Air Operations Branch Director	Security Manager	Training Specialist
Air Support Group Supervisor	Finance Section Chief (2)	Trainees (up to 10)
Air Tactical Group Supervisor	Cost Unit Leader	420/520 Candidates (up to 6)
Helibase Manager	Time Unit Leader	IC Discretion(up to 6 Positions)
	Comp/Claims Specialist	

Advantages:

- Able to meet the demands of most incidents.
- Provides efficient staffing to all functional areas.
- A standard configuration team provides the best avenue for long term Southern Area Incident Management Succession.
- Achieves the trainee being present during the initial stages of the incident to get the most out of the experience.
- Type 3 teams that are struggling with 15-25 personnel often indicate a standard team is needed.

Disadvantages:

- Higher cost than a short or negotiated team. However, the overall benefits to the incident can result in a lower final cost due to effectiveness of the Standard IMT.

Negotiated Team

When considering negotiating team size, factors such as duration, 24-hour staffing, staffing and effectiveness of the existing type 3 team, expected fire growth, weather, jurisdictions, and safety are all critical to the process.

Advantages:

- Gets the desired positions for the incident.
- Can prevent duplication of skills.
- Can allow for integration of existing management organization.

Disadvantages:

- If conditions change, it takes 2-3 days for a negotiated team to reach standard configuration.
- Resource order for the team has to be modified and will delay the mobilization.
- Does not aid in successional staffing needs.

NATIONAL AREA COMMAND TEAMS

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.

NATIONAL INCIDENT MANAGEMENT ORGANIZATION TEAMS (NIMO)

Refer to the National Interagency Mobilization Guide, Chapter 20.

INCIDENT SUPPORT TEAMS

BUYING TEAMS

Buying Teams support the wildland fire procurement effort through the local administrative staff and are authorized to procure a wide range of services, supplies, land, and equipment rentals. In addition, the Buying Team Leader has the responsibility of coordinating property accountability with the Supply Unit Leader.

There are two buying teams established in the Southern Area that are also on the national rotation. It is not the purpose of these teams is to pay bills already incurred. The buying teams ROSS 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.

ADMINISTRATIVE PAYMENT TEAMS (APTs)

APTs are used primarily for Department of Interior incidents, but can be used for other agencies' incidents as well.

If a team is needed, the incident will request an Administrative Payment Team Leader. This request will go through the appropriate State Coordination Center to SACC. The request will be placed with NICC.

The team leader will be contacted and he or she will determine the number of team members available and the number of team members needed for the incident. The Team Leader will provide names and home units in order for the name request to be processed through the normal dispatch channels. This information will be passed back to the incident through dispatch channels so that additional request numbers can be generated for the team members (APTM).

There are three (3) National Park Service Administrative Payment Teams. Below is a listing of the APT Leaders and their respective dispatch office and/or State Coordination Centers. The NPS APT contingency plan includes an alternate team leader who will put together a fourth team if needed. Some people in the

Southern Area are members of out-of-area APTs. When SACC receives a name request for any of these individuals from NICC, SACC will place it with the appropriate State Coordination Center.

TEAM	TEAM LEADER	HOME UNIT	COORD CENTER
National Team #1	Lisa Wilson	Mojave National Preserve	CA-SBC
National Team #2	Rachel Acker	Ice Age National Scenic Trail	WI-IAP
National Team #3	Connie Dworak	NPS Mid-West Regional Office	NE-MWP

Refer to the National Interagency Mobilization Guide, Chapter 20, for the current schedule, APT team configuration, and additional information concerning APTs.

PAYMENT CENTERS

Albuquerque Service Center - Forest Service
Casual Payment Center – Department of Interior

Currently, the Albuquerque Service Center is the only payment center that processes Emergency Firefighter Payments for the US Forest Service regardless of geographic area. The payment center for the Department of Interior is the Casual Payment Center in Boise, ID.

DEPARTMENT OF INTERIOR - BURNED AREA EMERGENCY RESPONSE (BAER) TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20.

The Southern Area currently has no BAER Teams. All orders for BAER Teams will be placed through SACC into NICC.

CRITICAL INCIDENT STRESS MANAGEMENT (CISM) SUPPORT

When critical incidents create traumatic stress, CISM support teams are available internally or through locally contracted services. These are often referred to as *Critical Incident Peer Support (CIPS)* teams, and most agencies follow protocols established from the International Critical Incident Stress Foundation (ICISF).

CISM/CIPS services for individuals and/or groups will vary from informational to interactive depending on the traumatic event, and may include: Crisis Intervention Assessment and Strategic Planning; Rest, Information, & Transition (RITS); Crisis Management Briefings (CMB); Defusings; Critical Incident Stress Debriefing (CISD); Resilience and Long Term Care Options. CIPS teams will also come with a certified mental health professional.

The NPS CISM Program is a multifaceted, multicomponent program offering various intervention strategies appropriate for the type of incident, the nature of the incident, number of employees involved, and other extenuating circumstances.

The NPS CISM Program provides:

- Individual Crisis Intervention – Peer Support
- Law Enforcement Peer to Peer Support
- Group Crisis Intervention – including Critical Incident Stress Debriefings, Crisis Management Briefings, and Defusings
- Family Liaison Officer services
- Referral and follow-up care

HOW TO REQUEST CISM/CIPS TEAMS

The Southern Area Coordinating Group (SACG) is currently considering an interagency CISM/CIPS group to be sanctioned as a SACG Working Team. Agency Administrators and Line Officers should follow their agency protocol to make requests for CISM/CIPS teams, which are routed to the SACC and entered into an Overhead Resource Order. CISM/CIPS requests should be made early, as crisis intervention is typically most effective if initiated 48-72 hours after the traumatic event.

When the “incident” host agency is the United States Forest Service, contact the Fire Risk Management Officer, Kevin Gappert for Region 8 CIPS Coordination at 404-347-2528 (office) or 404-989-9034 (cell). NPS-CISD and USFS/DOI-CIPS Teams will be available to assist other agencies during a critical incident or will provide assistance in finding the appropriate personnel.

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. When the “incident” host agency is the United States Forest Service, contact the Fire Risk Management Officer, Kevin Gappert for Region 8 Peer Support Team(s) Coordination at 404-347-2528 (office) or 404-989-9034 (Cell). Requests for these teams may be placed through the SACC.

NPS CISD and USFS/DOI CIPS Teams will be available to assist other agencies during a critical incident or will provide assistance in finding the appropriate personnel.

WILDLAND FIRE PREVENTION AND EDUCATION TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20. Several Fire Prevention Team members have been identified in the Southern Area. Requests for Teams will follow the dispatch channels.

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.

WILDLAND FIRE AND AVIATION SAFETY TEAMS (FAST)

Refer to the National Interagency Mobilization Guide, Chapter 20. These requests may be initiated at the Unit or Regional level.

AVIATION SAFETY ASSISTANCE TEAMS (ASAT)

Aviation Safety Assistance Teams (ASAT) enhances safety, efficiency and effectiveness of aviation operations. ASATs provide assistance to unit and aviation managers, flight crews and Incident Management Teams for increasing, on-going or declining incident aviation activity. Orders for ASATs will originate at SACC or hosting unit/agency. If a team cannot be filled internally, it will be placed to NICC through the established ordering channels.

Teams require 24 hours for mobilization.

During widespread fire aviation activity throughout the Southern Area, a centralized location for the formation, briefing, and debriefing of ASATs may be established. The hosting unit/agency will coordinate with the team lead on a predetermined location.

ASATs 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.

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.

LAW ENFORCEMENT

The job titles for ground level security personnel working in the facilities and field security areas reflect the training and experience necessary to safely accomplish the job.

Security Specialist 1 (SEC1):

A Security Specialist 1 is a qualified Peace Officer, Law Enforcement Officer, or Commissioned Officer. Security Specialist Level 1 (SEC1), is authorized or equipped to make arrests or serve warrants and is agency certified.

Peace Officers, Law Enforcement Officer, and Commissioned Officers who fill the Security Specialist 1 position shall report to the incident with their defensive equipment. Defensive equipment shall be transported and carried in accordance with respective agency policies and ATA policies. FAA policies (Title 49 CFR& 1544.219).

The following is a comparison of equivalent ratings amongst agencies. However, when actually ordering, ensure that the individual is certified at the level specified (for example, Security Specialist 1):

- SEC1: Law Enforcement Officer - FS or DOI:
- BIA: Commissioned Law Enforcement Officers
- NPS: Commissioned Law Enforcement Officers
- FWS: Commissioned Law Enforcement Officers
- BLM: Commissioned Law Enforcement Officers

Security Specialist 2 (SEC2):

A Security Specialist 2 has, at a minimum, Forest Service Level 2 Enforcement Training and experience (or another agency's equivalent) and is skilled in recognizing actual and potential security problems.

Security Specialist 2 (SEC2) is not authorized or equipped to make arrests or serve warrants, but is agency certified.

The Southern Area Multi Agency Coordinating Group requires that Security Managers (SECM) who are supervising personnel with defensive equipment on Southern Area incidents will be qualified to carry defensive equipment.

HUMAN RESOURCE SPECIALIST (The following applies to Forest Service incidents only)

A Human Resource Specialist will be assigned to incident base camps when 300 or more people have been assigned to the Incident. Incident Commanders should evaluate the need for the position in camps with less than 300 people.

The Human Resource Specialist is responsible for:

- Monitoring for inappropriate behavior.
- Providing awareness/education on expectations for mutual respect and a harassment free work environment.
- Initiating corrective action to resolve and/or prevent problems.
- Preparing reports on activities related to inappropriate practices or conditions through the Incident Commander and/or other regular lines of authority.
- Matters that cannot be resolved during the incident will be relayed to the host Incident unit for final resolution.

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

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

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

This right applies regardless of the size of the incident base. However, it is the responsibility of the Incident Commander to notify the Union Council Vice President (CVP) within 24 hours of the number of individuals assigned to a Forest Service incident camp reaching 300 or when there are 300 Forest Service employees assigned to an incident base camp on a non-Forest Service incident.

The need for an onsite Union Representative(s) will be based upon anticipated or actual representational workload. 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 IC, additional Union representatives may be dispatched.

If no representative is dispatched to the incident, the NFFE Representative's or designee's name, telephone number, and e-mail address will be conspicuously posted at the incident camp.

Union Representative(s) will check in with the Incident Commander or designee on arrival and departure.

The NFFE Council Vice President designated representative in these matters is:
Dante Whittaker National Forests of Alabama
Office: 256-362-2909 ext. 145
Cellular: 334-201-9081

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 Forest Supervisor, 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 notifies 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 National Forest 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 National Forest 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.

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.

AIRSPACE COORDINATOR

An Airspace Coordinator is a Technical Specialist position. 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.

COMMUNICATIONS COORDINATOR

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). COMC will coordinate with the SACC Aircraft Desk and the Supplies Desk as needed. COMC will be an advisor to the SACC Center Manager or when a MAC Coordinator is assigned.

Communications Coordinator (COMC) Duties and Responsibilities can be found at: http://www.nifc.gov/NIICD/docs/NIRSC_UG.pdf

INCIDENT BUSINESS ADVISORS (IBA1, IBA2)

Incident Business Advisors (IBA1, IBA2) work under the direction of an Agency Administrator or Line Officers or their designated representatives. When the decision is made to order the position, the Resource Order will be placed with SACC.

MAFFS COORDINATOR

SACC Center Manager may activate a MAFFS Coordinator when activity warrants. MAFFS Coordinator will serve as an assistant to the SACC Aviation Coordinator. MAFFS Coordinator will assist the MLO's/AMLO's and be the focal point for the Southern Area during MAFFS activation.

A person with knowledge and experience of MAFFS activation will fill this position.

NATIONAL INTERAGENCY INCIDENT MANAGEMENT SYSTEM (NIIMS) POSITIONS

Refer to the National Interagency Mobilization Guide, Chapter 20.

INCIDENT QUALIFICATIONS AND CERTIFICATIONS SYSTEM (IQCS) POSITION CODES

Refer to the National Interagency Mobilization Guide, Chapter 20.

EASTERN ALL-HAZARD TEAM

The Southern Area has one NPS All-Hazard Incident Management Team. The Team consists of eight team members and one trainee. The Eastern Regional All-Hazard Team is comprised of NPS personnel from the Northeast, National Capitol, and Southeast Regions of the National Park Service. To mobilize a team:

- The request shall go to the Team Coordinator, Jon Pierce, (Acting) SER Emergency Services Coordinator.
- The Team Coordinator will contact the available IC.
- The IC will identify team members and communicate the Team Roster to the Team Coordinator.
- The Regional Coordinator after receiving the names of the team members will relay the information to the Park or responsible dispatch office for processing the appropriate name requests through the dispatch channels.

CREWS

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 – Test Form to SACC when the resource order is processed through SACC (see attached test form). The Passenger and Cargo Manifest – Test Form 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:

The Southern Area has four Type 1 crews:

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 Jackson Hotshots are based in Jackson, Mississippi, and the crew's assigned season is normally from June through August. The crew is dispatched by the Mississippi Interagency Coordination Center.

The Augusta Hotshots are based in Augusta Springs, Virginia, and the crew's assigned season is normally from February through May and August through November. 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 normally from mid-February through mid-June and mid-August through mid-December. The Cherokee Hotshots are dispatched through the Tennessee Interagency Coordination Center.

Type 2 and Type 2IA: Agency Specific, Sponsored or Interagency (Multi-Agency) Regular Crews

Agency specific, agency sponsored or interagency crews from sub-geographic areas have been identified and will be dispatched within the regular Southern Area crew rotation to incidents within and outside of the Southern Area.

Federal land management agencies as well as state land management agencies within the southern area can mobilize crews made up of regular agency and state personnel as well as administratively determined (AD) casual hire individuals for needs within and outside the Southern Area. These crews will be included in the

Type 2/2IA crew rotation. However, in adherence to a mutually established agreement, crewmembers making up modules within the first two rotations should be from units within the assigned designated states of the module on rotation. For example, the Knoxville module will consist of crew members from the following states when the Knoxville module is up in rotation; Kentucky, North Carolina, Tennessee and Virginia. The crew modules will operate on a two week schedule which coincides with federal pay periods. A rotation schedule has been established and agreed upon and can be viewed on the SACC website.

During the first two rotations, the crew module rotation schedule will be strictly adhered to. The exception, should a crew mobilization center not be able to mobilize a module then the next crew mobilization center in the rotation will be moved to the up position. However, should a crew mobilization center be bumped up in the rotation due to the current crew mobilization center's inability to mobilize a module, the crew mobilization center will maintain its regular scheduled time period. The crew rotation is in effect May 15th through September 30th.

Type 2 & Type 2IA Crew Identifiers:

Following is the standard format for crew identification for Type 2 and Type 2IA 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 (for example, AL NF #1 and AL ST #1).

Abbreviated Crew Name	CREW Name
NF #	National Forest Crew
ST #	State Crew
BIA #	Bureau of Indian Affairs
JC #	Job Corp Crew
NP #	National Park Crew
FW #	Fish & Wildlife Service Crew
MA #	Multi-Agency Crew

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.

Type 2 and Type 2IA Crew Modules:

During the period of greatest western fire potential (beginning approximately May 15), Southern Area Type 2 crews are assigned to "modules" comprised of 5 crews each. The modules are on call on a predetermined area rotational basis to expedite national mobilization from Southern Area jetports. Crews are expected

to report to their assigned jetport with required Fireline (PPE). Refer to Interagency Standards for Fire and Aviation Operations, in Chapter 7 and BIA - Wildland Fire and Aviation Program Management and Operations Guide, Chapter 9 for description of required Fireline PPE.

When western mobilization begins, the SACC Center Manager will discuss mobilization potential for southern crews with the National Coordination Center. If potential mobilization appears high, the SACC Center Manager may begin to move modules into Mobilization Centers in preparation for transport. Expected duration in a Mobilization Center may be up to 3 days, prior to transport.

Crew module rotation (for mobilization outside of the Southern Area) will be as follows:

The crew module mobilization centers will operate on a two week schedule which coincides with federal pay periods. Crews will have 6 hours to assemble before moving to their designated jetport. It shall be the providing state center's responsibility to transport crews from the home unit to the mobilization center for mobilization and from the mobilization center back to the home unit for demobilization. If, due to logistical limitations, the designated jetport cannot be used, an alternate jetport will be determined by SACC, NICC, and the Module Coordinator at the time the order is received.

When the first area module is mobilized, the next crew mob center in rotation will be notified and placed in the "up" position. All Southern Area crew mob centers will be notified to be on alert whenever a module is mobilized. The module rotation will be utilized and completed for two complete rotations in order to give all crews an opportunity for assignment. Once the rotation has been completed for two cycles for the season, conference calls will be held to coordinate the crew mobilization in order to mobilize all remaining crews as needed.

If a crew module passes during their rotation period, an opportunity for an assignment was proposed; therefore it should count against their rotation period.

If a complete module (5 crews) is not available to fill a crew order, SACC can augment the module with crews from another state in order to make a complete module. If this is not logistically feasible, the next available module in rotation will be mobilized.

During actual out-of-Area crew mobilization, if more than 5 crews are available for a specific module, SACC will notify NICC and offer to mobilize the additional crews at the jetport. NICC will determine whether or not chartering a larger aircraft is logistically feasible.

CREWS AND WILDLAND FIRE MODULES

TYPE 1 INTERAGENCY HOTSHOT CREWS

Refer to the National Interagency Mobilization Guide, Chapter 30, for a complete list of hotshot crews.

The following hotshot crews are from the Southern Area:

- Asheville Hotshots, (Asheville, NC)
- Augusta Hotshots, (Augusta Springs, VA)
- Jackson Hotshots, (Jackson, MS)
- Cherokee Hotshots, (Unicoi, TN)

MINIMUM CREW STANDARDS FOR MOBILIZATION

Refer to the National Interagency Mobilization Guide Chapter 30

WILDLAND FIRE MODULES CONFIGURATION

Refer to the National Interagency Mobilization, Chapter 20

WILDLAND FIRE MODULE MOBILIZATION

Refer to the National Interagency Mobilization Guide, Chapter 20

INTERAGENCY WILDLAND FIRE MODULE

The Southern Area has three National Park Service Wildland Fire Modules:

Southeast Region

(Coordinator – Mike Ward 404-507-5641 Cell 404-909-1196)

- Great Smoky Wildland Fire Module
- Cumberland Gap Wildland Fire Module

Inter-Mountain Region

(Coordinator – Dwight Newman Cell 870-715-9493)

- Buffalo River Wildland Fire Module

EQUIPMENT/SUPPLIES

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 70 for telephone numbers.

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

EQUIPMENT/SUPPLIES MOBILIZATION

Refer to the National Interagency Mobilization Guide, Chapter 40.

EQUIPMENT/SUPPLIES DEMOBILIZATION

Refer to the National Interagency Mobilization Guide, Chapter 40.

NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES

Refer to the National Interagency Mobilization Guide, Chapter 40.

SOUTHERN AREA INTERAGENCY FIRE CACHE ORDERING PROCEDURES

Emergency vs. Non-Emergency Orders: Fires and other emergency incidents will take priority over non-emergency orders. DLA Defense Logistics Agency 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 will be placed in ROSS and sent to the state center or cache.

All units within the Southern Area must place NFES resource orders through State Coordination Centers; they will ensure the appropriate agency accounting information is identified, includes proper NFES numbers, and reimbursable form when needed, and a complete ship to street address with zip code, billing address, and point of contact.

Supply Orders:

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

The radios and radio kits are ordered as supplies, not equipment. Cache vans are ordered as supplies due to the van staying with the cache items. Radio Kits, Cache Vans and Smoke Monitors are ordered through SACC. All other supply orders will be placed to SAK through the appropriate State Coordination Center with the exception of type 1 and type 2 teams. All type 1 & type 2 teams will go directly to the cache by sending the cache a list of NFES items requested and the cache will then place the items into ICBS and subsequently they will be automatically filled in ROSS. This does not apply to the pre-orders. Pre-orders will be created by SACC for the appropriate 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.

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.

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 GSA for those items stocked in the Federal Supply System. 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 incident's servicing cache will forward the request to the resource's servicing cache.

Caches may only process requests for NFES items. Requests for non-NFES items should be requested on a separate incident replacement requisition to be processed by the home unit.

Please refer to the current Interagency Incident Business Management Handbook (Chapter 40) for procedures dealing with replacement of non-NFES supplies and equipment.

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.

All equipment being returned, add documentation in ROSS identifying return, and it will be tracked in ROSS when the demobilization has been completed. If returned by mail or commercial shipper, release information must be included in ROSS 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, tracking numbers when returning radio equipment so that the cache can track the resource in ROSS 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 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. 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 eleven NFES caches. The catalog is published annually, and can be obtained by ordering NFES #000362.

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

Non-Standard Area-Specific Items

NFES #	DESCRIPTION	UNIT OF ISSUE
007040	MIST BLOWER	EA
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 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 ROSS on the Resource Order or the Issue Document from the Fire Cache. If any supplies or equipment 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 ROSS under documentation, Equipment Requisition and receipt, or property accounting forms AD-107 and AD-112, as appropriate.

It is the responsibility of the Interagency 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 serving a Type 1 or 2 incidents will provide the affected unit with a Fire Loss/Use Report within 60 days after an incident returns to local management. This report shall include all information on equipment and supplies furnished by any NFES cache.

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

- Traceable 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. Traceable 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 traceable items are also considered durable. 100% accountability is expected of traceable 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 are: tents, heaters, lanterns, tables, hose, tools, sleeping bags, and personal protective equipment.
- **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: 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 and equipment.

NATIONAL INCIDENT RADIO SUPPORT CACHE (NIRSC)

NATIONAL RADIO SYSTEMS

Starter systems (NFES# 004390 ICS Command/Logistics Radio System) may be prepositioned at SAK. These systems will be returned to NIRSC 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 NIRSC. Unless SACC gives instructions otherwise, any NIRSC 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 mailed to NIFC (the incident will be charged for these batteries whether they are returned to NIFC or not). As with all resources, NIRSC equipment must be identified in the demobilization plan at an incident, and its release tracked through the resource ordering system ROSS.

INCIDENT REMOTE AUTOMATIC WEATHER STATIONS, (IRAWS) NFES #005869

Requests for IRAWS will be placed with NICC through established ordering channels on a Supply order. All necessary IRAWS technicians, vehicles, or air transportation required for mobilization and demobilization will be provided by NIFC. Upon release from the incident, the IRAWS will be returned to NIFC. Refer to the National Interagency Mobilization Guide, Chapter 40.

PROJECT REMOTE AUTOMATIC WEATHER STATIONS, (PRAWS) NFES #005870

Requests for PRAWS will be placed with NICC through established ordering channels on a Supply order. The PRAWS will be configured for the specific project prior to the mobilization. The requesting agency must contact the NIFC Remote Sensing Fire Weather Support Office at 208-387-5726 prior to ordering to determine the PRAWS configuration. All necessary PRAWS technicians, vehicles, or air transportation required for mobilization and demobilization will be provided by NIFC. Upon release from the project, the PRAWS will be returned to NIFC.

FIRE/PROJECT REMOTE AUTOMATED WEATHER STATIONS (IRAWS – NFES 005869/PRAWS – NFES 005870)

Refer to the National Interagency Mobilization Guide. Chapter 40

NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER FACILITIES UNITS

Refer to the National Interagency Mobilization Guide, Chapter 40.

For further information, please consult the National Mobile Food Service contract, the SACC Center Manager, the Equipment Section-NICC, Forest Service Contracting-NIFC, or the Boise National Forest.

The Interagency Mobile Food Service and Shower Facilities documents can be found on the following web site: <http://www.fs.fed.us/fire/contracting/index.htm>

CONTRACT ENGINES, HEAVY EQUIPMENT, BUSES, AND WATER TENDERS

The following principles and guidelines are set forth to establish some consistency within the Southern Area with regard to the hiring, dispatching and use of private sector engines, water tenders, heavy equipment, and buses. These principles and guidelines are established with the following objectives:

- 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.

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, in which case, SACC will 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).

PORTABLE RETARDANT PLANTS

The Southern Area maintains (2) portable retardant plants (PAB), which are self-contained (see Chapter 40) semi-trailers and which 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.

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 an order 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.

NFES #	ITEM
000105	Fusee, fire starter
000125	Lantern, gas
000307	Extinguisher, fire 40 BC
000319	Extinguisher, fire 30 BC
000491	Cylinder, propane, 5 gallon
001361	Fuel, white gas

HAZARDOUS MATERIALS IN KITS

NFES #	ITEM
000270	Air Operations Kit
000480	Coffee, Heating Kit
000520	Helicopter Support Kit
001835	Field First Aid Station, 500+ Person Kit

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.**

NATIONAL INTERAGENCY RADIO SUPPORT CACHE (NIRSC)

Refer to the National Interagency Mobilization Guide Chapter 40 (NFES 000968), or the NWCG National Equipment Systems Catalog, Part 1, Fire Supplies and Equipment (NFES 000362), Communications Section.

SOUTHERN AREA RADIO CACHE

The Southern Area may preposition two NFES 4390 Starter System radio kits at the Southern Area Incident Support Cache. SACC will process all resource orders for radio kits and cache vans.

NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER FACILITIES

Refer to the National Interagency Mobilization Guide Chapter 40. You can find more information in the Interagency Mobile Food Service Facilities publication, NFES 001276. This information is also available on the web at:

<http://www.nifc.gov/contracting/>

ENGINES, TRACTOR PLOWS AND WATER TENDERS

Engines should be ordered by type, as outlined in Appendix A of the NWCG Fireline Handbook.

When ordering engines, engine boss and engine operators are mobilized as part of the equipment; not as separate overhead requests.

Tractor Plows are ordered by type, as outlined in Appendix A of the Fireline Handbook. Operators are mobilized as part of the equipment.

Water Tenders are ordered by type, as outlined in Appendix A of the Fireline Handbook. Drivers are mobilized as part of the equipment.

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 when placing in ROSS will have to add two extra zeros in the beginning of number. Example: 4390 will now be 004390.

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
4	BX	0021	BAG, GARBAGE
250	EA	1062	BAG, SLEEPING
24	EA	0027	BASIN, 4 QT
120	PG	0030	Battery, "AA"
48	PG	0033	Battery, "D"
5	EA	7040	Blower, Leaf
5	EA	0606	Can, Gas, 5 Gallon Dot
200	EA	0037	Canteen, 1qt W/O Cover
15	EA	2047	Chair, Folding
5	EA	0557	Chest, Ice
2	EA	0046	Clamp, Hose, Shut-off, 1"-1 1/2"
1	BX	0048	Container, 5 Gallon
10	EA	0073	Container, Hot Food/Drink
5	EA	1172	Cord, Extension, 100'
6	EA	0560	Cord, Extension, 50'
1	SL	0533	Cord, Nylon Shroud
2	BX	0465	Cup, Paper, Plastic Coated
1	EA	0587	Driver, Fence Post

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
3	EA	3161	Easel, Display, W/Folding Legs
2	EA	0307	Extinguisher, Fire, 20 Lb.
48	EA	0060	File, 10", Flat
5	RO	0534	Flagging, Perimeter, Multicolor, 100'
8	EA	0070	Fly, Tent
3	PG	0866	Form, Of-288, Fire Time Report
10	BX	0105	Fusee, Fire Starter, 10 Minute
2	EA	0709	GENERATOR, 3-6 KW
10	PR	1294	Glove, Small
20	PR	1295	Glove, Medium
20	PR	1296	Glove, Large
10	PR	1297	Glove, X-Large
50	PR	0318	Goggles, Safety
96	EA	0667	Headlamp, Single Cell Ea
1	EA	1858	Hammer, Sledge, 8lb
1	EA	0598	Hand Truck
48	EA	0063	Handle, File, 10" To 14" Files
20	EA	0109	Helmet, Safety
12	EA	1034	Holder, Battery, Clamshell
20	LG	1016	Hose, Garden, ¾" NH x 50'
10	LG	1238	Hose, Synthetic, Lined, 1" NPSH x 100'
20	LG	1239	Hose, Synthetic, Lined, 1 ½" NH x 100'
10	PR	2800	Jeans, BDU, 26-30 x 29
10	PR	2802	Jeans, BDU, 30-34 x 29
10	PR	2804	Jeans, BDU, 34-38 x 29
15	PR	2701	Jeans, BDU, 28-32 x 33
20	PR	2703	Jeans, BDU, 32-36 x 33
20	PR	2706	Jeans, BDU, 38-42 x 33
10	EA	0943	Jug, Insulated, 5 GL
1	KT	1675	Contagious Disease Barrier, Multi Person
5	EA	1660	Contagious Disease Barrier, Individual
2	KT	0340	Kit, Chain Saw
1	KT	0390	Kit, Finance Section
10	KT	1143	Kit, First Aid, 10 Person, Belt

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
40	KT	0067	Kit, First Aid, Pocket
1	KT	0520	Kit, Helicopter Support
1	KT	0320	Kit, Incident Base Maintenance
2	KT	6051	Kit, Lighting
1	KT	0910	Kit, Logistic Section
2	KT	0760	Kit, Office Supplies
1	KT	0800	Kit, Planning Section
2	KT	0870	Kit, Pump, Mark III
1	KT	Q2990	Kit, Record Retention
1	KT	0970	Kit, Security, Fence
1	KT	1031	Kit, Sign, Incident
1	KT	0663	Kit, Spill
1	EA	0586	Ladder, Step
12	EA	2501	Lantern, Fluorescent
2	BX	3009	Light Stick, Green
2	BX	3007	Light Stick, Red
2	BX	3012	Light Stick, Yellow
10	BX	1842	MRE "Meals Ready To Eat"
20	EA	1081	Nozzle, Combination, Barrel, KK, 1" NPSH
20	EA	0136	Nozzle, Garden Hose, 3/4" NH, Adjust Brass
12	QT	0651	Oil, 30 Wt.
20	EA	0744	Packsack, Waterproof, Duck
250	EA	1566	Pad, Sleeping
3	PD	0250	Paper, Easel 27"x 34"
1	BX	0142	Paper, Toilet
12	EA	0089	Pole, Ridge For 14'x16' Tent
24	EA	0083	Pole, Upright
50	EA	0146	Pulaski W/ Sheath
1	EA	0011	Puller, Fence Post
20	EA	1149	Pump, Backpack
1	EA	0149	Pump, Barrel, Hand
10	EA	2332	Rack, Garbage, Wire Frame
150	EA	1807	Rake, Fire, Council Tool
20	EA	0733	Reducer, 1" NPSH-F to 3/4" NH-M

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
10	EA	0009	Reducer, 1 ½" NH-F to 1" NH-M
12	RO	0279	Ribbon, Flagging, Red 1"
12	RO	2398	Ribbon, Flagging, Florescent Orange
5	RO	0144	Sheeting, Plastic, Black 20'x100'
2	RO	0143	Sheeting, Plastic, Clear 10'x100'
50	EA	0925	Shelter, Fire, w/ Case
5	EA	0522	Shirt, Fire, X-Small
20	EA	0577	Shirt, Fire, Small
20	EA	0578	Shirt, Fire, Medium
30	EA	0579	Shirt, Fire, Large
30	EA	0580	Shirt, Fire, X-Large
5	EA	2078	Shirt, Fire, Large Long
5	EA	2079	Shirt, Fire, X-Large Long
50	EA	0171	Shovel, Fire
2	BX	0208	Soap, Hand, 3oz case
60	EA	0825	Stake, Tent, Metal
10	EA	2698	Table, Folding, 30"x 72"
10	RO	0071	Tape, Duct 2"x 60yd
5	RO	0619	Tape, Electrical 1"x 36yd
18	RO	0222	Tape, Filament 1"x 60yd
1	BX	0240	Towel, Paper, 2 Ply Roll
1	EA	1070	Trailer, Semi
20	EA	0738	Valve, Shut-off, Zinc, Ball, ¾" NH
10	EA	0259	Valve, Wye, Gated, 1" x 1" x 1"
10	EA	0231	Valve, Wye, Gated, 1 ½" NH-F
20	EA	0272	Valve, Wye, Gated, Zinc, ¾" x ¾" x ¾"
30	EA	2725	Wedge, Felling

Contagious Disease Barrier (NFES#1675) containing the following items:

QTY	UNIT OF ISSUE	DESCRIPTION
2	PR	Glasses, clear safety w/ anti-fog coating
10	EA	Gown, polycoated blue, unsized w/sleeves, hood, elastic wrists, and face enclosure
10	PR	Glove, nitrile, large
10	EA	Mask, 3M 9010 N95
10	PR	Shoe covers/ disposable w/non-skid bottoms
3	EA	Bag, biohazard

HAND HELD INFRARED SYSTEMS

Many units within the Southern Area maintain hand held infrared systems. The following lists hand held equipment and its location within the Southern Area. Order the systems through normal dispatch channels.

Equipment Description	Home Unit	Contact Information
Thermacam PM515	SC-FMF	Francis Marion/Sumter NF Custodian: Stephen Polk (803) 561-4086 Camera will not be shipped w/o operator.
Palm IR-250 Infrared Camera	KY-DBF	Daniel Boone National Forest Custodian: Bonnie Johnson (606) 745-3172 Camera will not be shipped w/o qualified operator.
Raytheon Infrared Palm IR-250	AL-ALF	National Forests in Alabama Custodian: Vacant (334) 241-8107
Raytheon Infrared Palm IR-250	AL-ALF	National Forests in Alabama Custodian: Vacant (334) 241-8107

PORTABLE RETARDANT PLANTS

There are two Portable Retardant Bases in the Southern Area. Each base kit is self-contained in a semi-trailer that also has office space. Each is pre-wired for electrical and telephone service, and also has a back-up generator. These kits come complete with hoses, valves, fittings, service and support equipment, and safety items to operate a two-pit airtanker base.

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
1	EA		Featherlite 52' tandem-axle trailer
1	EA		Facsimile/Printer/Copier
1	EA		VHF-AM/VHF-FM radio with antennas and cables
4	EA		VHF-AM Walkie-talkies w/ headsets and adapters
3	EA		Telephones
	Assorted		Manuals, Office supplies, Forms
2	EA		2500 gallon Poly-Tanks
3	EA		Gorman-Rupp VG4-D or VH4-D pumps
1	EA		Model 350 retardant eductor
1	EA		Micro-Motion mass flow meter
1	EA		3,600 gallon containment berms

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
2	EA		200 gallon Containment berms
3	EA		Fire extinguishers
1	EA		Pressure washer (gasoline powered)
1	EA		10 KW portable generator
1	EA		Awning kit
1	EA		Toolbox (Complete)
Varies			4" Hard Suction Hose
Varies			3" Hard Suction Hose
1500	Feet		3" Fire Hose

MOBILIZATION

The following criteria will be used when ordering aircraft: Note: (This information is referred in the National Interagency Mobilization Guide, Chapter 50):

- Airtankers: Loaded or empty (two hour maximum flight when loaded, except for VLATs).
- Timeliness.
- Cost Effectiveness.
- Performance specifications for density altitude/high altitude operations.
- Carded for local use or interagency use.
- Special applications such as; special-use flights, de-icing equipment, weather related instrumentation, pressurization etc.

AIRCRAFT SOURCES

Sources for aircraft in the Southern Area include:

- Agency aircraft
- Local exclusive use contract fixed wing and rotor wing aircraft
- USFS Regional Call When Needed (CWN) contract fixed wing and rotor wing aircraft
- Office of Aviation Services (OAS) On Call Aircraft Contract and Aircraft Rental Agreement (ARA) aircraft
- National CWN Contract Type I and Type II Helicopters
- National Contract Airtankers
- OAS contracted SEATs.

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 “special use” 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 in short trips but becomes more important in 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.

DEMOBILIZATION

Refer to the National Interagency Mobilization Guide, Chapter 50.

Flight Following/resource tracking will be performed on all Government or exclusive use contract aircraft being demobilized. SACC Aircraft Desk may release chartered and CWN aircraft, order through the SACC Aircraft Desk, to the vendor without flight following provided no Government personnel or cargo is on board. All aircraft release information will be entered into ROSS.

FLIGHT MANAGEMENT PROCEDURES

Definitions:

- **Flight Manager:**

The person designated responsibility for all personnel assigned on a flight manifest until the destination is reached. The sending dispatcher supervises the position. Duties of the flight manager are outlined in the National Interagency Mobilization Guide.
- **Flight Categories:** There are two major categories of flight used by the agencies; “Point-to-Point” and “Special Use”.
 - **Point-to-Point Flight** - A flight that typically originates at one developed airport/heliport, with the flight route being directly to another developed airport/heliport with no work performed in the air or a combination of in the air and on the ground. Point-to-Point flight may be administrative or non-administrative:
 - **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 and/or cargo in the conduct of normal agency business.
 - **Non-Administrative Flight** - Point-to-Point flights conducted solely to transport people and/or cargo as a result of a resource order. These typically involve logistical movements of aircraft, overhead, crews, equipment and supplies. These flights can be emergency in nature, e.g., transporting a critical resource to a point from which the resource will be involved in initial attack.
 - **Special Use Flight** - Flights defined by exclusion as all flights not meeting the definition of “Point-to-Point” flights. They require work to

be performed in the air (e.g., aerial retardant/water delivery, reconnaissance, aerial ignition, etc.) or through a combination of work in the air and on the ground (e.g., delivery of personnel and or cargo from a helibase to an undeveloped landing site). Certain Special Use flights may require a project safety plan. Mission and tactical flights would fall into the Special Use category.

General Procedures

- **Essential Passengers:** Only passengers that are essential to the mission will be on a government flight. The pilot-in-command has the final say and responsibility for the safety of the aircraft and its occupants.
- **Manifests:** Manifests will be prepared for all point-to-point flights regardless of whether the load is personnel or cargo (SF 245 Prescribed by USDA FSM_5716/USDI MP 9400.51B). Passenger and Cargo Manifests will be completed with name, weight, and destination.
- **Local Resources:** State Coordination Centers unable to meet aircraft needs through local resources may place requests with the SACC Aircraft Desk (see AIRCRAFT DISPATCHING for procedures on ordering aircraft).
- **Aircraft Resource Orders:** All orders for aircraft will be documented on a Resource Order with the following information: flight schedule, airport or latitude and longitude, radio frequency and any special requirements (e.g., helicopter long line, fuel truck, cargo door configuration, etc.).
- **Aircraft status notification:** Whenever the aircraft status changes, (e.g. available – local, available – GACC, available – nationally, unavailable, committed or are away from their designated base overnight) the State Coordination Center will pass this information to the SACC Aircraft Desk.

FLIGHT FOLLOWING AND RESOURCE TRACKING PROCEDURES

Purpose

Flight Following and Resource Tracking are key components in promoting aircraft safety and efficiency. The purpose of flight following and resource tracking procedures is to insure the safety and welfare of flight crew and passengers, promote effective utilization of aircraft and provide information for the administrative processing of aviation related documents.

For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and Radio Check-in. AFF is the primary method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. (See AFF procedures section, for more detailed information) If Radio Check-in/Check-out flight following becomes necessary, verbal communication via radio every 15 minutes is required. The dispatcher will log the aircraft call sign, latitude, longitude and heading. Agency flight following is used for all mission flights. Helicopters conducting Mission Flights shall check-in prior to and immediately after each takeoff/landing per IHOG 4.II.E.2.

Sterile Cockpit for All Aircraft (Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information)

Sterile cockpit rules apply within a 5 nautical mile radius of the airport. Dispatch Centers should not attempt radio contact with aircraft within this area or clear of the runway unless it is an emergency.

Definitions

- **Flight Following:** The knowledge of an aircraft's location and condition with a reasonable degree of certainty that, in the event of a mishap, the survivors may be rescued. Several flight following methods are utilized:
- **FAA IFR:** IFR (Instrument Flight Rules) flight plans are filed with an appropriate FAA facility. This method is required during certain meteorological conditions and at the pilot's discretion at other times.
- **FAA VFR with Check-in:** VFR (Visual Flight Rules) plans is filed with an appropriate FAA facility. This method requires a radio check-in to an FAA facility every 60 minutes or less.
- **Agency Radio Check-in with pre-established check-in times:** Fifteen minutes or less are required for mission flights. The flight plan must insure the air crew is capable of maintaining radio contact with an agency dispatch center within established intervals not to exceed 15 minutes.
- **Telephone/Radio Arrival Confirmation:** This method involves confirmation of departure and arrival times between the sending and the receiving units. It is the method typically used to track aircraft en route to or from an incident and would involve notifications from interim stops as well as origins and destinations. Aircraft tracked with this method are normally also utilizing one of the methods above (a-c) for flight following.

Automated Flight Following (AFF) Requirements and Procedures

Refer to the National Interagency Mobilization Guide, Chapter 50.

Additional information about AFF can be found at: <https://www.aff.gov/>

Resource Tracking

In order to facilitate cost effective use of aircraft and planning of resources, scheduling offices and ordering offices may request pilots or flight manager on board aircraft to relay flight status information at designated intervals.

Flight Following, Resource Tracking Table:

Flight Category	Flight Following	Resource Tracking
Point To Point	<p>OPTIONS</p> <ol style="list-style-type: none"> 1. FAA IFR Flight Plan 2. FAA VFR Flight Plan with check-in EVERY 60 minutes with FAA. 3. AFF with radio confirmation (normally). 	<p>Resource Tracking may be performed by telephone or radio.</p> <p>Check-ins are made with scheduling dispatcher:</p> <ul style="list-style-type: none"> • Prior to takeoff • Each stop en route • Arrival at destination
Special Use	<p>OPTIONS</p> <p>(Flight Following and Resource Tracking becomes essentially the same.)</p> <ol style="list-style-type: none"> 1. AFF with radio confirmation (normally). 2. Telephone/Radio Arrival Confirmation. The receiving unit will notify the sending unit when they have established radio contact with the incoming aircraft or otherwise established operational control of the resource. <p>NOTE: In some cases, where longer distances are involved and agency radio contact is not possible, tactical resources may actually file a flight plan with FAA en route to an incident and begin Agency Radio Check-in upon arrival.</p>	

Point-to-Point Flights

Except in unusual circumstances, the pilot for point-to-point flights will file either a VFR or an IFR FAA Flight Plan and flight following will be conducted through the FAA. An example of an exception would be a very short flight in which the sending dispatch center will utilize AFF with radio confirmation for flight following.

The originating dispatch office is required to provide the receiving dispatcher with the flight schedule, aircraft identification, pilot name, and manifest. The originating dispatch office will provide the pilot with any needed instructions.

For resource tracking purposes, the Pilot or Flight Manager will report, normally via telephone, point of origin departure time, interim stop arrival and departure times, and final destination arrival times to the originating dispatch center.

SACC Aircraft Desk will resource track all aircraft crossing Southern Area dispatch boundaries which have been ordered through SACC on:

- Aircraft Orders
- Flight Requests

SENDING UNIT – The Sending Unit is the dispatch unit which sends the aircraft from the vendor or Government aviation unit.

RECEIVING UNIT – The Receiving Unit is the dispatch unit which is receiving the resource.

➤ 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 SACC Aircraft desk via established ordering channels.
- Notify the SACC Aircraft desk 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 flight requiring stops en route to a destination, instruct the Pilot-In-Command or Flight Manager to contact SACC Aircraft Desk at (800)959-9181 or (678)320-3012. Aircraft support vehicles should contact SACC Aircraft Desk at fuel stops. (Refer to the National Interagency Mobilization Guide, Chapter 60 for Flight Manager Responsibilities.

➤ Responsibilities of SACC Aircraft Desk:

- Relay flight itinerary to the receiving unit by email or fax.
- Notify receiving unit of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Resource track tactical aircraft to specific destinations.
- Monitor flight plans for additional utilization.

➤ Responsibilities of Receiving Unit:

- Confirm arrival of all tactical aircraft by telephone to SACC Aircraft Desk.
- Notify SACC Aircraft Desk of any delays of a flight plan exceeding thirty (30) minutes, notify SACC.

Special Use Flights:

For most Special Use flights, flight following is accomplished via Dispatch or Flight Following Center. Flight following and resource tracking become essentially the same process in that departure and arrival times as well as interim check-ins are performed via the Radio and/or telephone.

Occasionally, two or more flight following processes will need to be applied even for tactical missions. An example is an initial attack dispatch for a long distance in which there is not adequate radio contact to flight follow via Radio. In this instance, the aircraft may file a FAA flight plan until it reaches the incident and then cancel the flight plan and commence AFF with radio confirmation flight following or be handed off to Aerial Supervision.

Flight following for Special Use missions may be “handed off” from the originating dispatch center to other dispatch or flight following centers as long as there is continual, positive contact and check-in with the aircraft. When Special Use flights involve sending a special use aircraft from one dispatch center to another, the originating center will provide the receiving center with flight schedule, aircraft, pilot, and manifest.

For local/ on-scene flight following, refer to your agency aviation management plan and/or local dispatch office standard operating procedures.

The pilot or crewmember will provide the following information on check-ins:

- Current location (use Loran or GPS latitude/longitude if available; otherwise legal or geographic descriptions are acceptable).
- Current direction of flight (use compass heading).
- Next destination or area to be surveyed.
- Estimated time en-route (ETE)
- Number of Souls On Board (S.O.B)
- Amount of Fuel On Board (F.O.B.)
- Estimated time on the ground (if landing).

The pilot is required to contact the originating dispatch office prior to departure with any change in flight plan or changes in manifest. Pilot will notify the originating dispatch center when there is to be a delay of 30 minutes or more.

If communication failure occurs between aircraft and dispatch, the aircraft shall land at the nearest FAA approved airport and phone the appropriate dispatch office or return to its departure point while attempting to reestablish communication. Once communication is reestablished, the aircraft may continue with the mission.

Law Enforcement Flights

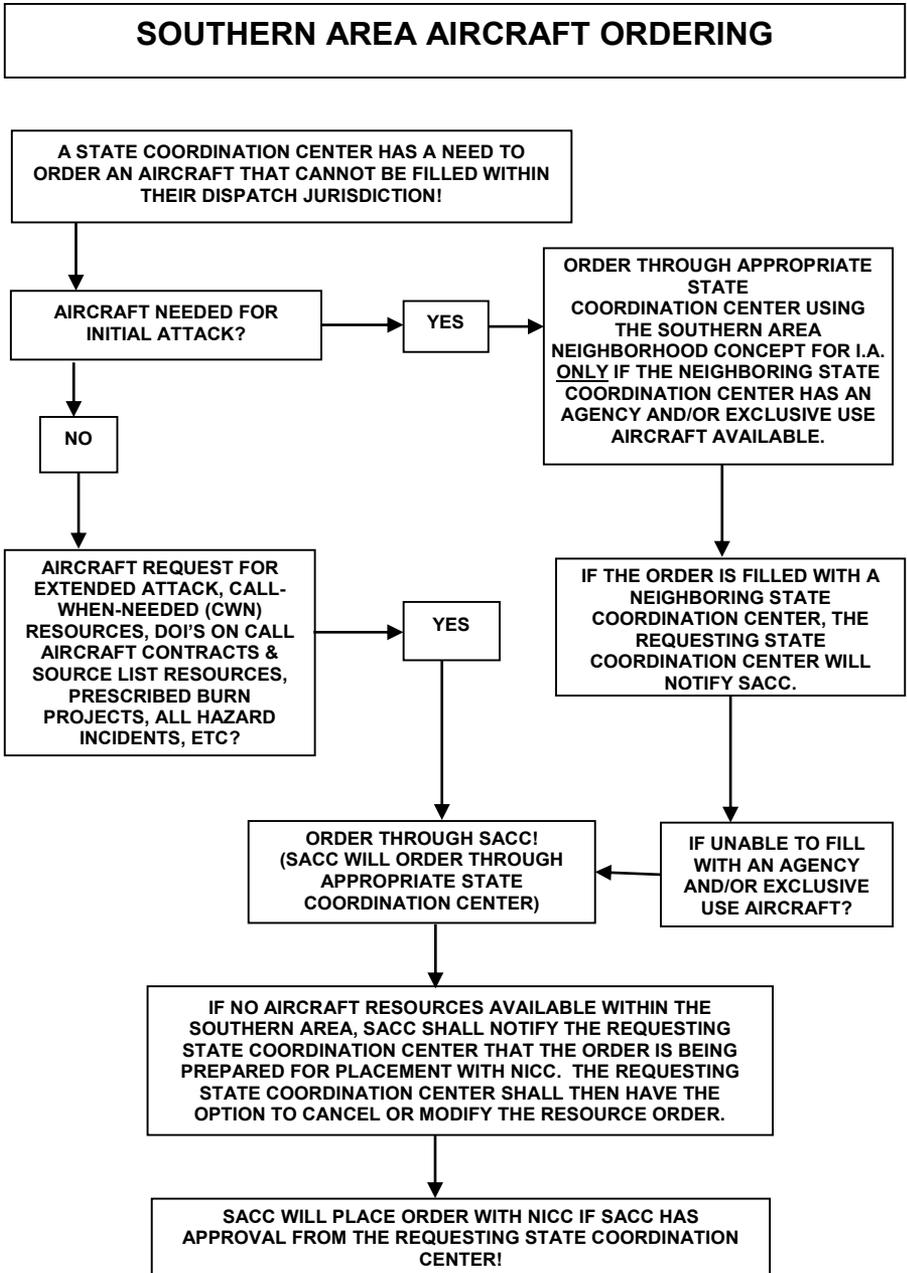
For safety, flight following must also be done for these flights. Local coordination with local Unit Dispatch is required prior to the flight. Due to the nature of the Law Enforcement Mission, appropriate flight following procedures

will be coordinated between local Unit Dispatch and Law Enforcement (Flight Manager). The intent of flight following is to provide resource tracking and timely search and rescue operations as needed.

AIRCRAFT DISPATCHING

The Southern Area Coordination Center conducts "strategic" dispatch functions to fill requests from State Coordination Centers, other GACC's, etc. SACC Aircraft Desk does not conduct tactical dispatching. However, 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 SACC Aircraft Desk informed when resources are relocated or reassigned.

The following chart provides a ready reference for ordering aircraft.



Point-To-Point Flights

Administrative Flights

- Cost Comparisons/Justifications – The requesting unit should complete:
 - “Aircraft Flight Request/Schedule” (AFRS)
 - FS-5700-40, Flight Request / Justification for Administrative Use of Aircraft
 - FS-5700-11, Cost Comparison Travel Worksheet
 - If Non-federal passenger, FS-5700-12, Day Trip Authorization may need to be completed.
 - If Senior Federal Travel, GSA Form 3641.
- Ordering Priorities – Generally, priority for ordering is agency aircraft, and then contract aircraft, from the most formal contract first to less formal contract last. 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 committed first. Local (in state) administrative flight aircraft may be ordered directly by that state coordination center. A courtesy notification to SACC is requested.
 - Ordering Through SACC Aircraft Desk - If an order cannot be filled locally; The State Coordination Center will place the order with SACC Aircraft Desk. SACC Aircraft Desk will follow step “Cost Comparisons/ Justifications” and “Ordering Priorities” above.
 - If scheduling or cost analysis dictate the use of exclusive use contract, or CWN contract aircraft, SACC Aircraft Desk will place the order with the State Coordination Center that administers the contract. SACC Aircraft Desk will not order these aircraft directly from the contractors. When the aircraft has been scheduled or ordered, SACC Aircraft Desk will complete the remaining blocks in the AFRS and provide a copy to the requesting unit and also 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, USDI 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, <https://www.doi.gov/aviation>. 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 your state, you may order direct. If you need an aircraft from another state SACC Aircraft Desk will order the aircraft through dispatch channels.

Non-Administrative Flights

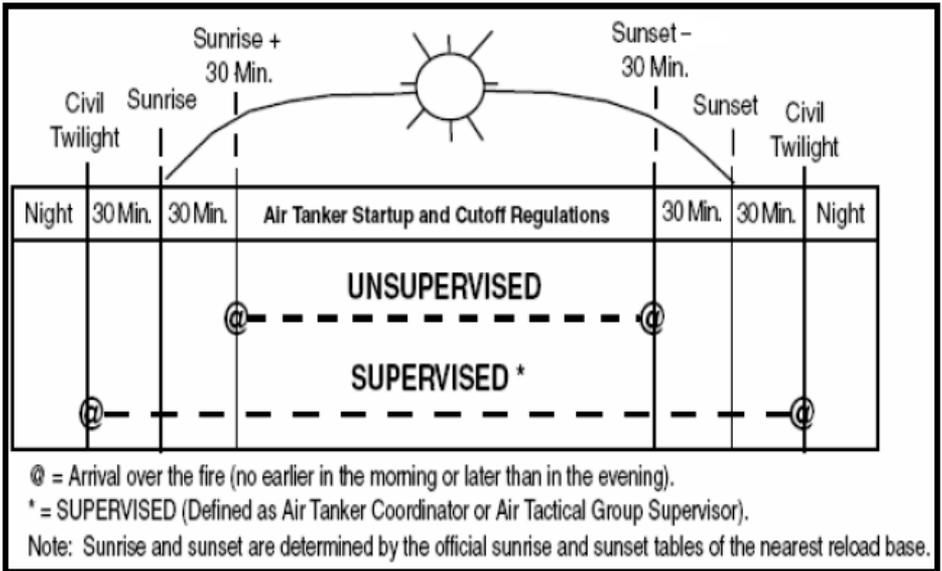
The non-administrative flight process will be identical to the administrative flight process with the following exceptions:

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 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.

Special Use Flights

(Southern Area: Air Attack, detection, reconnaissance, type III helicopters etc. Tactical dispatch of National Resources assigned to the Southern Area is discussed here.)

- Airtankers, Lead Planes, Aerial Supervision Modules
 - Initial Orders into the Southern Area - Initial orders for Airtankers, Lead Planes, and Aerial Supervision Modules into the Southern Area must be made through SACC Aircraft Desk to NICC.
 - Retardant Operations and Low Light Conditions (Sunrise/Sunset) – Unsupervised multiengine airtankers shall not be dispatched to arrive over a fire no earlier than 30 minutes after official sunrise or 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.



- Single engine airtankers (SEATs) and helicopters are limited to flight during the official daylight hours. Daylight hours are defined as 30 minutes prior to sunrise until 30 minutes after sunset.
- Flight crews might experience late dawn or early dusk conditions based on terrain features and sun angle, and flight periods should be adjusted accordingly.

Daylight hours may be further limited at the discretion of the pilot, aviation manager, ATGS, ASM, or Leadplane because of low visibility conditions caused by smoke, shadows or other environmental factors.

- Aerial Supervision Requirements – In order to maximize safety and efficiency, incidents with 3 or more aircraft over them should have aerial supervision. However, there are several federal/state policies in place which require aerial supervision based on specific situations. See table below:

Incident Aerial Supervision Requirements		
Situation	Lead/ATCO/ASM	ATGS
Airtanker not IA rated.	Required	
MAFFS	MAFFS Qualified LEAD/ASM	
When requested by airtanker, ATGS, Lead, ATCO, or ASM	Required	Required
Foreign Government airtankers.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Multi-engine airtanker: Retardant drops conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to sunset to 30 minutes after sunset.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Single engine airtanker (SEAT): SEATS are required to be "on the ground" by ½ hour after sunset.	See level 2 SEAT requirements	See level 2 SEAT requirements
Level 2 SEAT requirements: Level 2 rated SEAT operating over an incident with more than one other tactical aircraft on scene.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Retardant drops in congested areas.	Order	May use if no Lead/ATCO/ASM
4 or more airtankers assigned.	Order	Order
2 or more helicopters with 2 or more airtankers over an incident.	Order	Order
Periods of marginal weather, poor visibility or turbulence.	Order	Order
2 or more airtankers over an incident.	Order	Order if no Lead/ATCO/ASM.
Smokejumper or paracargo aircraft with 2 or more airtankers over an incident.	Order if no ATGS	Order if no Lead/ATCO/ASM.
Incident has two or more branches.		Order

- Airtankers, Lead Planes, Aerial Supervision Modules -Tactical Dispatching
 - Airtanker Requests –All requests for tactical airtanker missions including Lead Planes, Aerial Supervision Modules and air attack aircraft will be conducted by the hosting State Coordination Center and will be coordinated with SACC Aircraft Desk.
 - Operational Reload and Portable Airtanker Bases –All Operational Reload and Portable Airtanker Bases must be staffed with a fully qualified Air Tanker Base Manager (ATBM)
 - Inactive Reload and Portable Airtanker Bases – SACC Aircraft Desk will coordinate the activation of any Southern Area inactive reload and portable airtanker bases when a request is made from the local unit.
 - Airtanker Bases -

TANKER BASE	DISPATCH COORDINATION	MAINTENANCE, SUPERVISION, RETARDANT ORDERING
Chattanooga	Tennessee Interagency Coordination Center (TN-TNC)	Cherokee National Forest
Fayetteville	Arkansas-Oklahoma Interagency Coordination Center (AR-AOC)	Ozark-St. Francis-Ouachita National
Lake City	Florida Interagency Coordination Center (FL-FIC)	National Forests in Florida
Kinston-Reload	North Carolina Interagency Coordination Center (NC-NCC)	North Carolina Forest Service (NCS)

- Airtanker Dispatch Priorities - Airtankers, Lead Planes, and air attack aircraft assigned to the tanker base will be tactically dispatched by the State Coordination Center with notification to SACC. When aircraft are dispatched from the airtanker bases, each State Coordination Center has the authority to reroute, divert, or recall airtankers, Lead Planes, and air attack aircraft assigned to the tanker base within priorities that have been established within the Southern Area. When there are multiple requests that meet the same priority criteria, the SACC Center Manager or Aviation Coordinator will make the determination.
- Aircraft Relocation - Requests to relocate airtankers, Lead Planes, ASM’s and exclusive use air attack aircraft must be made through SACC Aircraft Desk. (Note that prior to relocating a CWN air attack aircraft outside of the

state, a determination must be made by SACC Aircraft Desk if a more timely and cost efficient air attack aircraft is located near the new location).

- Lead Planes and Lead Plane Pilots - State Coordination Centers with an airtanker base, Reload base, and/or Portable base will be responsible for replacement/rotation of Lead Planes and pilots assigned.
- Aircraft Scheduling - The State Coordination Center responsible for managing the airtanker base, reload base, and/or portable base will be responsible for scheduling airtankers, Lead Planes, and air attack aircraft assigned to the airtanker base, including establishing daily starting and ending times.

Retardant and Portable Airtanker Bases - The State Coordination Center that is responsible for managing the reload and/or portable airtanker base (PAB) will maintain enough retardant for at least three operational periods and will coordinate the orders for retardant through the USFS Region 8 Regional Aviation Officer. SACC Aircraft Desk will be responsible for dispatching and tracking the PABs. In addition, SACC Aircraft Desk will coordinate with the USFS Region 8 Regional Aviation Officer for the recovery, rehabilitation and maintenance of the PABs.

- Daily Reporting - The State Coordination Centers responsible for managing the Airtanker base, reload base, and/or PAB will be responsible for ensuring the following information is reported to SACC Aircraft Desk at the close of each business day:
 - Location and status of each airtanker as well as Lead Planes, Aerial Supervision Modules (ASM) and air attack assigned to airtanker bases.
 - Number of hours flown and gallons of retardant dropped that day.
 - Pilot days off schedule. Any scheduled maintenance for Airtankers, Lead Planes and or ASM's
- Victor Frequencies - The State Coordination Centers responsible for managing the airtanker base, reload base or portable base will be responsible for ordering, through SACC Aircraft Desk, any additional victor (AM) frequencies needed.

DISPATCH/ORDERING FACTORS AND CRITERIA

Selection and dispatching of Special Use aircraft will be based upon the “Factors” outlined in Aircraft Selection Factors. Given that 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. Timeliness and Cost Effectiveness factors that should be considered in selecting the appropriate Call-When-Needed aircraft:

- Ferry Costs: Consider ferry costs to and from the incident. Note that CWN aircraft are paid from point of hire from home base or away from the home base, (whichever is closer) and return to that point.
- Relief Crew Transportation: When pilots reach mandatory days off, determine if the cost to the government of transporting a relief crew is beneficial to the government.
- Ordering Priorities: Agency owned aircraft must be considered first, followed by Exclusive Use Contract aircraft. Since SACC Aircraft Desk may receive an order and must determine the appropriate resource it is important that State Coordination Centers notify 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 Contract and Aircraft Rental Agreement (ARA) aircraft may be ordered.
- Local CWN Aircraft: Local (in-state) CWN Contract aircraft is committed first. Local (in-state) aircraft may be ordered directly by the State Coordination Center. When CWN aircraft are assigned a notification to SACC Aircraft Desk with the location of the aircraft is requested.

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 follow step “Dispatch/Ordering Factors and Criteria” noted above.

If scheduling or cost analysis dictate the use of exclusive use contract, or CWN contract aircraft, SACC Aircraft Desk will place the order with the State Coordination Center that administers the contract for the selected aircraft. SACC Aircraft Desk will not order these aircraft directly from the contractors. If the order is for initial attack, SACC Aircraft Desk will fill through the State Coordination Centers with the timeliest aircraft available. The aircraft may then be replaced with a more cost effective aircraft for extended attack or standby. If aircraft is not needed for initial attack, then the most cost effective aircraft that meets the needs of the ordering unit will be ordered.

OAS On-Call Aircraft Contracts & Source List and Aircraft Rental Agreement (ARA) aircraft may also be considered. However, USDI 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, <https://www.doi.gov/aviation>. 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, SACC Aircraft Desk will order that aircraft directly from the contractor.

Ordering Through NICC - Special Use aircraft that cannot be filled in the Southern Area will be ordered through NICC.

Air Attack Aircraft Assigned to Airtanker Bases

If a CWN Air Attack aircraft is assigned to an Airtanker base, the Airtanker Base State Coordination Center may dispatch the Air Attack for initial attack. Before CWN air attack aircraft may be relocated SACC Aircraft Desk should be notified to determine whether a more timely and cost efficient aircraft is available.

Information needed for Special Use Flights:

- Name of the Incident or Project.
- Name of the air and/or ground contact.
- Air-to-Air and Air-to-Ground frequencies and tones.
- Location and description of destination, LAT/LONG.
- Initial contact for flight following (Name, Forest, District, radio frequencies and tones, etc.).
- Hand-Off Contact for flight following (Name, Unit, District, radio frequencies and tones, etc.).
- Are other aircraft in the area of operations and what type are they? (Air Attack, Tankers, Helicopters.)
- Are there any known hazards, power lines, towers, flight restrictions, Military Training Routes (MTRs), Military Operating Areas (MOA), weather factors?
- Sunrise/Sunset times.

MANIFEST

A manifest of all crewmembers and passengers on board has been completed. 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 have been 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.

AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING

Refer to the National Interagency Mobilization Guide, Chapter 50.

These aircraft are considered National resources and depending on National priorities may not be available to fill requests.

All requests for infrared flights will be placed with SACC Aircraft Desk to NICC no later than 1500 MT daily. All requests for infrared services will be on a

ROSS aircraft request. Infrared Scanner Request Forms for infrared flights will be created at the National Infrared Operations (NIROPS) website at: <http://nirops.fs.fed.us/rcr/newScanner>. User accounts can be requested by contacting NIROPS directly. If the website is unavailable, a faxed Infrared Aircraft Scanner Request Form will be submitted for each request. A new INFRARED AIRCRAFT SCANNER Request is also required for each flight even though information on this form may not change from day to day, except possibly the latitude/longitude. NICC must be provided with IR parameters, frequencies, hazards etc. A qualified Infrared Interpreter (IRIN) must be confirmed or in place at the time of the infrared flight.

After the order is placed with NICC, they will call back and provide an aircraft number, flight crew names, and flight plan. This information will be posted on the Aircraft Resource Order and forwarded to the ordering unit.

An Aircraft Flight Request/Schedule (AFRS) for flight tracking will be completed if not provided by NICC.

Users of the IR aircraft must provide or order mission management, supervision, planning, liaison, imagery interpretation, and logistical support for the units. In addition, the user must provide for flight following and status reports to NICC.

LEADPLANES/ AERIAL SUPERVISION MODULES (ASM)

Lead Planes are provided by USFS and are considered National Resources. Orders for Lead Planes from State Coordination Centers will be placed with SACC Aircraft Desk. Requests for lead planes may be filled with an ASM.

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. ASM's are National Resources.

(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.

For a list of Lead Planes/ASM Aircraft, refer to the following website: http://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

AIR TACTICAL AND RECONNAISSANCE AIRCRAFT

Refer to National Interagency Mobilization Guide, Chapter 50.

There are numerous Southern Area CWN Aircraft presently carded for Air Attack Missions and Reconnaissance Missions. Contact the SACC Aircraft Desk to obtain recent updates and current vendor lists for the Southern Area.

LARGE TRANSPORT AIRCRAFT

Large charter aircraft for inter-area movement of crews are generally provided by NICC.

If a large transport aircraft is needed, a resource order should be placed from the incident through established dispatch channels.

When large transport aircraft are needed for mobilization, the SACC Aircraft Desk will work with NICC Aircraft Desk to coordinate the missions.

When using large transport aircraft, the following characteristics and capabilities of destination airports must be considered:

- Runway length: must be adequate for large, dual wheeled aircraft.
- Runway elevation: high temperatures and elevations decrease capability of aircraft.
- Load bearing weight: of 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 adequate supplies 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.

UNMANNED AIRCRAFT SYSTEM (UAS)

Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information.

AIRTANKERS

For the detailed contract and the most recent schedule of items, go to <http://www.fs.fed.us/fire/contracting/>.

Large airtankers are considered National Resources and must be ordered through SACC Aircraft Desk to NICC. SACC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.

Airtanker Typing:

TYPE	CAPACITY (GALLONS)
VLAT	8,000 or more
1	3,000 to 7,999
2	1,800 to 2,999
3	800 to 1,799 (includes single engine airtankers, and CL-215/415 Water Scoopers).
4	Up to 799 (single engine airtankers).

- Early Activation: Refer to the National Interagency Mobilization Guide, Chapter 50.

Modular Airborne Fire Fighting Systems (MAFFS)

Refer to the National Interagency Mobilization Guide, Chapter 50, and refer to the current MAFFS Operating Plan for further information.

Modular Airborne Fire Fighting Systems (MAFFS) are 3,000 gallon pressurized retardant units inserted in military Lockheed C-130 Hercules aircraft. There are units located in the Southern Area at the 145TH Airlift Wing, Air National Guard in Charlotte, North Carolina.

As with all military resources, the MAFFS units will be activated only when all commercial sources have been committed, are unsuitable for a particular mission, or cannot meet time frames. For Federal fires, MAFFS will be activated through NICC only. The states of California, North Carolina, and Wyoming may directly activate those units stationed within their borders with coordination with NICC. The North Carolina agreement requires a federal MAFFS Liaison Officer be assigned to State activations.

MAFFS aircraft are equipped with VHF Aircraft FM radios during fire use.

MAFFS aircraft are not initial attack qualified. They must operate under the direction of an Airtanker Coordinator (Lead Plane/ASM).

While flying fire assignments, MAFFS flight crews are governed by home unit flight and duty hour restrictions.

SINGLE ENGINE AIRTANKERS (SEATs)

See the Single Engine Airtanker Operations Guide (ISOG) for additional information.

SEATs are 500-800 gallon capacity tankers. They typically come with 1-4 support people, a support vehicle, and a trailer or truck mounted retardant mixing plant.

All Federal SEAT contracts are administered by the DOI Office of Aviation Services (OAS), Department of the Interior (DOI). Program management responsibility is vested with the DOI in accordance with the lead agency concepts. SEATs are not considered national resources.

SEATs will be ordered following normal Southern Area Special Use Aircraft Ordering matrix. A SEAT manager must be ordered separately as an Overhead request.

There are multiple vendors with single engine airtankers available in the Southern Area. Please refer to the OAS On-Call Aircraft Contracts & Source List for specifics.

HELICOPTERS

Helicopter Typing:

TYPE	CHARACTERISTICS
1	15 or more passenger seats or 5,000 pounds cargo capacity
2	9-14 passenger seats or 2,500 pounds cargo capacity
3	4-8 passenger seats or 1,200 pounds cargo capacity

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, seats removed and 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 seats are not removed. Designated crew members essential to the mission are authorized.

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. The SACC Aircraft Desk will manage this process.

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 USDI Fish and Wildlife Service and National Park Service do not require full modules for non-interagency incidents.

TYPE/ CATEGORY	STAFFING
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 limited use	Manager only
Type 3 helicopter, standard	Manager and two crew persons
Type 3 helicopter, limited use	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.

CALL WHEN NEEDED (CWN) CONTRACT HELICOPTERS

- **Type 1 and Type 2 CWN Contract Helicopters:** Refer to the National Interagency Mobilization Guide, Chapter 50. For additional information about Type 1 and Type 2 helicopters, see the National CWN Contract or go to <http://www.fs.fed.us/fire/contracting/> on the web.
- **National Resources:** Type 1 and 2 helicopters are considered to be National Resources and must be ordered through SACC Aircraft Desk to NICC.
- **Manager's Name:** NICC will require a manager's name before filling orders for Type 1 and Type 2 helicopters. SACC will require a manager's name before filling orders for Type 3 helicopters.

- **Resource Order Numbers:** CWN helicopters are ordered with “A” numbers but Modules for CWN helicopters are ordered with “O” numbers.
- **Type 3 CWN Contract Helicopters:** Type 3 helicopters are considered Geographic Area resources. Refer to “Special Use Flights” for information related to dispatching Type 3 helicopters.

EXCLUSIVE USE CONTRACT HELICOPTERS

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 for management and dispatch of the Type 3 helicopters. See “Special Use Flights” for information related to dispatching Type 3 helicopters. State Coordination Center must notify SACC Aircraft Desk of the new location if an Exclusive Use helicopter is relocated.

The modules for Exclusive Use Contract helicopters are dispatched with the contract helicopters and normally, the sending unit will provide replacement module members without further orders. Exclusive Use helicopters with modules are ordered with a single “A” number.

SOUTHERN AREA EXCLUSIVE USE HELICOPTERS

State	Base Name	Agency	Contract Dates
AL	Anniston	USFS	2/01 – 4/10
AR	Mt. Ida	USFS	2/23 – 4/27
AR	Mena	USFS	2/16 – 4/20
AR	Clarksville	USFS	2/04 – 4/28
FL	Clewiston	BIA	Year round
FL	Ocala/ Tallahassee	USFS	1/12 – 9/07
FL	Tallahassee	FWS	1/11 – 2/12
GA	Okefenokee	FWS	4/02 – 6/09
GA	Glassy Mtn.	USFS	1/19 – 5/17 & 11/01 – 11/30
KY	Big Swag	USFS	2/24 – 4 /25
LA	Alexandria	USFS	1/09 – 5/30
LA	Alexandria	USFS	1/05 – 2/27
MS	Forest	USFS	1/18 – 5/26
MS	Forest	USFS	2/02 – 5/01
MS	Wiggins	USFS	1/15 – 4/13
NC	Croatan	USFS	1/26 – 4/07 & 6/12 – 7/01
SC	Seed Orchard	USFS	2/01 – 5/31
SC	Greenwood	USFS	3/01 – 4/26

State	Base Name	Agency	Contract Dates
SC	Carolina Sandhills NWR	FWS	2/13 – 4/01
TN	Copperhill	USFS	2/15 – 4/30
TN	Chattanooga	NPS	2/14 – 4/29
TX	Hudson	USFS	1/17 – 5/15
TX	Huntsville	USFS	1/23 – 5/01
VA	Abingdon	USFS	3/20 – 5/18
VA	Weyers Cave	USFS	3/10 – 5/08

Helicopter Support Equipment

If not provided locally, helicopter support kits, rescue kits, extraction kits etc. must be ordered.

TEMPORARY FLIGHT RESTRICTIONS (FAR 91.137)

Reference the "Interagency Airspace Coordination Guide (07/2003)" (CHAPTER 6 Temporary Flight Restrictions and Advisory NOTAMS) for pertinent information.

In the Southern Area, requests for temporary flight restrictions are made by the State Coordination Centers directly to the appropriate FAA Air Route Traffic Control Centers (ARTCC). SACC Aircraft Desk will request TFRs only in unusual circumstances. Document requests for Temporary Flight Restriction on an Aircraft Resource Order.

TFRs in the USA may be found at: <http://tfr.faa.gov/tfr2/list.html>. Where there are active incidents within the Southern Area, request the information on existing TFRs from the State Coordination Centers. 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.

Typical TFRs are requested in a five (5) mile radius of a given point and 2,000 feet above highest point (MSL). However, TFRs may be requested in any configuration desired depending on the situation, topography, amount of air traffic etc.

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 airspace is complex or numerous aircraft are deployed. If an Airspace Coordinator is needed, contact SACC Aircraft Desk.

MILITARY TRAINING ROUTES AND SPECIAL-USE AIRSPACE

Military Training Routes and Special Use Airspace presenting conflicts with incident related Aviation activities will be identified by local units. The source for this information is AP-1B, Flight Information Publication, "Military Training Routes" and the AP/1A FLIP, "Special Use Airspace." It is recommended that State Coordination Centers maintain a current edition of these documents. Special Use Airspace information should be organized for easy and rapid utilization; i.e., displayed on dispatching maps, with conversions for legal description to latitude/longitude prepared.

Further direction may be obtained in the Interagency Airspace Coordination Guide.

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

All airspace conflicts, including accidents (mid-air collision), incidents (near mid-air collision), hazards (intrusions into airspace restricted under Title 14 CRF part 91.137 Temporary Flight Restrictions), and other occurrences involving airspace shall be reported immediately by the individual involved with or observing the conflict to the local unit dispatch office or aviation manager.

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 SACC Aircraft Desk and a SAFECOM initiated for record.

Local Hazard Maps

A Local Hazard Map, with constant updating 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.

NEWS MEDIA AIRCRAFT

News media aircraft are only permitted into the incident restricted airspace with the permission and control of the incident management team. Media aircraft must have incident radio frequency capabilities and must receive complete briefing prior to entering the restricted area. It is recommended that when extensive fire activity is occurring, news media be provided with information regarding TFRs and with the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident (See FAR 91.137).

LAW ENFORCEMENT AIRCRAFT

Law Enforcement aircraft will frequently operate in an incident area. These aircraft are authorized to do so regardless of whether they are associated with the

incident. It is recommended that law enforcement agencies and local fire departments that have aircraft be provided with information related to the TFR and with the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident.

FAA TEMPORARY CONTROL TOWER OPERATIONS

Refer to the National Interagency Mobilization Guide, Chapter 50.

DEDICATED RADIO FREQUENCIES

Refer to the National Interagency Mobilization Guide, Chapter 50.

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, and only if all of the following conditions are met:
 - 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 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.

FREQUENCY MANAGEMENT

Aviation activities related to incidents in the Southern Area may become very complex because of the population density; numerous private, commercial, and military aircraft; complex airspace and 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 Incident Radio Support Cache (NIRSC). 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.

As the incidents or conditions become more complex, frequencies are ordered as follows:

- State Coordination Centers will place an aircraft resource "A" orders 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 secondary Initial Attack Air-to-Air frequency and tertiary Initial Attack Air-to-Air frequency.
- SACC will place frequency orders to NICC for discrete AM/FM frequencies, specific incidents and/or preplanning for multiple incidents. NICC will forward the request(s) to NIRSC

When the incident has ended or a frequency is no longer needed, that frequency must be released back to NIRSC in ROSS.

The following Forest Service frequency managers are available to help answer specific communication issues in those areas referenced on Forest Service incidents.

➤ **Frequency Manager:**

Southern Region
Jerry Patrick: Cell: 601-942-2786 Office: 601-965-6153

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:

http://aa.usno.navy.mil/data/docs/RS_OneDay.html

PREDICTIVE SERVICES

INCIDENT STATUS SUMMARY (ICS-209)

Refer to the National Interagency Mobilization Guide, Chapter 60, for reporting requirements and format. In addition to the national criteria, ICS-209's are required on any Southern Area incidents in which structure(s) are destroyed.

Specific instructions for entering ICS-209 information using the 209 Program are located in the User's Guide at:

http://gacc.nifc.gov/predictive_services/intelligence/niop/programs/sit_209/Help/index.htm. The ICS-209 Program is located at: <http://fam.nwcg.gov/fam-web/>.

WILDFIRES

Wildfires include all unplanned fires.

WILDFIRES MANAGED FOR FULL SUPPRESSION

For full suppression wildfires an ICS-209 must be submitted via FAMWEB when a fire meets large fire criteria. The National Interagency Coordination Center classifies large fires as 100 acres or larger in timber or slash fuel types, 300 acres or larger in grass or brush fuel types, or when a Type 1 or 2 IMT is assigned. An ICS-209 will be submitted daily until the incident is contained.

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 e-mail at smob@fs.fed.us.

WILDFIRE MANAGED FOR POINT OR ZONE PROTECTION// MONITOR/CONFINE

All non-full suppression fires will submit an ICS-209 for any wildfire that is expected to remain active for more than 72 hours.

The minimum ICS-209 requirements for these types of incidents are:

- Create an initial ICS-209 and complete all required blocks, including block 47 (Remarks)
- Complete blocks 12 through 15, Approval and routing Information
- If national shared resources are committed to the incident, complete Blocks 48-52, Resource Commitment Summary, Committed Resources.
- Completion of additional reporting blocks can be implemented to meet the needs of an incident or GACC.
- An updated ICS-209 will be submitted weekly (Thursday) if no significant event change occurs.
- An updated ICS-209 will be submitted more frequently after or in anticipation of a significant change event.
- A complete ICS-209 will be required daily if a Type 1 or 2 IMT is assigned.

The complete reporting requirements for Point or Zone Protection/ or Monitor/Confine/ wildfires are located on the web at:

[http://www.predictiveservices.nifc.gov/intelligence/ICS-209 When to Report Wildland Fire Incidents.pdf](http://www.predictiveservices.nifc.gov/intelligence/ICS-209%20When%20to%20Report%20Wildland%20Fire%20Incidents.pdf)

OTHER INCIDENTS

An ICS-209 will be submitted for other incidents or events in which a significant commitment of wildland fire resources has occurred or when a Type 1 or 2 Interagency Incident Management Team has been assigned.

COMPLEX REPORTING

Incidents within a complex should be aggregated and included on one (1) ICS-209. A complex is two or more individual incidents located in the same general proximity, which are assigned to a single incident commander or unified command. Individual large incidents within a complex should be listed in block 7 (Current Incident Size or Area Involved), listing each fire by name, suppression strategy, acreage, percent contained and estimated cost in block 7 Complex Breakout by Incident. Smaller fires may be aggregated under one generic name (e.g. "Miscellaneous," "ABC Misc.," etc.), along with cumulative information in block 7 Complex Breakout by Incident.

INTERAGENCY SITUATION REPORT

Refer to the National Interagency Mobilization Guide, Chapter 60, for reporting requirements and content. 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 web-based FAMWEB Interagency Situation Report application (SIT Program).

Detailed instructions for reporting in the FAMWEB Interagency Situation Report Program can be found here:

<http://www.predictiveservices.nifc.gov/intelligence/intelligence.htm>

- Daily Fire Statistics: Fire occurrence information will be reported by both protection responsibility and land ownership. All fire activity, even that recorded in the 209 program, must be entered in the SIT Report Program "Daily Fire Statistics" screen on a daily basis.
- 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 resources 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 into the agency database(s) on a regular basis, preferably once a month.

RELATIONSHIP BETWEEN SIT REPORT AND 209 PROGRAMS

There is no relationship between the 209 Program and the SIT Report Program regarding acres reported. This means data entered into the 209 Program will not automatically rollover into the SIT Report Program. 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 Program. Do not wait until the fire is controlled or declared out to report acres in the SIT Report Program. If you need to adjust acres later due to better mapping you can do it in the YTD Statistics screen in the SIT Report Program.

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.

SOUTHERN AREA INCIDENT MANAGEMENT BRIEFING AND INCIDENT MAP

The Southern Area Incident Management Briefing (Morning Briefing) and Southern Area Incident Map are produced daily (M-F) by the SACC Intelligence Unit. These products may also be produced on holidays and weekends depending on the Preparedness Level and incident activity. The purpose of the Morning Briefing is to provide an up to date summary of recent fire activity, resource availability and commitment as well as the current weather forecast and outlook. The purpose of the Incident Map is to spatially display the location and summary information for all current ICS-209 fires and other non-fire incidents and in the Southern Area.

Primarily, fire information will come from FAMWEB SIT and 209 programs. However, fire activity that was not reported in SIT or 209 may also be included in the Morning Briefing 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-209’s must be submitted in a timely fashion in order to be relevant to decision-makers and others who use Southern Area intelligence products. As such, only 209’s that represent the current fire situation will be displayed in the Morning Briefing and Southern Area Incident Map on the SACC

website. 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 in order to be shown on the Morning Briefing and Incident Map.

A fully contained/ completed fire will display on the Morning Briefing / Incident Map for one day. Any ongoing full suppression ICS-209's will be dropped from the Morning Briefing / Incident Map if updated information has not been received for two days.

Any ICS-209 fire meeting the above criteria will be shown on the Morning Briefing and Incident Map if it is greater than 100 acres (in any fuel type) and / or if structure(s) have been destroyed. Note: ICS-209's are not *required* in grass or brush fuel types until the fire has reached 300 acres in size, however, any ICS-209's over 100 acres will be included in the Morning Briefing and Incident Map if a center or incident chooses to submit the ICS-209. Additionally, 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.

INCIDENT MANAGEMENT SITUATION REPORT (IMSR)

Refer to the National Interagency Mobilization Guide, Chapter 60, for a description of this report produced by NICC.

7-DAY SIGNIFICANT FIRE POTENTIAL OUTLOOK

Refer to the National Interagency Mobilization Guide, Chapter 60, for reporting requirements and content.

NATIONAL MONTHLY AND SEASONAL WILDLAND SIGNIFICANT FIRE POTENTIAL OUTLOOK

Monthly: Issued the first business day of the month (Refer to the National Interagency Mobilization Guide). This product is issued by NICC and is based on input provided by the individual GACCs. This product is normally combined with seasonal maps that provide an outlook for an additional three months. Thus, the total package contains a one month outlook and discussion points appropriate for that month as well as maps and discussion points for the next two, three, and four months out. Beginning February 2013, the updated version of this product will contain three separate maps that continue to cover four months. The monthly outlook will be one map, the first month of the seasonal outlook will be a separate second map, and the last two months of the seasonal outlook will be combined into a third map.

FUEL AND FIRE BEHAVIOR ADVISORIES

Refer to National Interagency Mobilization Guide, Chapter 60, for a description of this NICC product.

DAILY FIRE BEHAVIOR FORECAST

Current and accurate weather information is critical for firefighters and managers to perform their mission safely and effectively. State Coordination Centers will ensure that fire weather forecasts are communicated in a timely manner to firefighters on initial and extended attack incidents.

When extended severe fire weather and potential for extreme fire conditions exists, the Southern Area MAC Group will direct the SACC Center Manager to place a Fire Behavior Analyst on the staff at SACC to provide a general fire behavior forecast for the Southern Area on a daily basis. This will normally be done at Southern Area Preparedness Levels IV and above. The Meteorologist or Assistant Meteorologist will provide daily weather briefings to the MAC Group and/or on conference calls as needed.

DISPATCH FORMS**National Dispatch Forms**

Refer to the National Interagency Mobilization Guide, Chapter 80.

Southern Area Dispatch Forms

Refer to the SACC Website, http://gacc.nifc.gov/sacc/forms_references.php.

SCOPE

Dispatchers are normally the first persons to receive requests for search and rescue or other non-fire emergency assistance and the requests often come after the requesting parties request immediate answers,. This chapter provides some guidelines concerning Forest Service, National Park Service, and US Fish & Wildlife Service policy in these matters.

When responding to non-fire incidents; generally, the guidelines listed below will be followed:

Most requests for non-fire incident assistance are first cleared through the appropriate agency's Regional Coordinator prior to mobilization.

When responding to non-fire incidents; generally, the guidelines listed below will be followed:

- Non-fire emergencies and events are typically addressed in the unit's emergency response plans.
- Except in cases of threat to human lives, fire is the priority when in competition for resources.
- Fiscal accountability, payment of base and/or overtime salary and any interagency reimbursement procedures must be agreed to by all parties prior to, or as soon as possible after the initial response to the incident. Payments are to be authorized via reimbursable agreements or letters of authorization to expend agency funds. FireCode is not used for all hazard incidents.
- Specific agency limits of authority (e.g., law enforcement authority on non-Federal lands, Emergency Medical Technician authority outside of their home state, etc.) must be addressed prior to mobilization of these personnel.

LEGAL RESPONSIBILITIES OF OTHER PUBLIC AGENCIES

Primarily, the protection of life and property and the maintenance of law and order within the territorial jurisdiction of any state are responsibilities of state and local authorities. In some states, the basic law places responsibility for protection of life and property and search for lost persons on the sheriffs of the respective counties; in other states, the state highway patrols have the responsibility to assist during emergencies involving protection of life and property. For the land area of the United States, the Air Rescue Service of the Air Force is charged with the responsibility of providing search, survival aid, and rescue of passengers and crew of missing and/or crashed aircraft in accidents that do not occur in the proximity of air bases. This responsibility applies to all aircraft--civil as well as military.

FOREST SERVICE RESPONSIBILITIES

Inside and outside the National Forests, as a humanitarian measure, the use of Forest Service personnel and equipment is authorized for the purpose of protecting life and property and for relieving suffering and distress arising from such causes as floods, earthquakes, fires, hurricanes, and snowstorms, but not from strikes. However, when employees are requested to assist they are expected to operate within the scope of their training. 5 AR 595 provides that "...Except in emergencies threatening loss of life or property, or as may be authorized by law, Department property shall not be used for any purpose other than in the performance of work of the Department..."

The Regional Forester should be notified promptly of any extraordinary expenditure of obligation of funds or use of personnel or equipment. Obligations incurred should be considered as payable out of currently available funds only, without expectation of reimbursement. Please refer to the Region 8 All Hazard Response Guide. Costs for some HAZMAT cleanups are recoverable through the Oil Pollution Act (OPA). Coordinate with the Regional HAZMAT Coordinator for guidance.

COOPERATION WITH PUBLIC AGENCIES

Inside National Forest boundaries, the Forest Service has specific authority to act in case of need for emergency assistance to persons lost, seriously ill, or injured; but this does not preclude cooperation under Memorandums of Understanding (MOU's) with other land management agencies. Because there are so many different agencies involved in rescue work, centralized nationwide operating arrangements are neither practical nor desirable. Memorandums of Understanding involving search and rescue should, accordingly, be made at the regional level or, where National Forests are widely separated, at the forest level with guidance by the region.

Any such cooperative work that the Forest Service does, either with or without reimbursement to or from other agencies, should be under advance MOU's with those agencies.

**AUTHORIZATION TO ACT ON REQUEST OF OTHER FEDERAL
AGENCIES**

The Forest Service has authority (at the request of another federal agency) to perform for the agency whatever assistance it is equipped to render regardless of location, with either advance of funds or reimbursement under Section 601 of the Economy Act of June 30, 1982 (31 U.S.C. 686). Where such requests are anticipated, it is desirable to have Memorandums of Understanding (MOU) with the responsible federal agency as to any action to be taken by the Forest Service. MOU's should be developed with Regional Office assistance.

The USDA Forest Service and the Department of Interior have primary and support responsibilities under the Federal Response Plan (FRP) during presidential declared disasters. Refer to Section 15.1 of this mobilization guide for more information.

LOST, ILL, INJURED, OR DECEASED PERSONS

The Forest Service recognizes its public duty to render assistance in cases involving persons lost or who succumb in the National Forests. This includes rendering aid or transporting persons seriously ill/injured to EMS, local authorities, or other interested parties. Location sites of the deceased will be secured until authorities have completed their investigation.

Section 3 of the Act of May 27, 1930 (16 U.S.C. 575) authorizes the payment of necessary expenses to effectuate this policy. This authorization is limited to those cases where the person's condition necessitates prompt removal to a place where medical attention and care are available; and the situation could only be rectified through action of the Forest Service. The authorization does not contemplate expenditures from Forest Service funds in ordinary cases of illness, etc., of persons who at the time are inside a National Forest. Similarly, Forest Service funds should be expended for removal of the body of a deceased person only when it is impractical to arrange for its prompt removal by or at the expense of relatives or other interested persons or local authorities. In the event of minor accidents, particularly where there appears to be no immediate danger to life or health, incidental help, information, advice, or relaying requests for assistance may be given by the Forest Service; but usually the person or persons involved, if able, should make their arrangements for relief, medical attention, or repair. Usually relatives, friends, local authorities, and other interested persons or agencies cooperate voluntarily in defraying necessary expenses.

R-8 PAYMENTS POLICY

Salaries and travel expenses of personnel assigned to the relief or assistance job will be paid from their normal general account. Other expenses incurred will be paid from National Forest Protection and Management (P&M) funds. Forests or other units should handle the payment of expenses for this emergency work. At the time of the financial review, if a forest finds they cannot absorb these additional expenses, they should request a supplemental fund allocation. Requests should be made to the Regional Budget Officer accompanied by justification of need.

NATURAL DISASTERS PLANS

The Regional Forester's Emergency and Major Disaster Plan for Natural Disaster in the Southern Region (May 1979) is found in the All Hazard Response Guide. In addition, individual forests and districts may have local disaster plans (for example: plans to prepare and respond to tropical storms and hurricanes).

HAZARDOUS MATERIAL SPILLS

The "Safety and Health Program Handbook" (FSM 6709.12) establishes notification requirements for hazardous materials accidents. This normally will be the responsibility of the Forest Hazardous Materials (HAZMAT) Coordinator. In many cases, the forest dispatcher will receive the initial communication from the field, and will need to follow up on this information. Each dispatch/coordination center should have a list of actions to be taken in the event that a hazardous material accident is reported. This should be developed by the Forest Occupational Safety and Health Officer, HAZMAT Coordinator and the local dispatch office. A sample plan follows.

NOTE: Offer information to first responders from the "orange book" ("Emergency Response Guidebook" DOT 5800).

SAMPLE HAZARDOUS MATERIAL SPILL PLAN

- Receive and log the information that is reported.
- Dispatch public safety units as appropriate:

UNIT	PHONE NUMBER
Medical	
Ambulance	
Law Enforcement	
State Troopers	
Sheriff Department	
Police Department	
Other	

- **Notify appropriate line officer:**

NAME	TITLE	OFFICE PHONE	HOME PHONE
	District Ranger		
	District Ranger		
	Forest Supervisor		

- **Notify Forest HAZMAT Coordinator:**

NAME	OFFICE PHONE	HOME PHONE

**CHECKLIST OF ACTIONS IN EMERGENCY CASES (SERIOUS
ACCIDENT OR DEATH).**

- Request local emergency response (follows unit emergency response plans and job aids).
- Follow direction in agency Death and Serious Injury Handbook, Agency Administrator's Guide, You Will Not Stand Alone Guide, Unplanned Event Job Aid, and other applicable resources.
- Notify the SACC Center Manager .He or she will notify all appropriate RO emergency contacts.
- Notify County Sheriff's office and State Police. (Arrange with them for a coroner in case of a death.)
- See that information officer is designated. Information Officer will interact with the press, and ensure that only reliable information is released. No names will be released until next of kin has been notified.
- Instruct lookouts (or other key positions) to remain on duty as necessary.
- Notify next of kin as soon as reliable information is available. Information Officer will handle this. If off forest personnel are involved, the home forest or region should be called on to do the actual notifying of next of kin. Be sure to request them to let Ranger District or forest know as soon as next of kin have been notified so a statement can be given to the press.

**MANDATORY FOREST SERVICE REGIONAL OFFICE
NOTIFICATIONS**

Region 8 has implemented a new process for Forests to notify the Regional Forester Team (RFT) of situations which may be considered significant, high profile, problematic, or have potential to become such. A Region 8 *Notification of Significant Incident* Form is located in the Unplanned Event Job Aid and on the Southern Region intranet, and should be used for the following incidents/events:

- Death or significant injury to employee (i.e. hospitalization)
- Significant safety events (i.e. reportable accidents, incidents, mishaps, situations, etc.)
- Use of firearms or weapons and/or threats of such
- Violence, violent behavior, or threats to harm self or others
- Effects from natural disasters (i.e. hurricanes, floods, landslides, etc.)
- Other incidents that Forest Leadership considers significant or appropriate to report (e.g. events impacting community or local citizens, events involving media coverage, etc.)

Notify the regional office, as stated in FSM 6732.12, immediately, when these conditions exist in addition to those identified in the parent text:

- Employees who are injured and requires five (5) or more days of hospitalization.

- The Forest Service was involved and a private citizen was killed or is likely to die.
- All damage to government property (leased, owned, rented, or borrowed) in excess of \$1,000, excluding forest fire.
- Indication of gross negligence or misconduct on the part of an employee involved in any third party accident.
- Evidence or indication that drugs, including alcohol, were in use or were contributing factors in an accident involving an employee.
- Minor aircraft accident.
- Fatalities from suspected natural causes when the employee was on the job or in travel status.
- The regional office emergency contact is responsible for notifying the Washington Office in accordance with parent text FSM 6732.12.
- A release of a hazardous material (including pesticides) into the environment should be reported to the Region 8 spill HAZMAT coordinator within 24 hours. This individual will determine if a “reportable quantity” has been released and must be reported to the National Response Center.

REGIONAL OFFICE CONTACT NAME	CONTACT TITLE	OFFICE PHONE	CELL
Vacant	Regional Safety Manager	404-347-7781	404-273-8120
Walt Sterneke	HAZMAT Coordinator	404-347-3369	678-576-1826
Dr. Rachel Smith	Alternate HAZMAT Coordinator, BAER/NRDA	404-347-2034	678-822-3084
Michael (Tony) Crump	2 nd Alternate HAZMAT Coordinator	404-347-3872	404-326-7988
Mary Morris	Deputy RF – Operations	404-347-4177	404-275-6606
Jerome Thomas	Deputy RF – Natural Resources	404-347-4177	404-354-6321

For after-hours telephone numbers, please see Chapter 50 "USFS Southern Regional Office" directory, or contact SACC.

The unit making the initial notification report should include items listed in parent text FSM 6732.12, 2. However, notification should not be delayed if all of the information is not available.

SERIOUS ACCIDENT INVESTIGATION TEAM

For critical incidents where a fatality occurs, the Washington Office (WO) will take the lead in assigning a Critical Response Protocol (CRP) Team – which is a Chief’s level review. Procedures will follow those listed in the CRP Guide.

For non-fatality critical incidents involving serious injury, the Regional Safety Manager is responsible for coordinating serious accident investigations, in collaboration with the local Forest/Unit and the Regional Office.

Designation of Chief Investigator

The Chief Investigator will be a Deputy Regional Forester/Assistant Area Director from the functional area involved when:

- One or more agency employees are seriously injured and require hospitalization.
- The Forest Service is involved and one or more private citizens are fatally injured, or death is likely to occur.
- Property damage of \$50,000 or more, excluding forest fires or natural disaster.

Under the following conditions, the decision to have an investigation team will be made by the regional forester on a case-by-case basis. If a team is formed, the Chief Investigator will be a Forest Staff Officer or Forest Supervisor.

- One employee is injured requiring five (5) days of hospitalization.
- Hospitalization of three (3) or more employees.
- The Forest Service is involved and five (5) or more private citizens are hospitalized.
- Indication of gross negligence or misconduct on the part of an employee involved in any third party accident.
- Any indication that the use of alcohol or other drugs by an employee may have been a contributing factor in any accident.
- Property damage of \$10,000 to \$49,000, excluding forest fires or natural disaster.

Composition of Region/Area Investigation Team

- Chief Investigator
- Regional Safety Manager
- Director, Budget and Financial Management, will identify a team member when a third party is involved.
- The Chief Investigator and Safety Manager will select additional team members relative to the type, location, and severity of the accident.

NATIONAL PARK SERVICE RESPONSIBILITIES

Responsibilities and procedures for non-fire emergencies are outlined in the Emergency Operations Plan for each National Park Service Region. The following are excerpts from the Southeast Regional Office Plan.

LAW ENFORCEMENT

Level 1 incident is to be telephoned immediately to Shenandoah National Park Dispatch 1-800-732-0911 and to the Southeast Region Branch Chief of Law Enforcement or the Chief of Ranger activities. All reportable incidents are to be reported (including Level 1 telephone reports) via email to NPS_EICC@nps.gov. The emailed report will then be passed on to: WASO Ranger Activities (for inclusion in the Morning Report).

Special Event Teams

Special Event Team Commander: Jon Pierce

In the case of a special event which requires a Special Events Team (SET), and time permits, the park superintendent must submit a written request to the Chief of Ranger Activities explaining the need for the request and outlining the number and type of resources needed and estimated cost. The authority for activating a SET can only be granted by the regional director or his designee. If time does not permit a written request, or for guidance in determining if a SET Team is needed, contact Jon Pierce at 404-507-5726 or cell number 678-634-8395.

SEARCH AND RESCUE

Refer to Appendix C of this chapter.

"Advise the Southeast Regional Emergency Services Coordinator (ESC) Scott Larson when a search and/or rescue appear that it will go into a second day. Requests for assistance should first be made to the Regional ESC. The Regional Emergency Coordinator may obtain resources through the appropriate State Interagency Coordination Center or SACC.

CHEMICAL SPILLS (OIL AND HAZARDOUS MATERIALS)

Contact for Resources

Southeast Region or WASO Coordinator listed below.

Reporting

All oil spills, hazardous chemical releases, pipeline accidents, transportation accidents involving hazardous material or oil, releases of radioactive materials, and releases of etiological or hazardous biological materials must be reported to the U.S. Coast Guard National Response Center immediately (1-800-424-8802). Refer to www.nrc.uscg.mil on the internet for updated information on the National Response Center. The U.S. Coast Guard or the Environmental Protection Agency will respond with or designate an On-Scene Coordinator who will ensure that proper action is being taken to minimize the impact and clean up the spill. Advise the Southeast Regional Oil Spill and Hazardous Materials Coordinator after ensuring that the National Response Center has been notified. The Southeast Regional Oil Spill and Hazardous Materials Coordinator will ensure the WASO Coordinator is notified. Parks should be prepared to assist the On-Scene Coordinator with logistics and information about sensitive park resources. Park staff should not participate directly in cleanup activities unless trained and certified in handling hazardous materials. The Park is to document the effect of the spill on park resources, operations, and visitor services. Also document the amount of staff time directed towards the incident.

Southeast Region Coordinators
NPS Southeast Region Oil Spill and Hazardous Material Coordinator – Brian Cook Office: 404-507-5727 Cell: 404-769-8665
NPS Southeast Region Emergency Services Coordinator – Scott Larson Office: 404-507-5742 Cell: 770-359-7238
WASO Coordinator – Dave Anderson Office: 202-513-7168 Cell: 240-205-3203

PUBLIC HEALTH

When a Public Health Emergency arises, call the Regional Public Health Service Consultant.

OTHER EMERGENCIES

"Reporting and mobilization of resources for other emergencies will be as outlined within the current NPS Southeast Region Emergency Operations Plan. For natural disaster or other all-hazard emergencies, contact: Scott Larson, Southeast Regional Emergency Services Coordinator; or Jeff Brice (Assistant Area Coordinator (NPS) – SACC)."

**MANDATORY NATIONAL PARK SERVICE REGIONAL OFFICE
NOTIFICATIONS**

NPS units should notify the Regional Fire Management Office under the following circumstances:
Action was taken on a fire and a request will be made for regional funding
Wildland fire results in an injury or a structure/dwelling is damaged or destroyed
Assistance from a cooperating agency was incurred
NPS Southeast Region Emergency Services Coordinator - will be notified for all SAR, SCUBA, EMS, and natural disasters occurrences.

Southeast Regional Office Incident Reporting Procedures

The Regional Branch Chief of Law Enforcement should be notified of Level 1 incidents by telephone and should be sent a copy of cc reports for both Level 1 and 2 incidents. Refer to Southeast Regional Office Emergency Operations Plan

Jon Pierce – Southeast Regional Branch Chief of Law Enforcement
Office : 404-507-5726
Cell: 678-634-8395

For after-hours telephone numbers, please see Chapter 70 “NPS Southeast Regional Office,” or contact SACC.

LEVEL 1 - Immediate Reporting

Employee Fatalities: All employee deaths from any cause, whether on duty or off duty.

High Property Damage: Any incident resulting in property damage in excess of \$100,000.

Officer Fatality or Threatening Injury: The death or life-threatening injury to any law enforcement employee while in the performance of his or her duties.

Serious Crimes: Serious crimes, which occur in any park area.

Drug Incidents: Major or unusual drug seizures or drug-related arrests in which the circumstances, value, and/or the amount of the seizure could attract media or political attention.

Political Officials: Serious incidents, major events or serious accidents involving senior political officials of state, Federal or foreign governments or their immediate families.

Terrorist Activity: Actual, attempted or planned terrorist activity, sabotage or other hostile acts against NPS property.

- Significant Law Enforcement Events:** Significant law enforcement events other than planned special events, which have required or may require the dispatch of specially trained teams to augment normal enforcement capabilities.
- Disasters:** Major, natural or human-caused disasters, which cause significant injuries, resource or property damage to or impact on visitor use of an NPS-administered area, including dam failures, floods and storms. Wildfires are excluded; they should be reported to the Branch of Fire Management in Boise.
- Weapons Discharge:** The discharge of a weapon by an employee toward another individual or any discharge of a weapon at any employee.
- Use of Force:** Any use of force by a law enforcement officer those results in serious injury or death to another individual.

LEVEL 2 - Standard Reporting

All incidents under these criteria are to be reported to WASO Ranger Activities via hard copy mail within three working days of the incident's occurrence along with a carbon copy to NPS Regional Law Enforcement Specialist.

Incidents of exceptional significance – Level 2+ incidents, i.e., those that have or will likely draw major media coverage – should be reported immediately following the procedures for Level 1 reports.

Visitor Fatalities: Visitor fatalities, except by natural causes.

Employee Injuries: Serious injury* to any employee, either on or off duty.

Employee Arrest: Arrest or detention of any employee on felony charges, regardless of arresting or detaining agency.

ARPA Incidents: Any incident which will likely lead to an Archeological Resource Protection Act (ARPA) prosecution.

Wildlife Incidents: Wildlife attacks or incidents which result in serious injury* or death to persons.

Drug Incidents: Drug seizures in which the value of the drugs exceeds \$5,000, or major drug cases which are investigated by other agencies but which were initiated by the NPS or in which the NPS assisted.

Missing Persons: Confirmed missing persons where foul play is suspected.

Felony Arrests: Multiple felony arrests.

Demonstrations: Demonstrations or other hostile acts (planned, purported or actual) on or adjacent to parks.

Malicious Destruction: Significant malicious damage to cultural or natural resources.

Theft and Burglary: Monetary losses in excess of \$10,000 through theft or burglary (excluding vehicle thefts).

Search and Rescue: Major searches and/or rescues generally defined as any SAR requiring a significant call-out of resources or a prolonged or difficult search.

Aircraft Accidents: Aircraft accidents, which are reportable under Aviation Management Directorate (AMD) criteria or involve military, civilian or non-NPS owned or contracted aircraft.

International Events: Any significant event involving foreign nationals or international cooperation.

Arson: Any incident of known or suspected arson.

Poaching Incidents: Any significant animal, plant, mineral, pale ontological or other park natural resource poaching incident.

Multiple Injuries: In-patient hospitalization of five or more NPS personnel or non-NPS personnel in any single accident.

Structural Fires: Structural fires involving any NPS-owned property.

Special Events: Any event in a park which requires significant mobilization of resources, attracts substantial media attention, and/or has particular relevance to the National Park System or Service or its cultural, historical and natural assets.

For purposes of this reporting system, serious injuries are defined as those that require advanced life support and/or lead to overnight hospitalization.

Report Contents

All reports should contain the following information, in so far as the solicited information is known and available:

Subject	Name or Description of Incident
Time and Date	Time and date of occurrence.
Location	Brief description of incident location.
Summary	Brief description of incident.
Names/Titles	Names and titles of persons involved if appropriate.
Status of Case	What's being done and/or will be done next.
Agencies	Other federal, state, local or other agencies involved or to become involved in the incident.
Media	The level of media interest and involvement.
Submitter	Name and title of person submitting report, which should appear on the report itself
Contact	Name and telephone number of the park person who can be contacted for additional information, or a 24-hour contact number.

U. S. FISH AND WILDLIFE SERVICE RESPONSIBILITIES

LAW ENFORCEMENT

Serious incidents are to be telephoned immediately to Southeast Regional Chief, Office of Refuge Law Enforcement John Branum 985-882-3756, CL#985-285-1401. All reportable incidents are to be reported via telephone and a follow-up email to John_Branum@fws.gov

What is a serious incident? A serious incident is a law enforcement incident, emergency condition, unusual event, or homeland security concern that could focus public interest on the Department or the Service or result in inquiries to the Secretary of the Interior or the Director.

The Chief, Division of Refuge Law Enforcement (DRLE):

- (1) Has primary responsibility for ensuring that serious incidents are reported to the Director, other Service officials, respective Regional Law Enforcement Chiefs, and the IOC;
- (2) Develops and revises procedures for reporting serious incidents;
- (3) Supervises the Service Duty Officer(s); and
- (4) Provides the Directorate with summary information about serious incidents

A. Serious incidents service wide: Table 1-2 summarizes the types of serious incidents you must report for information on how and when).

Table 1-2: Serious Incidents to Report to the Service Duty Officer	
Type of Incident	Description
1. Employee death or serious injury	Death, life-threatening injury, or hospitalization of an employee that occurs while performing official duties.
2. Other death	Death of a person that occurs on Service property.
3. Criminal incidents	<ul style="list-style-type: none"> <input type="checkbox"/> Terrorist threats or activity (including significant vandalism or hostile acts against people or property). <input type="checkbox"/> Theft or loss of explosives or explosives materials. <input type="checkbox"/> Threats to employees. <input type="checkbox"/> Assaults to employees. <input type="checkbox"/> Bomb threats. <input type="checkbox"/> Discharge of a firearm when associated with a crime against a person. <input type="checkbox"/> Demonstrations involving civil disobedience. <input type="checkbox"/> Hostage or barricade situations. <input type="checkbox"/> Detention facility incidents resulting in serious bodily injury or death. <input type="checkbox"/> Significant border incidents requiring the

Table 1-2: Serious Incidents to Report to the Service Duty Officer

Type of Incident	Description
	<p>deployment of law enforcement personnel (see Table 1-4 for specifics about the Southwest Border).</p> <ul style="list-style-type: none"> <input type="checkbox"/> Kidnappings. <input type="checkbox"/> Hate crimes involving violent acts. <input type="checkbox"/> Vehicle pursuits involving significant property damage, serious bodily injury, or death. <input type="checkbox"/> Suspicious people or packages where extraordinary action by law enforcement personnel is necessary. <input type="checkbox"/> Critical missing people or Amber Alerts. <input type="checkbox"/> Arsons of a significant nature. <input type="checkbox"/> Significant environmental crimes or Archeological Resource Protection Act (ARPA) violations on Service lands. <input type="checkbox"/> Crimes that might result in significant media or political attention. <input type="checkbox"/> Theft of aircraft from lands under the jurisdiction of the Service or theft of aircraft owned, operated, or under the operational control of the Service (regardless of who owns the land). <input type="checkbox"/> Theft of Service badges, credentials, uniforms, vehicles, license plates, or other official Service insignia. <input type="checkbox"/> Theft of Service-issued firearms. <input type="checkbox"/> Drug seizures meeting or exceeding the following thresholds: <ul style="list-style-type: none"> o Methamphetamine (1 pound) o Marijuana plants (1,000 plants) o Processed marijuana (500 pounds) o Cocaine (1 pound) o Heroin (1 pound) o LSD (100 doses) o Psilocybin mushrooms (1 pound) o “Club Drugs” (e.g., MDMA, Rohypnol, GHB, Ketamine) (100 doses)

Table 1-2: Serious Incidents to Report to the Service Duty Officer	
Type of Incident	Description
4. Use of force incidents	<ul style="list-style-type: none"> <input type="checkbox"/> Use of force by law enforcement personnel that results in the serious injury or death of a subject. <input type="checkbox"/> Physical application of an Electronic Control Device (ECD) (e.g., Taser®) to a subject. <input type="checkbox"/> Any police canine deployment where a bite occurs. <input type="checkbox"/> Any intentional discharge of a firearm by law enforcement personnel (excluding non-injury discharges during training, recreational shooting activities, and authorized administrative uses such as the dispatch of wildlife or nuisance animals). <input type="checkbox"/> Any unintentional discharge of a firearm by law enforcement personnel (excluding non-injury discharges during training).
5. Significant law enforcement events	When deploying specially trained teams to augment normal Service law enforcement and security capabilities.
6. Significant search and rescue incidents	When they occur on lands under the jurisdiction of the Service.
7. Aircraft accidents	When they occur on lands under the jurisdiction of the Service or accidents involving aircraft owned, operated, or under the operational control of the Service (regardless of who owns the land). Also must report these incidents in accordance with 330 FW 5 , Aircraft Mishap Notification, Investigation, and Reporting.
8. Political incidents	When they involve political officials of Federal, State, or foreign governments or their immediate families and occur on lands under the jurisdiction of the Service.
9. Natural or human-caused disasters	When they occur on lands under the jurisdiction of the Service and cause significant damage. This includes hazardous material spills. The threshold of property damage must be in accordance with 446 DM 17 .
10. Loss of Service firearms, ECDs or law enforcement badges and credentials	Any loss of firearms, ECDs, or law enforcement badges and credentials.
11. Property damage of more than \$100,000	When it occurs on lands under the jurisdiction of the Service.

Table 1-2: Serious Incidents to Report to the Service Duty Officer

Type of Incident	Description
12. Incidents that could result in significant media interest	When they occur on or are adjacent to lands under the jurisdiction of the Service.

B. Serious incidents affecting homeland security: Table 1-3 summarizes the types of incidents that may affect homeland security that you must report immediately.

Table 1-3: Other Serious Incidents Related to Homeland Security to Report

Type of Incident	Description
1. Critical Infrastructure Protection	Information regarding vulnerabilities, surveillance, physical targeting, or cyber targeting of: <ul style="list-style-type: none"> <input type="checkbox"/> Major national monuments and icons, <input type="checkbox"/> Key resources, such as major dams or major oil/natural gas production and transmission infrastructure, and <input type="checkbox"/> Major public or private events taking place on Service lands.
2. Land and Maritime Borders (see Table 1-4 for Southwest Border incidents)	Information regarding illegal cross-border activity (routes, methods, conveyances, and organizations) that impacts Service lands: <ul style="list-style-type: none"> <input type="checkbox"/> Human smuggling, <input type="checkbox"/> Drug smuggling, and <input type="checkbox"/> Smuggling weapons or other dangerous articles.

Table 1-3: Other Serious Incidents Related to Homeland Security to Report	
Type of Incident	Description
3. Terrorism	<p>Information regarding terrorist(s); activists with terrorist intent; insurgent; or criminal element plans, intentions, activities, capabilities, or threats to attack any Service critical infrastructure or key resource, Service facility, or personnel, such as:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Indications of illegal entry into the United States by terrorists, <input type="checkbox"/> Suspicious activities that may indicate pre-operational planning or targeting of Service infrastructure, resources, facilities, or personnel, <input type="checkbox"/> Suspicious transportation conveyances operating in proximity to Service infrastructure or resources, <input type="checkbox"/> Receiving direct or implied threats (e.g., phone calls, emails, etc.) to infrastructure or resources, and <input type="checkbox"/> Information about the operations and tactics that terrorists may use to target infrastructure, resources, facilities, or personnel.

C. Serious incidents on the Southwest Border: Except for the incidents listed in Table 1-4 below, when one of the incidents from Tables 1-2 and 1-3 occurs on the Southwest Border, you must report it immediately. Table 1-4 summarizes the types of incidents you have 3 business days to report if they occur on a station within 100 miles of the United States’ Southwest International Border. For these incidents only, you must submit a written incident report within 3 business days of the incident.

Table 1-4: Southwest Border Incident Reporting (3-day reporting requirement)	
Type of Incident	Description
1. Illegal cross-border activities	<p>Information regarding illegal cross-border activity that crosses or impacts Service lands such as:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Human smuggling, <input type="checkbox"/> Vehicle pursuits, <input type="checkbox"/> Firearms or weapons discharged or seized, <input type="checkbox"/> Abandoned vehicles, and <input type="checkbox"/> Other unusual activity or significant damage to natural resources.
2. Assaults	<ul style="list-style-type: none"> <input type="checkbox"/> Assaults on law enforcement officers (including officers from other agencies), employees, or visitors.

Table 1-4: Southwest Border Incident Reporting (3-day reporting requirement)	
Type of Incident	Description
3. Threats	<input type="checkbox"/> Threats to law enforcement officers, employees, or visitors.
4. Drug Seizures or Arrests	When the value or amount exceeds a personal use standard. <ul style="list-style-type: none"> <input type="checkbox"/> Identify type, quantity, and value of the drugs. <input type="checkbox"/> Identify the quantity or value of cash, vehicles, firearms, or property related to the incident. <input type="checkbox"/> Identify citizenship of the arrestee(s). <input type="checkbox"/> Identify if it was a violent incident or if any threats occurred. <input type="checkbox"/> Include seizures and arrests conducted by other agencies, if available.
5. Border Fence Breaches	Also report pedestrian or vehicle barrier breaches.
6. Undocumented Alien Apprehensions	<input type="checkbox"/> Report apprehensions other agencies conduct on Service land, if available. <input type="checkbox"/> Report deceased, undocumented aliens.

Special Operations Response Team – (SORT)

SORT Commander: John Branum

In the case of an event which requires a Special Operations Response Team (SORT), and time permits, the Refuge Manager must submit a written request to the Chief of Refuge Law Enforcement explaining the need for the request and outlining the number and type of resources needed and estimated cost. The authority for activating a SORT can only be granted by the Regional Director or his/her designee. If time does not permit a written request, or for guidance in determining if a SORT Team is needed, contact John Branum at 404-679-7213 or cell number 985-285-1401.

MANDATORY U.S. FISH AND WILDLIFE REGIONAL OFFICE NOTIFICATIONS

FWS units should notify the Regional Fire Management Office under the following circumstances:

Action was taken on a fire and a request will be made for regional funding
 Wildland fire results in an injury or a structure/dwelling is damaged or destroyed

Assistance from a cooperating agency was incurred FWS Regional - Emergency Services Coordinator - will be notified for all natural disasters occurrences.

FWS Regional - Law Enforcement Specialist –will be notified for all law enforcement incidents which are identified in previous tables.

Report Contents

All reports should contain the following information, in so far as the solicited information is known and available:

Subject	Name or Description of Incident
Time and Date	Time and date of occurrence.
Location	Brief description of incident location.
Summary	Brief description of incident.
Names/Titles	Names and titles of persons involved if appropriate.
Status of Case	What's being done and/or will be done next.
Agencies	Other federal, state, local or other agencies involved or to become involved in the incident.
Media	The level of media interest and involvement.
Submitter	Name and title of person submitting report, which should appear on the report itself (not in a Lotus Notes/Microsoft Outlook cover).
Contact	Name and telephone number of the park person who can be contacted for additional information, or a 24-hour contact number.

Southeast Regional Office Incident Reporting Procedures

The Southeast Regional Chief, Office of Refuge Law Enforcement, should be notified of serious incidents by telephone, and should be sent a copy of reports.

John Branum - FWS Regional Chief, Office of Refuge Law Enforcement
 Office : 985-882-3756 Cell: 985-285-1401 \\
 John_Branum@fws.gov

For after-hours telephone numbers, please see Chapter 50 "FWS Region 4 Office," or contact SACC.

CHEMICAL SPILLS (OIL AND HAZARDOUS MATERIALS)

Contact for Resources

USFWS Southeast Region Spill Coordinator listed below.

All oil spills, hazardous chemical releases, pipeline accidents, transportation accidents involving hazardous material or oil, releases of radioactive materials, and releases of etiological or hazardous biological materials must be reported to the U.S. Coast Guard National Response Center immediately (1-800-424-8802). Refer to www.nrc.uscg.mil on the Internet for updated information on the National Response Center. The U.S. Coast Guard or the Environmental Protection Agency will respond with or designate an On-Scene Coordinator who will ensure that proper action is being taken to minimize the impact and clean up the spill. Advise the Southeast Regional Oil Spill and Hazardous Materials Coordinator after ensuring that the National Response Center has been notified. The U.S. Fish and Wildlife Service should be prepared to assist the On-Scene Coordinator with logistics and information about sensitive agency resources. U.S. Fish and Wildlife Service staff should not participate directly in cleanup activities unless trained and certified in handling hazardous materials. The U.S. Fish and Wildlife Service is to document affect(s) of the spill on agency resources, operations, and visitor services. Also document the amount of staff time directed towards the incident.

50	Southeast Region Coordinators
USFWS Southeast Region Oil Spill & Hazardous Material Coordinator – Greg Masson Office: 404-679-7223 Cell: 678-428-4215	

RESERVED FOR STATEMENT ON BUREAU OF INDIAN AFFAIRS RESPONSIBILITIES

SOUTHERN AREA AIRCRAFT RADIO EQUIPMENT AND FREQUENCY MANAGEMENT

Equipment Management

NFES #004390 Starter Systems are available through the Southern Interagency Fire Cache. Any State or Federal Wildfire Agency with a tactical aircraft can order radios by placing a supply resource order through normal ordering channels to SACC.

Frequency Management

“Flight Follow” (168.650MHz) which is used to monitor interagency and contract aircraft. This frequency is used for flight following official aircraft flying point to point, it is not to be used during mission flights or incident operations.

All dispatch centers/offices will monitor the national flight following frequency at all times. A Continuous Tone Coded Squelch System (CTCSS) tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency.

This frequency 168.6500 MHz is restricted to the following use:

- Flight following, dispatch and/or re-direction of aircraft.
- Air-to-ground and ground-to-air administrative traffic.
- Not authorized for ground-to-ground traffic.

Has been adopted as a National Flight frequency by all regions. It can be used as an initial air-to-ground contact frequency but not as a primary air-to-ground frequency. Transmitters on this frequency must be equipped with an encoder 110.9Hz.

“Air Guard” (168.625MHz) frequency for aircraft will be used for emergency aviation communications. Continuous monitoring of this frequency in narrowband mode is mandatory by agency dispatch centers. Transmission on this frequency must include the Continuous Tone Coded Squelch System (CTCSS) tone of 110.9Hz.

Incident Commander will make a request to the SACC Aircraft Desk through regular dispatching channels requesting the following information:

- Number of frequencies required.
- Type(s) of aircraft involved.
- Number of aircraft involved.
- Area of operation, given as a 20 nautical mile radius of a central location

The SACC Aircraft Desk will forward that request to the CDO at NIRSC who will coordinate with the FAA through regular dispatch channels.

The above action will be taken PRIOR to activation of any aeronautical frequency since conflict with air traffic control or other flight service communications could be hazardous.

Air-to-Air frequencies for incidents will typically service a 20 nautical mile and 5,000 ft. AGL area.

SACC will be advised as soon as the emergency is over, so that the frequencies can be returned to the FAA.

DEPARTMENT OF INTERIOR AGENCIES

This Memorandum of Understanding between the Department of Agriculture (USDA) and the Department of the Interior (DOI) is for the purpose for sharing assigned radio frequencies for air-to-air and air-to-ground communications west of the 95th meridian.

The frequency for the National Air Guard is 168.625 for Government aircraft assigned to incidents. It is for emergency communications for aviation. A separate receiver is required in assigned aircraft which permits continuous monitoring. Transmitters on this frequency should be equipped with a CTCSS Encoder on 110.9 Hz.

Emergency ground - to - aircraft communications.

Emergency aircraft - to - aircraft communications.

Initial call, recall, and re-direction of aircraft when no other contact frequency is available.

All other frequencies are assigned by the Incident as needed.

RADIO FREQUENCIES

COORDINATION/DISPATCH CENTERS					
COORDINATION/ DISPATCH CENTER (LOCATION)	CALL SIGN	NFF	AG	DISP. NET 171.550	PRIMARY CENTER FREQUENCY /TONE
ALABAMA INTERAGENCY COORDINATION CENTER (MONTGOMERY, AL)	ALABAMA DISPATCH	YES	YES	NO	168.725
ARKANSAS- OKLAHOMA INTERAGENCY COORDINATION CENTER (HOT SPRINGS, AR)	HOT SPRINGS DISPATCH	YES	YES	YES	Ouachita East - 169.6750 Ouachita West - 169.1750 Ozark East – 171.5250 Ozark West – 171.5750 Oklahoma RD – 168.6750 Sylamore/St. Francis RD – 169.9250

GEORGIA INTERAGENCY COORDINATION CENTER (GAINSEVILLE, GA)	GAINESVILLE DISPATCH	YES	YES	NO	168.775
KENTUCKY INTERAGENCY COORDINATION CENTER (WINCHESTER, KY)	DANIEL BOONE DISPATCH	YES	YES	NO	
LOUISIANA INTERAGENCY COORDINATION CENTER (PINEVILLE, LA)	PINEVILLE DISPATCH	YES	YES	NO	169.925 110.9
MISSISSIPPI INTERAGENCY COORDINATION CENTER (JACKSON, MS)	JACKSON DISPATCH	NO	NO	NO	
NORTH CAROLINA INTERAGENCY COORDINATION CENTER (ASHEVILLE, NC)	ASHEVILLE DISPATCH	YES	YES	YES	168.725 MTNS EAST Tone 103.5
SAVANNAH RIVER INTERAGENCY COORDINATION CENTER (NEW ELLENTON, SC)	SAVANNAH RIVER DISPATCH	YES	YES	NO	169.975
SOUTH CAROLINA INTERAGENCY COORDINATION CENTER (COLUMBIA, SC)	COLUMBIA DISPATCH	YES	YES	NO	164.125 136.5 168.675

TENNESSEE INTERAGENCY COORDINATION CENTER (CLEVELAND, TN)	CHEROKEE DISPATCH	YES	YES	NO	169.925 Tone 103.5
TEXAS INTERAGENCY COORDINATION CENTER (LUFKIN, TX)	LUFKIN DISPATCH	YES	YES	NO	168.725
VIRGINIA INTERAGENCY COORDINATION CENTER (ROANOKE, VA)	VIRGINIA COORDINATION DISPATCH	NO	NO	NO	N/A

NFF: National Flight Follow; AG: Air Guard

**NATIONAL INTEROPERABILITY FIELD OPERATIONS GUIDE
(NIFOG)**

Website to NIFOG: <http://www.safecomprogram.gov/SAFECOM/nifog/>

The National Interoperability Field Operations Guide (NIFOG) is a technical reference for emergency communications planning and for radio technicians responsible for radios that will be used in disaster response. The NIFOG includes rules and regulations for use of nationwide and other interoperability channels, tables of frequencies and standard channel names, and other reference material, formatted as a pocket-sized guide for radio technicians to carry with them.

AIRCRAFT RADIOS

No aircraft will operate on fires without radio communications.

Except for Lead planes Airtankers, ASM's, Incident Air Attacks and Smokejumper Plane pilots will identify their aircraft by type of aircraft and "N" number (e.g.: King Air 182Z).

WILDERNESS FIRE MANAGEMENT**NATIONAL PARK SERVICE**

National Park Service policy pertaining to using prescribed fires (PF) and natural ignition fires managed for resource benefits in wilderness areas is that these fires may be used to reduce fuel loadings or change vegetative patterns and diversity caused by the suppression of wildland fires. In addition, prescribed fires and natural ignition fires may be used in wilderness areas to keep wildland fires from threatening developments, significant resources, or from leaving the wilderness. Natural ignition fires with an approved fire management plan containing pre-determined criteria and a management decision tree can be managed and not immediately suppressed.

U.S. FISH & WILDLIFE SERVICE

Wildfires in wilderness or other especially reserved areas are appropriately suppressed unless there is an approved prescribed fire plan. The use of all suppression methods, tools and equipment, including motorized equipment, is authorized in wilderness areas or proposed wilderness areas; however suppression methods least damaging to wilderness values and objectives will be used. Proper planning and approval of the plan should reduce the concern about the "appropriateness" of the suppression action.

USDA FOREST SERVICE

The Regional Forester is responsible for approving the use of prescribed fire managed for resource benefits on a wilderness by wilderness basis through approval of the appropriate management plan. The management plan sets forth the standards and guidelines for the use and application of prescribed fire and natural ignition fires managed for resource benefits and the methods of monitoring results (FSM 2324.04b).

During a wildfire emergency response every effort should be made to utilize the tools and methods that will minimize impacts to Wilderness and Wilderness values. Minimum Impact Suppression Tactics (MIST) should be employed whenever possible; however Wilderness values must never be allowed to compromise safety of firefighters or the public.

At times it may be necessary to utilize motorized equipment or mechanical transport typically under extreme circumstances and to protect life and or private property. In those cases see FSM 2320 for current direction, the 2007 version is excerpted and summarized below:

During a wildfire emergency response the Forest Supervisor has the authority to approve:

- Chainsaws

- Mist blowers (leaf blowers)
- Motor vehicle travel
- Helicopter landings
- Helicopter aerial ignition during burnout or backfiring operations
- Use of fire retardant
- Pumps

During a wildfire emergency response, only the Regional Forester may approve:

- Dozers, tractors, tractor plows and heavy equipment use

When requesting Regional Forester approvals, the Wilderness Fire Motorized Equipment Request Checklist form in Appendix A should be completed and sent to SACC.

SACC will contact:

- Jimmy Gaudry, Regional Wilderness Program Manager – 404-347-2761 or (c) 404-805-8110
- Ann Christensen, Director Recreation/Wilderness/Heritage/Interpretation - 404-347-2479
- Vacant, Regional Assistant Director - Fire & Emergency Operations - 404-353-7083
- Shardul Raval, Director Fire and Aviation Management – 404-347-3464

This staff will collectively provide advice and guidance to the Regional Forester.

Guidance and approval procedures for the use of mechanized equipment in wilderness areas of the National Park Service are outlined in individual unit fire management and wilderness management plans

APPENDIX A

**NATIONAL FOREST
WILDERNESS FIRE MOTORIZED EQUIPMENT REQUEST
CHECKLIST**

The appropriate Forest Service Line Officer should ask these questions when a unit calls for approval of motorized equipment within a Wilderness area. When requesting Regional Forester approval for use of motorized equipment in Wilderness areas, Forests must provide the Southern Area Coordination Center with this information.

1. What is the threat to life or property within or outside Wilderness boundary? What is the expected timeline if the threat is not imminent?
2. What are the predicted fire weather and fire behavior and expected rate of spread in the next burning period? Over the next several burning periods? Did a Fire Behavior Analyst provide or validate this prediction?
3. What is the probability of success of hand tool, hose lay, or air attack under observed and predicted burning conditions? What other alternatives or options are available, and what is the predicted chance of success?
4. What is the estimated size of containment if motorized equipment is not used or for each of the alternatives identified above?
5. If motorized equipment is approved and used, what is the expected size at containment?

6. What type of motorized equipment is being requested?

- A. Tractors/Tractor Plows (RF) _____
- B. Other Types of Heavy Equipment (RF) _____
- C. Chainsaws _____
- D. Leaf/Mist Blowers _____
- E. Pumps _____
- F. ATV or UTV _____
- G. Helicopter Use _____
- H. Helicopter Landings _____
- I. Air Tankers _____
- J. Fire Retardant _____
- K. Other (specify) _____

7. If tractors or other ground disturbing heavy equipment is requested, how will they be utilized and what are the expected impacts in terms of ground disturbance? **(For example, if you are asking for four tractors, will there be four plowed lines, or do you intend to send two tractors around each side of the fire creating a single bladed line of a specified width?**

8. Who is your Wilderness resource advisor on site, and what do they recommend?

9. If the opinion is that conditions are so extreme and an urgent need exists for motorized equipment use in Wilderness, have you ordered an Incident Management Team? If so, what type? If not, why not?

10. With such severe conditions, how will you provide for safety of personnel, including required safety zones?

NOTES:

- Helicopters can be used for water dropping and cargo delivery without landing and without Line Officer approval.
- Forest Supervisors can approve requests for the use of most motorized equipment or mechanical transport in Wilderness areas, except tractors, tractor/plows, dozers and other heavy equipment.
- Only the Regional Forester can approve the use of tractors, tractor-plows, dozers and other types of heavy equipment in Wilderness areas.
- All use of any types of Motorized Equipment or Mechanical Transport in Wilderness requires appropriate Line Officer approval.

APPENDIX B**NATIONAL FORESTS HAZARDOUS MATERIALS SPILLS - INITIAL
DISCOVERY**

NOTE: advise reporting unit not to become involved in rescue, containment, plugging of leaks, or other operational activities. Advise them to restrict their role to self-protection, hazard identification, area security and reporting.

When the initial report is received, the Dispatcher should ask the following:

- Describe the scene.
- Can you see any numbers or placards on the vehicle or containers? If so, what are they? Are any warning signs or symbols visible?
- Is the driver or any passengers available to talk to?
- Is anyone injured, ill, vomiting, overcome, trapped or in need of rescue?
- Is the spill in progress? Can you hear or see leaking valves or containers?
- Are there any response units on the scene?
- Advise the reporting unit:
- Keep a safe distance and stay upwind of the spill.
- Use the DOT Guidebook and pass on the warning associated with the indicated chemical.
- Protect yourself. Do not touch, walk into or inhale smoke, vapors or fumes from the spilled material. Do not attempt to obtain a sample. Treat as if it is toxic.
- Secure the area. Stop traffic if feasible. Do not allow entry until proven safe by the local authorities responding to the spill.
- Do not attempt rescue (leave that to trained personnel with protective equipment).

Notify:

- Local authorities with response responsibilities.
- District Ranger.

- Forest & Regional HAZMAT Coordinators within 24 hours.

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:	Charlie Morgan (Mississippi)
Vice-Chair:	Scott Bisette (North Carolina)
Secretary-Treasurer:	George Geissler (Oklahoma)

Officers of the South Central States Forest Fire Protection Compact are filled on an annual rotation basis. Current officers are as follows:

Chair:	Wade Dubea (Louisiana)
Vice Chair:	Charlie Morgan (Mississippi)
Secretary-Treasurer:	Gene Kodama (South Carolina)

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:	Kai Olsen (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.

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

Unlike co-op resource orders, which are processed by the State Interagency Coordination Centers, compact resource orders are placed by the requesting State directly with the Compact Coordinator. Requesting State will contact the Compact Coordinator outlining its needs as to personnel, equipment, or other support. A resource order form will be completed by the requesting State and e-mailed to SACC.

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.

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

Under the terms of a compact mobilization, the following will be considered “standard dispatches”:

Tractor Strike Team:

- 3 Tractor/Plows w/ operator, crewman and communications

- 1 Strike Team Leader w/vehicle and communications

Engine Strike Teams:

- 5 engines, any type, w/2 operators each and communications
- 1 Strike Team Leader w/vehicle and communications

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

MAFFS

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:

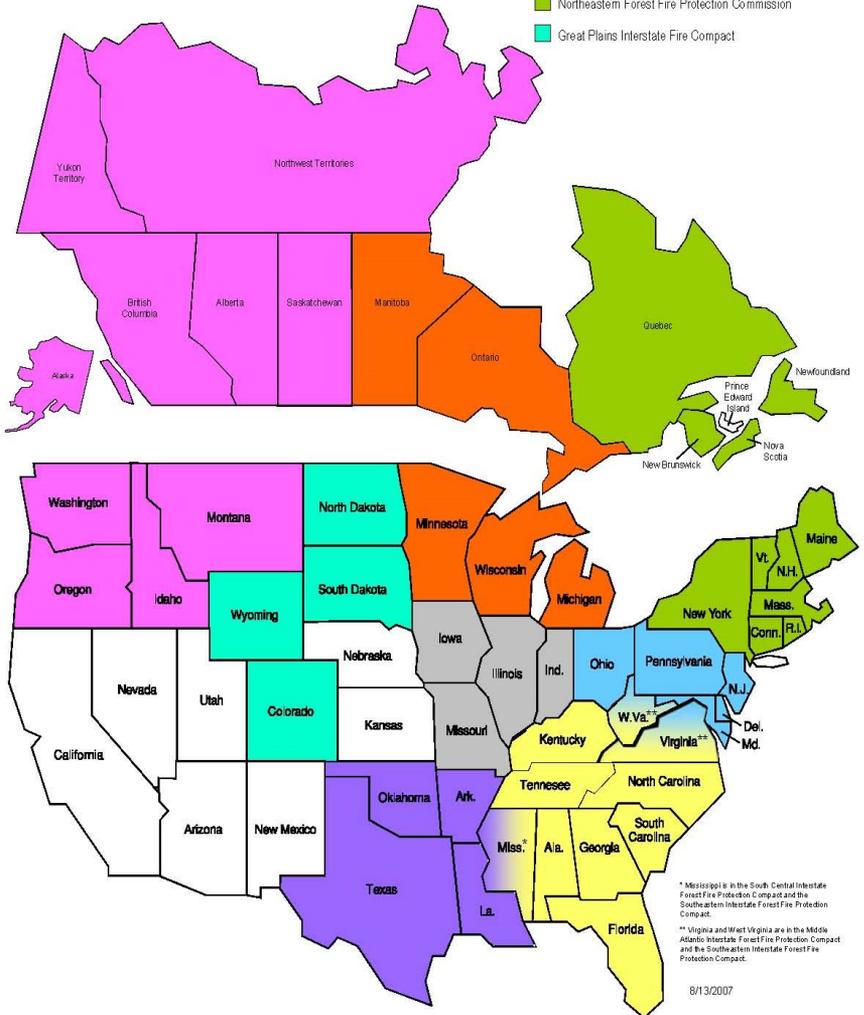
- Fire situation and expected behavior.
- Assignment area
- Terrain
- Fuels
- Supervision
- Location of housing, feeding
- Logistical support - fuel, grease, repair, etc.
- Fire headquarters
- Social customs
- Local maps
- Resource values at risk
- Safety items

- State laws, traffic, regulations, and restrictions
- State policy
- Other pertinent information

**APPENDIX B
COMPACT MAP**

**Forest Fire Compacts
in the United States**

- Northwest Compact
- The Big Rivers Forest Fire Management Compact
- Great Lakes Forest Fire Compact
- Southeastern Interstate Forest Fire Protection Compact
- Middle Atlantic Interstate Forest Fire Protection Compact
- South Central Interstate Forest Fire Protection Compact
- Northeastern Forest Fire Protection Commission
- Great Plains Interstate Fire Compact



* Mississippi is in the South Central Interstate Forest Fire Protection Compact and the Southeastern Interstate Forest Fire Protection Compact.
 ** Virginia and West Virginia are in the Middle Atlantic Interstate Forest Fire Protection Compact and the Southeastern Interstate Forest Fire Protection Compact.

8/13/2007

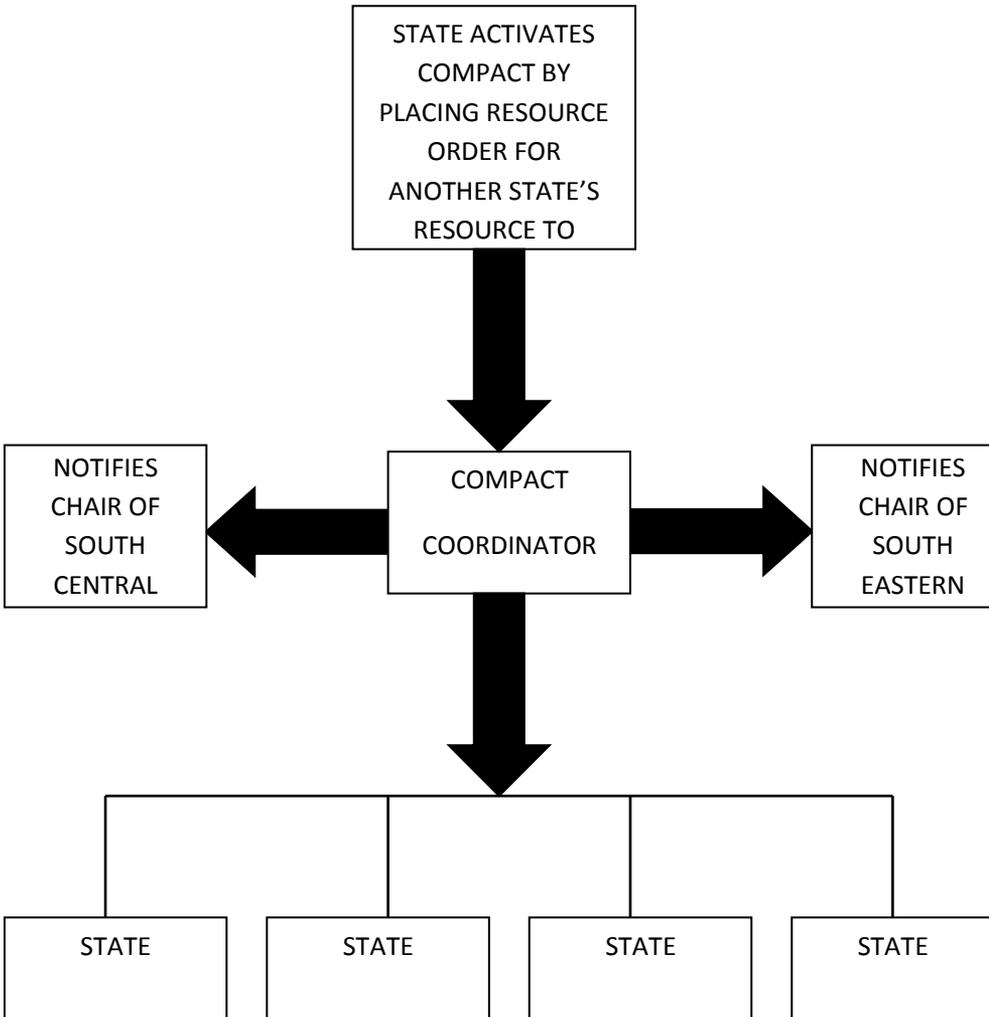
APPENDIX C

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.

Place resource orders with Compact Coordinator
- Compact Coordinator will notify the appropriate Compact Chair.
- Compact Coordinator will notify the adjoining Compact Chair.
- Compact Coordinator will place resource orders with States stating “This is a Compact Order” (Normally following the closest resource concept).
- Compact Coordinator will pass information on resources assigned to ordering State.
- Demob will follow the normal demob process; release information, ETD’s and ETA’s on the same resource order form used in the mobilization.
- 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 D



The Compact Coordinator, when placing the resource order, will state “this is a compact order”.

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 E
2016
SOUTHERN FIRE CHIEFS DIRECTORY**

**ALABAMA FORESTRY
COMMISSION
JOHN GOFF**

513 MADISON AVE
MONTGOMERY AL 36104
PHONE 334/240-9335
FAX 334/240-9346
CELL PHONE 334/850-0101
E-MAIL
John.Goff@forestry.alabama.gov

**NORTH CAROLINA FOREST
SERVICE
GREG HICKS**

1616 Mail Service Center
RALEIGH NC 27699-1616
PHONE 919/857-4848
FAX 919/857-4806
E-MAIL greg.hicks@ncagr.gov

**ARKANSAS FORESTRY
COMMISSION
DON MCBRIDE**

3821 WEST ROOSEVELT ROAD
LITTLE ROCK AR 72204
PHONE 501/296-1870
FAX 501/296-1949
CELL PHONE 501/454-0121
E-MAIL
don.mcbride@arkansas.gov

**OKLAHOMA DEPT. OF
AGRICULTURE
FORESTRY DIVISION
MARK GOELLER**

PO Box 528804
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E-MAIL mark.goeller@ag.ok.gov

**FLORIDA FOREST SERVICE
JOHN FISH**

3125 CONNER BLVD
TALLAHASSEE FL 32399-1650
PHONE 850/681-5919
CELL 850/228-7754
E-MAIL
John.Fish@freshfromflorida.com

**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

**GEORGIA FORESTRY
COMMISSION
FRANK SORRELLS**

P O BOX 819
MACON GA 31202-0819
PHONE 478/751-3490
CELL 912/381-7503
FAX 478/751-3465
E-MAIL fsorrells@gfc.ga.us

**TENNESSEE DIVISION OF
FORESTRY
JOHN KIRKSEY**

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NASHVILLE TN 37204
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FAX 615/837-5129
E-MAIL john.kirksey@tn.gov

**KENTUCKY DIVISION OF
FORESTRY**

FLOYD WILLIS
627 COMANCHE TRAIL
FRANKFORT KY 40601
PHONE 502/564-4496
CELL 502/330-0223
FAX 502/564-2092
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TEXAS FOREST SERVICE

MARK STANFORD
John B. Connally Building
301 Tarrow, Suite 304
College Station, TX 77840-7896
PHONE 979/458-6507
CELL PHONE 979/220-1408
E-MAIL mstanford@tfs.tamu.edu

**LOUISIANA DEPT. OF
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FAX 225/922-1356
E-MAIL dpsmith@ldaf.state.la.us

**VIRGINIA DEPARTMENT OF
FORESTRY**

JOHN MILLER
900 Natural Resources Drive, Suite 800
CHARLOTTESVILLE VA 22903
PHONE 434/977-1375 EXT. 3323
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**MISSISSIPPI FORESTRY
COMMISSION**

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**APPENDIX F
SHARED RESOURCES**

To be sent to Compact Coordinator annually by January 1 (see page 100-144)

EQUIPMENT

NOTE: Receiving States 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
2016 Rates**

NOTE: Receiving States 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:	\$110/hour minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$110/hour
Minimum Daily Charge Equipment:	Minimum 4 hours per day (\$440/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
2016 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:	\$120/hour minus fuel used \$120/hour
Per Hour of Use w/Sending State Supplying Fuel:	Minimum 4 hours per day (\$480/day)
Minimum Daily Charge Equipment:	\$2.75/mile
Transport Cost per Mile w/Sending State Supplying Fuel:	50 miles/day (\$137.50/day)
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$100/hour, minus fuel used \$100/hour
Per Hour of Use w/Sending State Supplying Fuel:	Minimum 4 hours per day (\$400/day)
Minimum Daily Charge Equipment:	\$2.50/mile
Transport Cost per Mile w/Sending	

State Supplying Fuel:	50 miles/day (\$125.00/day)
Minimum Daily Charge for Transport: NOTE: Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$80/hour, minus fuel used
	\$80/hour
Per Hour of Use w/Sending State Supplying Fuel:	Minimum 5 hours per day (\$400/day)
Minimum Daily Charge Equipment:	\$2.50/mile
Transport Cost per Mile w/Sending State Supplying Fuel:	50 miles/day (\$125.00/day)
Minimum Daily Charge for Transport: NOTE: Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Type 5 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:	\$80/hour, minus fuel used
	\$80/ hour
Per Hour of Use w/Sending State	

Supplying Fuel:	Minimum 5 hours per day (\$400/day)
Minimum Daily Charge Equipment:	\$2.50/mile
Transport Cost per Mile w/Sending State Supplying Fuel:	50 miles/day (\$125.00/day)
Minimum Daily Charge for Transport: NOTE: Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Transports
Make:	Type 2 and Low-Boys
Special Equipment:	
Special Moving Requirements:	
Rates:	
Per Mile w/Receiving State Supplying Fuel:	\$2.50/mile, minus fuel used
	\$2.50/mile
Per Mile w/Sending State Supplying Fuel:	50 miles/day (\$125.00/day)
Minimum Daily Charge Equipment: NOTE: Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	ENGINE TYPE 6
Make:	FORD F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	150 GALLON SLIP-ON UNIT
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Mile w/Sending State Supplying Fuel:	\$1.00/per mile
	\$50.00/hour
Per Hour w/Sending State Supplying	

Fuel:	\$400.00 per day
Minimum Daily Charge Equipment:	Operator(s), foam, and their per diem are not included in equipment rate.
NOTE: List Operator Cost in Personnel Section.	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
2016 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:	\$1.00/mile, minus fuel used
	\$1.00/mile
Per Mile w/Sending State Supplying Fuel:	50 miles/day (\$ 50.00/day)
Minimum Daily Charge Equipment:	
NOTE: Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Sedans and SUVs
Make:	
Special Equipment:	
Special Moving Requirements:	
Rates:	
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mile, minus fuel used
	\$1.00/mile
Per Mile w/Sending State Supplying Fuel:	50 miles/day (\$ 50.00/day)

Minimum Daily Charge Equipment: NOTE: Operator Cost in Personnel Section.	
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**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Logistics Support Trailer
Make:	Various
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:	\$250 per Day
Minimum Daily Charge Equipment:	See Pickups
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.	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	All-Terrain Vehicles (4 Wheeler, 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:	\$10.00/hour
	\$10.00/hour
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
	\$50/Day
Per Mile w/Sending State Supplying Fuel:	5 hours/day
	N/A
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**ALABAMA FORESTRY COMMISSION
PERSONNEL****2016 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:	\$75/day, or actual lodging plus up to \$50/day for meals

**ALABAMA FORESTRY COMMISSION
PERSONNEL****2016 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:	\$75/day, or actual lodging plus up to \$50/day for meals

**ALABAMA FORESTRY COMMISSION
PERSONNEL****2016 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:	\$75/day, or actual lodging plus up to \$50/day for meals

**ALABAMA FORESTRY COMMISSION
PERSONNEL
2016 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:	\$75/day, or actual lodging plus up to \$50/day for meals

**ALABAMA FORESTRY COMMISSION
PERSONNEL
2016 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:	\$75/day or actual lodging plus up to \$50/day for meals.

**ARKANSAS FORESTRY COMMISSION
EQUIPMENT**

2016 Rates

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Tractor w/plow
Make:	JD450//CAT/D-4
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP or LT
Special Moving Requirements: (Oversized Load, etc.)	Transports, Tandem axel
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.	\$80.00/Hr. Minimum 4 hrs./day (\$320.00) \$1.50/Mile Minimum \$75.00/day

**ARKANSAS FORESTRY COMMISSION
EQUIPMENT**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

2016 Rates

Type:	Tractor w/plow or winch
Make:	JD 550/650/Cat D5
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Some with articulating V-blade and/or LGP and/or LT
Special Moving Requirements: (Oversized Load, etc.)	Transport tandem axle
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	\$90.00/Hr. Minimum 4 hrs./day Minimum 4 hrs./day (\$360.00)

Fuel:	\$1.50/mile tandem axle transport or \$2.50/mile truck tractor with lowboy
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	Minimum \$75.00/day
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**ARKANSAS FORESTRY COMMISSION
EQUIPMENT
2016 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.)	
Special Moving Requirements: (Oversized Load, etc.)	none
Rates: Per Mile w/Receiving State Supplying Fuel: NOTE: List Operator Cost in Personnel Section.	\$.50/mile Minimum \$40.00

**ARKANSAS FORESTRY COMMISSION
AIRCRAFT
2016 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:: Per Hour of Use w/Receiving State Supplying Fuel:	\$300/hr.

Per Hour of Use w/Sending State Supplying Fuel:	2.00 Hrs./day (\$600)
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	

**ARKANSAS FORESTRY COMMISSION
AIRCRAFT
2016 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. \$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 FORESTRY COMMISSION
PERSONNEL**

**NOTE: All Compact Personnel are guaranteed a minimum of eight hours
per day
2016 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 States are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance
2016 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:	Type 1	Type 2	Type 3	Type 4
	\$124.00/hr	\$108.00/hr	\$96.00/hr	\$74.00/hr
Per Hour of Use w/Sending State Supplying Fuel:	-			
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 while being transported.			
Transport Cost per Mile w/Receiving State supplying fuel:	N/A			
Transport Cost per Mile w/Sending State Supplying Fuel:	See transport rates.			
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.				

**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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 \$57.00/hr.
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:	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.
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.	

**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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: Per Hour of Use w/Receiving State Supplying Fuel:	N/A		
Per Hour of Use w/Sending State Supplying Fuel:	Logistics	Refrigerated	Ground Support office
	\$200.00/ daily	\$303.00/dai ly	\$330.00/daily
Per Mile w/Receiving State Supplying Fuel:	N/A		
Per Mile w/Sending State Supplying Fuel:	N/A		
	N/A		
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:	The cost of the transport is included with the daily rate.		
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.			

**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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	
	Type 3	Type 6

Per Hour of Use w/Sending State Supplying Fuel:	\$55.00/hr.	\$48.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A	
Per Mile w/Sending 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.	
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	

**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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	N/A

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.	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. N/A N/A N/A
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**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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: Per Hour of Use w/Receiving State Supplying Fuel:	N/A <table border="1"> <thead> <tr> <th>Type 1</th> <th>Type 2</th> <th>Type 3</th> </tr> </thead> <tbody> <tr> <td>\$800 daily</td> <td>\$550 daily</td> <td>\$330.00 daily</td> </tr> </tbody> </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 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	See above rates.						

Fuel:	N/A
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	The cost of the transport is included with the daily rate.
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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		
	Gryo-Track width > 72"	Cutting	Posi-Track/ John Deere Cutting width ,72"
Per Hour of Use w/Sending State Supplying Fuel:	\$143.00/hr.		\$88.00/hr.
	N/A		
Per Mile w/Receiving State Supplying Fuel:	N/A		
Per Mile w/Sending 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.		
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:	See transport rate.
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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:	N/A
Per Mile w/Sending State Supplying Fuel:	\$143.00
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.	
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**FLORIDA FOREST SERVICE
EQUIPMENT
2016 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
2016 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:	\$110.00/hr.
Per Hour of Use w/Sending State Supplying Fuel:	Three hours of flight time
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	

**FLORIDA FOREST SERVICE
AIRCRAFT
2016 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:	\$605/hr.
Per Hour of Use w/Sending State Supplying Fuel:	Three hours of flight time.
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	

**FLORIDA FOREST SERVICE
AIRCRAFT
2016 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:	\$900.00/hr. (plus actual fuel cost)*
Per Hour of Use w/Sending State Supplying Fuel:	\$57.00/hr.
Helicopter Tender (Helicopter support vehicle, mechanic & fuel trailer)	
Helicopter tender is required when helicopter is dispatched.	Helicopter – three hours of flight time Tender – three hours
Minimum Daily Charge:	

NOTE: List Operator Cost in Personnel Section.	
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**FLORIDA FOREST SERVICE
AIRCRAFT
2016 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:	\$350.00/hr. (plus actual fuel cost)*
Per Hour of Use w/Sending State Supplying Fuel:	
Helicopter Tender (Helicopter support vehicle, mechanic & fuel trailer)	\$57.00/hr.
Helicopter tender is required when helicopter is dispatched.	Helicopter – three hours of flight time Tender – three hours
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	

**FLORIDA FOREST SERVICE
PERSONNEL
2016 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:	*Supervisory - \$30.00/hr. Non-supervisory - \$22.00/hr. (see below)
Overtime Rate:	
Per Diem Rate, if Food and Lodging are not Provided:	\$36.00 (meals) plus lodging

*The supervisory and non-supervisory rates are determined by the ICS organization

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Type III Tractor Plow
Make:	D5H, D4H, Case 1150
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (wheeled type), Winch
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$90 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$90 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Type IV Tractor Plow
Make:	D-4, JD650, TD-9
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (lift or wheeled type), Winch
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$90 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$90 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Type V Tractor Plow
Make:	JD 450, D4C, TD -8
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (lift or wheeled type), Winch
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$90 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$90 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Type VI Tractor Plow
Make:	JD 350, JD 400
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire plow (lift type), winch
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$90 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$90 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	4 Hr. daily See Transport
Minimum Daily Charge Equipment:	See Transport
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
Rates Updated 2014**

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:	\$2.00 per Mile N/A
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$2.50 per Mile N/A
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.	

**GEORGIA FOESTRY COMMISSION
EQUIPMENT
2016 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:	\$.80 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
2016 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:	\$.75 per Mile N/A
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$.60 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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$.75 per Mile \$100 per day
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	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:	\$2.00 per Mile \$300 per Day
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$40 per Hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	See Truck Tractor
Transport Cost per Mile w/Receiving State supplying fuel:	See Truck Tractor
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
2016 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:	\$25 per Hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	See Transport
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
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
2016 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:	\$250 per Day See Maintenance Truck
Minimum Daily Charge Equipment:	See Maintenance Truck
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Mobile Cache Trailer
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Firefighting Equipment
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:	\$100 per Day See Pickup (4800-5900 GVWR)
Minimum Daily Charge Equipment:	See Pickup (4800-5900 GVWR)
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$800 per day See Truck Tractor
Minimum Daily Charge Equipment:	See Truck Tractor
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$5 per Hour of pump use – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$5 per Hour of pump use
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$25 per Day
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$25 per Hour of pump use – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$25 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:	\$350 per Day
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
2016 Rates**

Type:	Water Trailer
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	400 Gallon capacity (Potable or non-potable)
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
	\$55 per Day
Per Mile w/Sending State Supplying Fuel:	See Pickup (4800-5900 GVWR)
Minimum Daily Charge Equipment:	See Pickup (4800-5900 GVWR)
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.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$50 per Day (Canopy)/ \$150 per Day (Command Shelter) See Pickup (4800-5900 GVWR)
Minimum Daily Charge Equipment:	See Pickup (4800-5900 GVWR)
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: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
AIRCRAFT
2016 Rates**

Type:	Type III Helicopter
Make:	Bell 407
Model:	
Special Equipment:	W/ Water Bucket
Passenger Capacity (exclude pilot):	6
Load Capacity or Retardant Gallons:	210 Gallons
Rate:: Per Hour of Use w/Receiving State Supplying Fuel:	\$600 per hr. \$600 per hr. + Actual Fuel Cost
Per Hour of Use w/Sending State Supplying Fuel:	2 Hr. Minimum
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	

**GEORGIA FORESTRY COMMISSION
AIRCRAFT
2016 Rates**

Type:	Airplane
Make:	Cessna 182
Model:	
Special Equipment:	
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	
Rate:: Per Hour of Use w/Receiving State Supplying Fuel:	\$200 per hr. \$200 per hr. + Actual Fuel Cost
Per Hour of Use w/Sending State Supplying Fuel:	2 Hr. Minimum
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	

**GEORGIA FORESTRY COMMISSION
PERSONNEL**

2016 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**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Transportation Drivers, Mechanics, non ICS positions
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**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Georgia State Qualified: Equipment Operator, Engine Crew, Hand Crew
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
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Medium tractor/plow unit (Type IV)
Make:	JD-650 (105 HP/LT) Environmental Cab
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Rear Lift Plow
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport Required
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.	\$75/hr. \$75/hr. plus actual fuel cost 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. \$1.50/mi. \$1.50/mi None

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Light dozer unit (Type III)
Make:	JD-550 (95 HP/LT) Environmental Cab
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Rear Mounted Winch
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport Required
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$65/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$65/hr. plus actual fuel cost
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending 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.
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$1.50/mi.
Transport Cost per Mile w/Sending State Supplying Fuel:	\$1.50/mi None
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Light tractor/plow unit (Type V)
Make:	JD-450 (85HP/LT)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Rear Lift Plow
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport Required
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.	\$60/hr. \$60/hr. plus actual fuel cost 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. \$1.50/mi. \$1.50/mi None

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Type VI Engine (75)
Make:	Mallory
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4 with Foam, 200 gal. tank
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$35/hr. \$35/hr. plus actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$.60/mi. \$.60/mi.
Per Mile w/Sending 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
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 N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Pickups
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4
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:	\$.50/mi. plus actual fuel cost
Per Mile w/Sending State Supplying Fuel:	None
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.	

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Helicopter Buckets
Make:	Bambi (7 – 660 gallon buckets)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam Sack
Special Moving Requirements: (Oversized Load, etc.)	Receiving state pays shipping charges.
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	No charge. Receiving state responsible for any needed repairs or replacements after 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:	N/A
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.	

**KENTUCKY DIVISION OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Various Individual Overhead
Standard Rate of Pay:	Varies with Individual
Overtime Rate:	Time and one-half over 40 hours
Per Diem Rate, if Food and Lodging are not Provided:	\$30/day (unless a high rate area) + Actual Lodging Costs.

**KENTUCKY DIVISION OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Type II IA Crew/Engine Strike Team
Standard Rate of Pay:	Varies with individual
Overtime Rate:	Time and one-half over 40 hours
Per Diem Rate, if Food and Lodging are not Provided:	\$30/day (unless a high rate area) + Actual Lodging Costs.

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Tractor Plow Unit / Dozer
Make:	John Deere 750 LGP (environmental cab)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Lift Type Fesco Plow, straight blade with six-way movement and rear mounted winch. Two-way programmable radio
Special Moving Requirements: (Oversized Load, etc.)	Semi-Tractor Truck and Trailer "Oversized Load"
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$90/hour
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:	Five Hours Per Day
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	Semi-Tractor Truck and Trailer Required @ \$3.00/mile.
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Tractor Plow Unit / Dozer
Make:	JohnDeere650J-LGP/650H-LGP (environmental cab)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Lift Type Plow with V-blade or straight blade with six-way movement (winch available upon request) Two-way programmable radio
Special Moving Requirements: (Oversized Load, etc.)	Mack GU813 transport required “Oversized Load”
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$75/hour
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:	Five Hours Per Day
Transport Cost per Mile w/Receiving State supplying fuel:	Truck (Mack GU813) Required @ \$2.50/mile.
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Semi-Tractor Truck with Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Two way programmable radio, hand tools
Special Moving Requirements: (Oversized Load, etc.)	
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 per mile
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Greater of \$250/day or total mileage cost
Transport Cost per Mile w/Receiving State supplying fuel:	\$3.00 per mile
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	Greater of \$250/day or total mileage cost

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Transport Diesel (Tandem Axle)
Make:	Mack GU813
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Two way programmable radio, hand tools
Special Moving Requirements: (Oversized Load, etc.)	“Oversized Load”
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
Per Mile w/Sending State Supplying Fuel:	Greater of \$250/day or total mileage cost
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	Greater of \$250/day or total mileage cost
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Type V or VI Engines
Make:	GMC 5500 or Ford F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	400 gal. tank or 200 gal. tank Two way programmable radio
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$40.00 per hour
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.65 per mile
Per Mile w/Sending State Supplying Fuel:	Equipment is charged for the operational period
Minimum Daily Charge Equipment:	\$.65 per mile
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	Equipment is charged for the operational period
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Passenger Vehicles
Make:	Sedan; Pickup Truck; Sport Utility Vehicle; Van
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:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$0.55 per mile
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Greater of \$50 per day or total mileage cost
Transport Cost per Mile w/Receiving State supplying fuel:	\$0.55
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

**EQUIPMENT
2016 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/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:	\$275 per day with receiving state supplying fuel
Minimum Daily Charge Equipment:	Semi-Tractor Truck required @ \$3.00 per mile
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**LOUISIANA DEPARTMENT OF FORESTRY
AIRCRAFT
Rates Updated 2014**

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:	\$120/hour N/A
Per Hour of Use w/Sending State Supplying Fuel:	Five hours per day
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL
Rates Reviewed 2014**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	Two Person Tractor Plow/Dozer Unit
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:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Two or Three Person Engine Unit
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:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Truck / Vehicle Operator
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:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	20 Person Crew (NWCG qualified and pack tested).
Standard Rate of Pay:	Actual cost of employee'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:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL**

2016 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:	Actual Expense of lodging and LA state per diem rate for food

**MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

**NOTE: Receiving States are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	DOZER, TYPE II
Make:	CAT D5N LGP
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	BLADE & WINCH
Special Moving Requirements: (Oversized Load, etc.)	OTR – TRACTOR/LOWBOY
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$120/HR.
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$480
Per Mile w/Sending State Supplying Fuel:	\$5/MILE
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.	

**MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	TRACTOR/PLOW, TYPE IV
Make:	CAT D5G, D5K LGP
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	BLADE/PLOW
Special Moving Requirements: (Oversized Load, etc.)	TANDEM 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.	\$100/HR. \$400 \$3.50/MILE

**MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	TRACTOR/PLOW TYPE V
Make:	JD450G, 450H LGP
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	BLADE/PLOW
Special Moving Requirements: (Oversized Load, etc.)	TANDEM 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.	\$80/HR. \$320 \$3.50/MILE

**MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	ENGINE TYPE 6
Make:	FORD F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	150 GALLON SLIP-ON UNIT
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.	\$75/HR. OTR \$1/MILE

**MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Passenger Vehicle
Make:	Varies
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Pickup truck, SUV, Van, Mechanic Truck
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.	Mechanic Truck \$85/HR. \$.65/mile Mechanic Truck \$1/Mile OTR

**MISSISSIPPI FORESTRY COMMISSION
PERSONNEL**

2016 Rates

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	VARIES
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:	SINGLE RESOURCES STATE PER DIEM RATES FOR MEAL PLUS ACTUAL LODGING COST. STRIKE TEAMS ACTURAL COST.

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 Rates**

NOTE: Receiving States 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 Hauling Unit for road transport.														
Rates: Per Hour of Use w/Sending State Supplying Fuel:	<table> <tr><td>Type 1</td><td>\$120.00/hr.</td></tr> <tr><td>Type 2</td><td>\$100.00/hr.</td></tr> <tr><td>Type 3</td><td>\$85.00/hr.</td></tr> <tr><td>Type 4</td><td>\$75.00/hr.</td></tr> <tr><td>Fire Track</td><td>\$85.00/hr.</td></tr> <tr><td>Nodwell Flex Track</td><td>\$100.00/hr.</td></tr> <tr><td></td><td>\$960.00/day</td></tr> </table>	Type 1	\$120.00/hr.	Type 2	\$100.00/hr.	Type 3	\$85.00/hr.	Type 4	\$75.00/hr.	Fire Track	\$85.00/hr.	Nodwell Flex Track	\$100.00/hr.		\$960.00/day
Type 1	\$120.00/hr.														
Type 2	\$100.00/hr.														
Type 3	\$85.00/hr.														
Type 4	\$75.00/hr.														
Fire Track	\$85.00/hr.														
Nodwell Flex Track	\$100.00/hr.														
	\$960.00/day														
Minimum Daily Charge Equipment:	<table> <tr><td>Type 1</td><td>\$800.00/day</td></tr> <tr><td>Type 2</td><td>\$680.00/day</td></tr> <tr><td>Type 3</td><td>\$600.00/day</td></tr> <tr><td>Type 4</td><td>\$680.00/day</td></tr> <tr><td>Fire Track</td><td>\$800.00/day</td></tr> <tr><td>Nodwell Flex Track</td><td></td></tr> </table>	Type 1	\$800.00/day	Type 2	\$680.00/day	Type 3	\$600.00/day	Type 4	\$680.00/day	Fire Track	\$800.00/day	Nodwell Flex Track			
Type 1	\$800.00/day														
Type 2	\$680.00/day														
Type 3	\$600.00/day														
Type 4	\$680.00/day														
Fire Track	\$800.00/day														
Nodwell Flex Track															
NOTE: List Operator Cost in Personnel Section.	<p>Operator(s), Hauling Unit, and their per diem are not included in equipment rate. See Hauling Units for rate. See Personnel for operator rate. Tractor Plow Units will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge 														

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 Rates**

Type:	Hauling Units
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates: Per Mile w/Sending State Supplying Fuel: Per Hour w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: NOTE: List Operator Cost in Personnel Section.	Truck Tractor and Trailer \$3.00/mile \$63.00/hour \$504.00/day Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. 1. 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.

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 Rates**

Type:	Trucks								
Make:	Various								
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A								
Special Moving Requirements: (Oversized Load, etc.)	N/A								
Rates: Per Mile w/Sending State Supplying Fuel:	<table> <tr> <td>Dump Truck</td> <td>\$3.00/mile</td> </tr> <tr> <td>Stake Body Truck</td> <td>\$1.25/mile</td> </tr> <tr> <td>Fuel Truck (Aviation or ground)</td> <td>\$3.00/mile</td> </tr> <tr> <td>Aviation Support Unit (Truck &Trailer)</td> <td>\$3.00/mile \$63.00/hour \$55.00/hour</td> </tr> </table>	Dump Truck	\$3.00/mile	Stake Body Truck	\$1.25/mile	Fuel Truck (Aviation or ground)	\$3.00/mile	Aviation Support Unit (Truck &Trailer)	\$3.00/mile \$63.00/hour \$55.00/hour
Dump Truck	\$3.00/mile								
Stake Body Truck	\$1.25/mile								
Fuel Truck (Aviation or ground)	\$3.00/mile								
Aviation Support Unit (Truck &Trailer)	\$3.00/mile \$63.00/hour \$55.00/hour								
Per Hour w/Sending State Supplying Fuel:	<table> <tr> <td>Dump Truck</td> <td>\$36.00/hour</td> </tr> <tr> <td>Stake Body Truck</td> <td></td> </tr> <tr> <td>Fuel Truck (Aviation or Ground)</td> <td>\$63.00/hour</td> </tr> <tr> <td>Aviation Support Unit (Truck & Trailer)</td> <td>\$504.00/day \$440.00/day \$504.00/day</td> </tr> </table>	Dump Truck	\$36.00/hour	Stake Body Truck		Fuel Truck (Aviation or Ground)	\$63.00/hour	Aviation Support Unit (Truck & Trailer)	\$504.00/day \$440.00/day \$504.00/day
Dump Truck	\$36.00/hour								
Stake Body Truck									
Fuel Truck (Aviation or Ground)	\$63.00/hour								
Aviation Support Unit (Truck & Trailer)	\$504.00/day \$440.00/day \$504.00/day								
Minimum Daily Charge Equipment:	<table> <tr> <td>Dump Truck</td> <td></td> </tr> <tr> <td>Stake Body Truck</td> <td>\$504.00/day</td> </tr> <tr> <td>Fuel Truck (Aviation or ground)</td> <td></td> </tr> <tr> <td>Aviation Support Unit (Truck &Trailer)</td> <td></td> </tr> </table>	Dump Truck		Stake Body Truck	\$504.00/day	Fuel Truck (Aviation or ground)		Aviation Support Unit (Truck &Trailer)	
Dump Truck									
Stake Body Truck	\$504.00/day								
Fuel Truck (Aviation or ground)									
Aviation Support Unit (Truck &Trailer)									
NOTE: List Operator Cost in Personnel Section.	<p>Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.</p> <p>1. Charge per mile is used when traveling to and returning from the incident. Once on</p>								

	the incident the hourly rate applies with a minimum daily charge.
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**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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 Mile w/Sending State Supplying Fuel:	<table> <tr><td>Sedan</td><td>\$.50/mile</td></tr> <tr><td>Pick Up Truck (1/2T)</td><td>\$.65/mile</td></tr> <tr><td>Pick Up Truck (3/4T)</td><td>\$.75/mile</td></tr> <tr><td>Pick Up Truck (1T)</td><td>\$.85/mile</td></tr> <tr><td>Passenger Van (mini)</td><td>\$.70</td></tr> <tr><td>Radio Engineers</td><td>\$1.00</td></tr> </table>	Sedan	\$.50/mile	Pick Up Truck (1/2T)	\$.65/mile	Pick Up Truck (3/4T)	\$.75/mile	Pick Up Truck (1T)	\$.85/mile	Passenger Van (mini)	\$.70	Radio Engineers	\$1.00						
Sedan	\$.50/mile																		
Pick Up Truck (1/2T)	\$.65/mile																		
Pick Up Truck (3/4T)	\$.75/mile																		
Pick Up Truck (1T)	\$.85/mile																		
Passenger Van (mini)	\$.70																		
Radio Engineers	\$1.00																		
Per Hour w/Sending State Supplying Fuel	<table> <tr><td>Suburban (4x4):</td><td>\$14.00/hour</td></tr> <tr><td>Mechanics Truck:</td><td>\$16.00/hour</td></tr> <tr><td></td><td>\$18.00/hour</td></tr> <tr><td></td><td>\$20.00/hour</td></tr> <tr><td>Sedan</td><td>\$20.00/hour</td></tr> <tr><td>Pick Up Truck (1/2T)</td><td>\$18.00/hour</td></tr> <tr><td>Pick Up Truck (3/4T)</td><td>\$25.00/hour</td></tr> <tr><td>Pick Up Truck (1T)</td><td>\$112.00/day</td></tr> <tr><td>Radio Engineers</td><td>\$128.00/day</td></tr> </table>	Suburban (4x4):	\$14.00/hour	Mechanics Truck:	\$16.00/hour		\$18.00/hour		\$20.00/hour	Sedan	\$20.00/hour	Pick Up Truck (1/2T)	\$18.00/hour	Pick Up Truck (3/4T)	\$25.00/hour	Pick Up Truck (1T)	\$112.00/day	Radio Engineers	\$128.00/day
Suburban (4x4):	\$14.00/hour																		
Mechanics Truck:	\$16.00/hour																		
	\$18.00/hour																		
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Sedan	\$20.00/hour																		
Pick Up Truck (1/2T)	\$18.00/hour																		
Pick Up Truck (3/4T)	\$25.00/hour																		
Pick Up Truck (1T)	\$112.00/day																		
Radio Engineers	\$128.00/day																		
Minimum Daily Charge Equipment:	<table> <tr><td>Suburban (4x4)</td><td>\$144.00/day</td></tr> <tr><td>Mechanic Truck</td><td>\$160.00/day</td></tr> <tr><td></td><td>\$144.00/day</td></tr> <tr><td></td><td>\$160.00/day</td></tr> <tr><td></td><td>\$144.00/day</td></tr> <tr><td>Sedan</td><td>\$200.00/day</td></tr> </table>	Suburban (4x4)	\$144.00/day	Mechanic Truck	\$160.00/day		\$144.00/day		\$160.00/day		\$144.00/day	Sedan	\$200.00/day						
Suburban (4x4)	\$144.00/day																		
Mechanic Truck	\$160.00/day																		
	\$144.00/day																		
	\$160.00/day																		
	\$144.00/day																		
Sedan	\$200.00/day																		
NOTE: List Operator Cost in	Truck(1/2T)																		

<p>Personnel Section.</p>	<p>Pick Up Truck (3/4T) Pick Up Truck (1T) Passenger Van (mini) Radio Engineers Suburban (4x4): Mechanics Truck:</p>
	<p>Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.</p> <p>1. 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.</p>

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 Rates**

Type:	Engines
Make:	Type 4 or Type 5
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates: Per Mile w/Sending State Supplying Fuel: Per Hour w/Sending State Supplying Fuel	\$3.00/mile \$75.00 \$600.00 per day
Minimum Daily Charge Equipment: 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. See Supply for foam 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.

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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 Mile w/Sending State Supplying Fuel: Per Hour w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: NOTE: List Operator Cost in Personnel Section.	<p>\$1.00/per mile</p> <p>\$50.00/hour</p> <p>\$400.00 per day</p> <p>Operator(s), foam, and their per diem are not included in equipment rate. See Personnel for operator rate. See Supply for foam rate</p> <p>1. 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.</p>

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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 Mile w/Sending State Supplying Fuel: Per Hour w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: NOTE: List Operator Cost in Personnel Section.	<p>\$3.00/mile</p> <p>\$63.00</p> <p>\$504.00/day</p> <p>Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.</p> <p>1. 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.</p>

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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: Minimum Daily Charge Equipment: Transport Cost per Mile w/Sending State Supplying Fuel: NOTE: List Operator Cost in Personnel Section.	1” to 4” Diameter Discharge \$20.00/hr. \$160.00/day Cost of transport is dependent on the type of vehicle used. See Vehicles for Rates. Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. Portable Pumps will be charged the greater of the following: 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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 \$40.00/hr. Volume Lift \$60.00/hr. (self-contained)
Minimum Daily Charge Equipment:	4" to 6" Discharge \$320.00/day Volume Lift \$480.00/day self-contained
Transport Cost NOTE: List Operator Cost in Personnel Section.	Cost of transport is dependent on the type of vehicle used. See Vehicles for Rate. Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. Self-Contained Pumps will be charged the greater of the following: 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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: Minimum Daily Charge Equipment: Transport Cost per Mile w/Sending State Supplying Fuel: NOTE: List Operator Cost in Personnel Section.	<p>All Discharge \$70.00/hr. Sizes \$560.00/day</p> <p>All Discharge</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. Volume Lift Pumps will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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 Hauling Unit for Road Transportation
Rates: Per Hour of Use w/Sending State Supplying Fuel: Minimum Daily Charge Equipment:	<p>40-60 hp \$30.00/hr. 70 hp \$45/00/hr.</p> <p>40 to 60 hp \$240.00/day 70hp + \$360.00/day</p> <p>See Hauling Unit for Rates</p>

<p>Transport Cost</p> <p>NOTE: List Operator Cost in Personnel Section.</p>	<p>Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. Wheeled Tractors will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge
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**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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 Hauling Unit for road transport.
<p>Rates: Per Hour of Use w/Sending State Supplying Fuel:</p> <p>Minimum Daily Charge Equipment:</p> <p>Transport Cost</p> <p>NOTE: List Operator Cost in Personnel Section.</p>	<p>\$55.00/ hour</p> <p>\$440.00/day</p> <p>See Hauling Unit for Rates</p> <p>Operator(s), and their per diem are not included in equipment rate. See Personnel for operator rate. Motor Graders will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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' \$250.00/day Trailer 40" plus \$500.00/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
2016 Rates**

Type:	Forklifts
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/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost NOTE: List Operator Cost in Personnel Section.	Forklift 6,000 lb 30.00/hour Forklift 10,000 lb \$45.00/hour Forklift 6,000 lb 240.00/day Forklift 10,000 lb \$500/day See Hauling Unit for Rates Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. All Terrain Forklifts will be charged

	the greater of the following: 1. Actual hours used. 2. Minimum Daily Charge
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**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 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 Hauling Unit to transport to site.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	Generators 25.00/hr. <25KW \$45.00/hr. Generators 26 to \$65.00/hour 60KW \$50.00/hr. 60 KW Plus \$30.00/hr. Boats (All Sizes) ATV/UTV (All Sizes)
Minimum Daily Charge Equipment:	Mobile RAWS \$100.00/day E-BAM Unit \$100.00/day Generators <25KW \$200.00/day Generators, 26KW to 60KW \$360.00/day Generators, 60KW+ \$520.00
Transport Cost :	Boats (All Sizes) \$400.00/day ATV/UTV (All Sizes) \$240.00/day Cost of transport is dependent on the type of Vehicle or Hauling Unit used. See Vehicle or Hauling Unit for rate Miscellaneous Equipment will be charged the greater of the following:

	<ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge
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**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2016 Rates**

Type:	Portable Bridges
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Truck Tractor to transport to site.
Rates:	
Hourly Rate	\$63.00/hour
Minimum Daily Charge Equipment:	\$504.00/day
Transport Cost per Mile	Cost of Transportation is Dependent on the Type of Vehicle Used.
NOTE: List Operator Cost in Personnel Section.	<p>Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.</p> <p>Portable Bridges will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
SUPPLIES
2016 Rates**

Type:	Foam 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: Cost to be Determined at the Time of Dispatch.
Rate per Gallon	Retardant: Cost to be Determined at the Time of Dispatch.
Transport Cost per Mile	

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2016 Rates**

Type:	Fixed Wing Aircraft
Make:	Cessna
Model:	185 Trans/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:	\$200.00/hr. \$800.00/day
Minimum Daily Charge:	
NOTE: List Operator Cost in Personnel Section.	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 will be charged the greater of the following: 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2016 Rates**

Type:	Fixed Wing Aircraft
Make:	Cessna
Model:	182 Trans/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. \$860.00/day
Minimum Daily Charge:	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.
NOTE: List Operator Cost in Personnel Section.	Aircraft will be charged the greater of the following: 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2016 Rates**

Type:	Fixed Wing Aircraft
Make:	Beechcraft
Model:	T-34B
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:	\$225.00/hr. \$900.00/day
Minimum Daily Charge:	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,
NOTE: List Operator Cost in Personnel Section.	

	<p>mechanic, and crewmember rate.</p> <p>Aircraft will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge
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**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2016 Rates**

Type:	Single Engine Air Tankers (SEATs)
Make:	Dromader
Model:	M-18
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	500 Gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	\$650.00/hr.
Minimum Daily Charge:	\$2560.00/day
NOTE: List Operator Cost in Personnel Section:	<p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), foam 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 will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2016 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. \$5800.00/day
Minimum Daily Charge:	
NOTE: List Operator Cost in Personnel Section.	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 will be charged the greater of the following: 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2016 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.

<p>Minimum Daily Charge:</p> <p>NOTE: List Operator Cost in Personnel Section.</p>	<p>\$5400.00/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 will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge
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**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2016 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
<p>Rate: Per Hour of Use w/Sending State Supplying Fuel:</p> <p>Minimum Daily Charge:</p> <p>NOTE: List Operator Cost in Personnel Section.</p>	<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 will be charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. 2. Minimum Daily Charge

**NORTH CAROLINA FOREST SERVICE
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Three (3) Type 2 (Compact Type 1) Incident Management Teams (Wildfire & All-Hazard). Three (3) Type 2 IA hand crews. 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:	Support provided by host agency or current North Carolina out of state per diem rate will apply.

**OKLAHOMA DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Medium Dozer (2 available)
Make:	John Deere 750 C
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Low Ground Pressure (LGP)
Special Moving Requirements: (Oversized Load, etc.)	5 Ton Tractor/Trailer Oversize Load
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A (If receiving state supplies fuel, cost will be deducted from invoice) \$125/hour
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:	3 hours per day N/A (If receiving state supplies fuel, cost will be deducted from invoice)
Minimum Daily Charge Equipment:	\$2.00/mile
Transport Cost per Mile w/Receiving State supplying fuel:	3 hours per day @ \$50/hour
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**OKLAHOMA DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Light Dozer (7 available)
Make:	John Deere 650 H & J models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	5T Tractor/Trailer Oversize Load
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:	\$100/hour
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A 3 hours per day
Minimum Daily Charge Equipment:	N/A (If receiving state supplies fuel, cost will be deducted from invoice)
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.00/mile 3 hours per day @ \$50/hour
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**OKLAHOMA DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Light Dozer (29 available)
Make:	John Deere 450 G, H & J 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:	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:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A 3 hours per day
Minimum Daily Charge Equipment:	N/A (If receiving state supplies fuel, cost will be deducted from invoice)
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.00/mile 3 hours per day @ \$40/hour
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**OKLAHOMA DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Type 6 Engine (30 available)
Make:	Various makes
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4X4 Foam capable (receiving State supplying foam concentrate)
Special Moving Requirements: (Oversized Load, etc.)	
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:	\$60/hour
Per Mile w/Receiving State Supplying Fuel:	N/A (If receiving state supplies fuel, cost will be deducted from invoice)
Per Mile w/Sending State Supplying Fuel:	8 hour per day
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.	

**OKLAHOMA DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Pickup (2X4 & 4X4) and Sport Utility Vehicles
Make:	Various
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.	Current Federal Mileage Rate applies 75 mile per day minimum charge

**OKLAHOMA DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Sedans
Make:	Various Makes & 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.	Current Federal Mileage rate applies 75 miles per day minimum charge

**OKLAHOMA DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Helicopter Buckets
Make:	SEI Industries – Bambi
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	660 Gallon Capacity (4 available) 1,320 Gallon Capacity (3 available)
Special Moving Requirements: (Oversized Load, etc.)	Receiving State pays shipping costs (Buckets in custody of National Guard – two day minimum delay to ship)
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 flat charge + receiving state pays for repairs or replacement if necessary.

**OKLAHOMA DIVISION OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Single Resource Bosses (35)
Standard Rate of Pay:	Salary & Benefits – Varies by Individual
Overtime Rate:	Employee’s standard overtime rates apply*
Per Diem Rate, if Food and Lodging are not Provided:	Federal Rates Apply

**OKLAHOMA DIVISION OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Strike Team/Task Force Leaders (10)
Standard Rate of Pay:	Salary & Benefits – Varies by Individual
Overtime Rate:	Employee’s standard overtime rates apply*
Per Diem Rate, if Food and Lodging are not Provided:	Federal Rates Apply

**OKLAHOMA DIVISION OF FORESTRY
PERSONNEL**

2016 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Division Group Supervisors (3)
Standard Rate of Pay:	Salary & Benefits – Varies by Individual
Overtime Rate:	Employee’s standard overtime rates apply*
Per Diem Rate, if Food and Lodging are not Provided:	Federal Rates Apply

**OKLAHOMA DIVISION OF FORESTRY
PERSONNEL
2016 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Type 2 Operations Section Chief (1)
Standard Rate of Pay:	Salary & Benefits – Varies by Individual
Overtime Rate:	Employee’s standard overtime rates apply*
Per Diem Rate, if Food and Lodging are not Provided:	Federal Rates Apply

**OKLAHOMA DIVISION OF FORESTRY
PERSONNEL
2016 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Type 1 Operations Section Chief (1)
Standard Rate of Pay:	Salary & Benefits – Varies by Individual
Overtime Rate:	Employee’s standard overtime rates apply*
Per Diem Rate, if Food and Lodging are not Provided:	Federal Rates Apply

**OKLAHOMA DIVISION OF FORESTRY
PERSONNEL
2016 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	ICT4 (39)
Standard Rate of Pay:	Salary & Benefits – Varies by Individual
Overtime Rate:	Employee’s standard overtime rates apply*
Per Diem Rate, if Food and Lodging are not Provided:	Federal Rates Apply

**OKLAHOMA DIVISION OF FORESTRY
PERSONNEL
2016 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Miscellaneous Overhead
Standard Rate of Pay:	Salary & Benefits – Varies by Individual
Overtime Rate:	Employee's standard overtime rates apply*
Per Diem Rate, if Food and Lodging are not Provided:	Federal Rates Apply

*** Overtime Rates**

Exempt employees receive 1.0 x Base pay for hours worked over 40/wk

Non-exempt employees receive 1.5 x Base pay for hours worked over 40/wk

Oklahoma's standard workweek begins on Saturday at 0001 Hours and ends at 2400 on Friday.

Overtime accrues after forty hours have been worked in the standard work week

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 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:	2 hours/day
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.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 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: 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.	N/A (If receiving state supplies fuel, cost will be deducted from invoice \$80/hour 2 hours/day

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 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:	8 Hours/day (\$500.00) Actual hours per day charged during travel to and from incident
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.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$45.00
Per Hour of Use w/Sending State Supplying Fuel:	\$1.50/mile
Per Mile w/Receiving State Supplying Fuel:	\$1.50/mile
Per Mile w/Sending State Supplying Fuel:	8 hours/day (\$360.00); Actual hours per day charged during travel to and from incident.
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.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 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:	\$.56/mile
Per Mile w/Receiving State Supplying Fuel:	\$.56/mile
Per Mile w/Sending State Supplying Fuel:	\$20/day
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.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Sedan
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:	\$.56/mile
Per Mile w/Receiving State Supplying Fuel:	\$.56/mile
Per Mile w/Sending State Supplying Fuel:	\$20/day
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.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 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
2016 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
2016 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:	2 hours/day
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.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2016 Rates**

Type:	Helicopter bucket
Make:	Bambi
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	780 gallons foam injected
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:	No charge; receiving state is responsible for reimbursement of transportation cost and repair/replacement of any damage.
NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
AIRCRAFT
2016 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 \$130 per hour
Per Hour of Use w/Sending State Supplying Fuel:	2 hours per day
Minimum Daily Charge: NOTE: List Operator Cost in Personnel	
Section:	

**SOUTH CAROLINA FORESTRY COMMISSION
AIRCRAFT
2016 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	180 & 182
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 \$130 per hour
Per Hour of Use w/Sending State Supplying Fuel:	2 hours per day
Minimum Daily Charge: NOTE: List Operator Cost in Personnel	
Section:	

**SOUTH CAROLINA FORESTRY COMMISSION
AIRCRAFT
2016 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
2016 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-\$32/day Lodging-actual cost not to exceed Federal Lodging rate

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Tractor/plow unit – Type 5
Make:	Cat D3GXL - 70 hp Cat D4GXL - 80 hp Cat D4G LGP - 80 hp
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	6 way blade, rear lift plow, enclosed cab, blade mounted winch
Special Moving Requirements: (Oversized Load, etc.)	Use Fuelman or Voyager fuel purchase system
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$65.00/hr. cost of fuel provided by receiving state deducted \$65.00
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:	4 hours per day (except travel days) \$2.00/mi cost of fuel provided by receiving state deducted from rate
Minimum Daily Charge Equipment:	\$2.00/mi
Transport Cost per Mile w/Receiving State supplying fuel:	None
Transport Cost per Mile w/Sending State Supplying Fuel:	CONUS rates
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section. Per diem rate for operators:	

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Light engines - Type 6
Make:	Mallory & Wildfire
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	150 gallon water/foam 4 WD pickup, winch
Special Moving Requirements: (Oversized Load, etc.)	Use Fuelman or Voyager to purchase fuel
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$40.00/hr. of operation cost of fuel provided by receiving state deducted from rate
Per Hour of Use w/Sending State Supplying Fuel:	\$40.00/hr. of operation
Per Mile w/Receiving State Supplying Fuel:	\$0.65/mi cost of fuel provided by receiving state deducted from rate
Per Mile w/Sending State Supplying Fuel:	\$0.65/MI
	2 hour
	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:	none
	CONUS rates
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	
Per diem rate for operator:	

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Passenger vehicles: SUV, pickup truck
Make:	various makes and models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4 WD, winch
Special Moving Requirements: (Oversized Load, etc.)	Use Fuelman or Voyager to purchase fuel
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:	\$0.65/mi cost of fuel provided by receiving state deducted from rate \$0.65/mi \$0.65/mile
Per Mile w/Sending State Supplying Fuel:	N/A
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:	CONUS rates
NOTE: List Operator Cost in Personnel Section. Per diem rate for operator:	

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	All-Terrain Vehicles
Make:	various makes and models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4 WD, winch
Special Moving Requirements: (Oversized Load, etc.)	Use Fuelman to purchase fuel
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$9.90/hr. cost of fuel provided by receiving state deducted from rate
Per Hour of Use w/Sending State Supplying Fuel:	\$9.90/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	None
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:	CONUS rates
NOTE: List Operator Cost in Personnel Section.	
Per diem rate for operator	

**TENNESSEE DIVISION OF FORESTRY
PERSONNEL****2016 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	20 person crew Type II IA
Standard Rate of Pay:	Salary + benefits (use \$21.00 / hr. / person for rough estimates)
Overtime Rate:	1 ½ after 40 hrs. per week
Per Diem Rate, if food and lodging are not provided:	CONUS

**TENNESSEE DIVISION OF FORESTRY
PERSONNEL****2016 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Single resource overhead
Standard Rate of Pay:	Salary + benefits (use \$28.00 / hr. / person for rough estimates)
Overtime Rate:	1 ½ after 40 hrs. per week
Per Diem Rate, if food and lodging are not provided:	CONUS

**TEXAS A&M FOREST SERVICE
STATE PERSONNEL AND EQUIPMENT RATES
Rates Update 2015**

A. Personnel Rates

1. Salary and wage costs shall be at the actual cost to the State of Texas.
2. State employees on federal assignments will be compensated as follows:

Overtime will be paid at one and one half times base pay for all state non-exempt (hourly) employees.

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.

B. Equipment Rates

Equipment rates are wet and without personnel. Replacement parts and supplies will be at actual cost.

	Per Hour of Use w/Sending State Supplying Fuel:	Per Mile w/Sending State Supplying Fuel:	Minimum Daily Charge Equipment:	Transport Cost per Mile w/Sending State Supplying Fuel:	Minimum Daily Charge for Transport :
Type 2 Dozer 750 / D6	\$100.00		\$400.00	\$2.50	\$150.00
Type 3 Dozer 650 / D5	\$90.00		\$360.00	\$2.50	\$150.00
Tractor Plow 450 / 550	\$80.00		\$320.00	\$2.50	\$150.00
Motor Grader	\$60.00		\$240.00	\$2.50	\$150.00
Engine Type 3	\$72.00	\$1.50	\$288.00		

Engine Type 6	\$60.00	\$1.20	\$240.00		
Sedan or SUV		\$0.75	\$25.00		
Pickup, 1/2 - 3/4 ton		\$0.75	\$25.00		
Pickup, 1 ton		\$0.85	\$25.00		
Passenger Van		\$0.85	\$25.00		
Truck Tractor, 5 ton		\$2.50	\$150.00		
Technical Support Trailer			** , ***	*	*
Command Post / Office Trailer			\$650.00, ***	\$2.50	\$150.00
Crew Buggy		\$1.50	\$100.00		
Mechanic Truck	\$50.00	\$1.20	\$200.00		
ATV / UTV	\$10.00		\$10.00	*	*
45 kW Generator	\$20.00		\$80.00	*	*
80 kW Generator	\$35.00		\$140.00	*	*

* 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.

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

NOTE: Receiving States are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Tractor-plow units
Make:	John Deere 450 (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:	2 hour minimum/day (\$160/day)
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	\$1.50/mile
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

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 \$70/hr.
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.75/mile 2 hour minimum/day (\$140/day)
Per Mile w/Sending State Supplying Fuel:	N/A
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.	

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 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
	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.75/mile
	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
	N/A
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 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:	\$1.50/mile
Per Mile w/Sending State Supplying Fuel:	\$200/day + Actual costs of telecommunications & internet services N/A
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.	

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2016 Rates**

Type:	Miscellaneous Small Equipment
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Chainsaws; Fireline blowers; ATVs
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A \$5/hour; \$10/hour for ATV
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:	\$5/day; \$10/day for ATV
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:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**VIRGINIA DEPARTMENT OF FORESTRY
AIRCRAFT
2016 Rates**

Type:	Fixed Wing Aircraft
Make:	Cessna Skywagon
Model:	U206B
Special Equipment:	Camera hole in floor
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate:: Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$226/hour + actual salary of pilot \$226/day
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	

**VIRGINIA DEPARTMENT OF FORESTRY
PERSONNEL
2016 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

**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 States Forest Fire Compact and the South Central States Compact.

OBJECTIVES:

- Provide for an orderly, cost efficient method of providing aid to requesting Compact states.
- Ensure aid can be obtained rapidly.
- Establish a standing rotation of on call Wildfire Investigation Task Force Teams.
- 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 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 will be chosen from among the Compact states and will move into the Coordinator position after two years.

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 resource order form will be completed by the requesting state and delivered to Compact Coordinator, adhering to the aid request procedures of the Southern Compact.

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 Task Force Teams. The Teams will consist of the positions described below and will be ordered as a Team. Additional 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 Teams 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 will 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 INTM, Law Enforcement Experience, Previous Task Force Assignment.

Operations (Lead Investigator) - NWCG FI-210/FI-310, Qualification as an INVF and INTM, Law Enforcement Experience.

Planning – NWCG FI-210/FI-310, Qualification as an INVF and INTM.

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

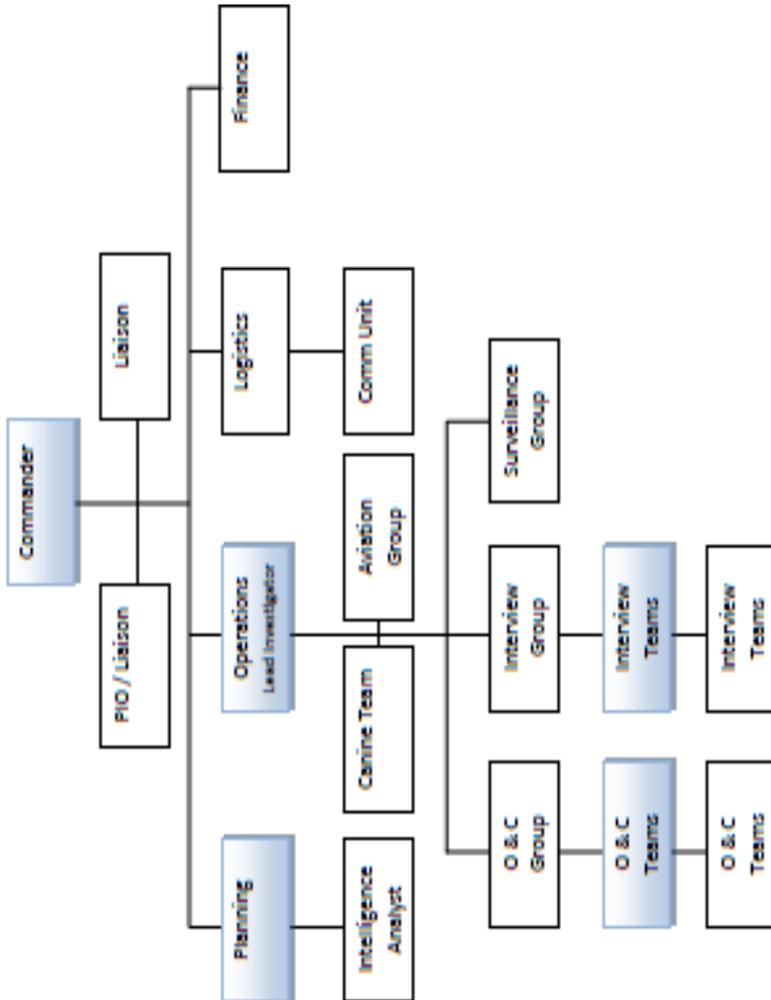
Wildland Fire Investigation Canine (Canine and Handler) - NWCG FI-210, Qualification as an INVF/CINV, Canine Tracking Certification.

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 others 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.