



Interagency Standards for Resource Mobilization 2026



**Includes the National Interagency Standards for
Resource Mobilization with
Southwest Area Supplemental Standards**



Arizona Department of Forestry and Fire Management
Bureau of Indian Affairs: Navajo, Southwest, Western Region
Bureau of Land Management: Arizona, New Mexico
National Park Service, Intermountain Region
New Mexico State Forestry Division
U.S. Fish and Wildlife Service, Southwest Region
U.S. Forest Service, Southwestern Region

To: Southwest Area Interagency Standards for Resource Mobilization holders
From: Southwest Coordinating Group
Subject: Southwest Area Interagency Standards for Resource Mobilization

The Southwest Area Interagency Standards for Resource Mobilization is written to reflect the interagency needs of the user. This publication will be in an online version only and agencies and/or individuals can print as needed locally. This document includes the National Interagency Standards for Resource Mobilization along with Southwest supplemental guidance. The Southwest Area will align with the National standards edit process annually and publish these changes as they occur.

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Southwest Coordinating Group - Chair

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CHAPTER 10

OBJECTIVES, POLICY AND SCOPE OF OPERATION

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

In addition, it is an extension of Agency Manual/Handbook Systems, Directives, and Memorandums relating to logistical support operations to provide policies, procedures, and organization; a directory and catalog of personnel, equipment, aircraft, and supplies to assist in obtaining timely and cost-effective incident support services.

Authority for the coordination of fire management activities between Federal and State agencies in the Southwest Area is outlined in the Memorandum of Understanding for Formation of the Southwest Coordinating Group.

MISSION STATEMENT – NATIONAL INTERAGENCY COORDINATION CENTER

The principal mission of the National Interagency Coordination Center (NICC) at the National Interagency Fire Center (NIFC) is the cost-effective and timely coordination of land management agency emergency response for wildland fire. As a partner in the National Response Framework (NRF) and as interagency cooperators, NICC will also meet the requirements of all-hazard incidents as directed by the NRF or Presidential and Secretarial direction. NICC accomplishes this through planning, situation monitoring, and expediting resource orders between the U.S. Wildland Fire Service (USWFS), the U.S. Forest Service (USFS), the National Association of State Foresters (NASF), the National Weather Service (NWS), the Federal Emergency Management Agency (FEMA), the U.S. Fire Administration (USFA), and other cooperating agencies.

PURPOSE

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

TOTAL MOBILITY CONCEPT

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

To accomplish total mobility, all resources will be tracked and assigned in the Interagency Resource Ordering Capability (IROC) application regardless of incident type or location.

PRIORITIES

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

The delegation of authority for NMAC states:

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

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

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

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

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

Resource allocation decisions are based on the following considerations:

- Wildland fire suppression.
- Emergency Support Function (ESF) / National Response Framework.
- Agency Prescribed Fire operations.
- International cooperation.
- Suppression repair.

NATIONAL RESOURCES

National Resources are resources in high demand, with limited availability that require unique status reporting at NICC. They are:

- Complex Incident Management Teams (CIMT).
- National Incident Management Organization Teams (NIMO).
- Area Command Teams.
- Type 1 Interagency Hotshot Crews.
- Large and Very Large Airtankers.
- Modular Airborne Firefighting System.
- Type 3 Multi-Engine Water Scoopers.
- National Aerial Supervision Modules and Lead Planes.
- Exclusive-Use Air Tactical Aircraft and personnel.
- Smokejumpers and Smokejumper Aircraft.
- National Contract Type 1 and Type 2 Helicopters, helitack (including rappel) and associated contract personnel.
- National Contract and agency owned Unmanned Aircraft Systems (UAS) and modules.
- National Infrared Aircraft (Agency and Contract).
- Large Transport Aircraft.

- National Contract Mobile Food Services Units.
- National Contract Mobile Shower Facilities.
- Incident Remote Automatic Weather Stations.
- National Interagency Support Cache (NISC) System.
- National Fire Equipment System (NFES) Managed Items.

When requested by NMAC, GACCs will notify NICC when National Resources are assigned within their Geographic Area.

LOCAL AND GEOGRAPHIC AREA DRAWDOWN LEVELS

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

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

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

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

NATIONAL READY RESERVE

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

National Ready Reserve implementation responsibilities are:

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

National Ready Reserve resources must meet the following requirements:

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

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

SCOPE OF OPERATION

National Response Framework (NRF)

The NRF provides a comprehensive, national, all-hazards approach to domestic incident management across a spectrum of activities including prevention, protection, mitigation, and recovery. The NRF identifies the Forest Service as the Primary and Coordinating agency for implementing the Emergency Support Function (ESF)#4, Firefighting with the scope of coordinating firefighting activities and providing personnel, equipment, and supplies in support of state, tribal and local agencies involved in wildland, rural and urban firefighting operations. The NRF also identifies the Department of Interior (DOI) as a Primary Agency, along with the United States Department of Agriculture (USDA), for implementing ESF #11, Agriculture and Natural Resources. The Forest Service and DOI also have Support Agency responsibilities under all 15 Emergency Support Functions.

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

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

MOBILIZATION/DEMOBILIZATION

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

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

Units responding to non-compact requests are responsible for ensuring the resources dispatched meet the criteria specified in this Guide and/or the *NWCG Standards for Wildland Fire Position Qualifications, PMS 310-1*.

Resources assigned to emergency incidents will follow sending agency dispatch procedures for travel to the incident. Incident agency dispatch procedures will be followed for return travel from the incident with the hosting dispatch office making travel arrangements and providing airline

tickets or travel information to individuals and resources as needed. Travel arrangements made outside of incident agency dispatch procedures may not be reimbursed without proper approvals and authorization. Commercial and/or contract transportation methods may be used.

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

WORK/REST

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

To mitigate fatigue, agency administrators, fire managers, supervisors, incident commanders (IC), and individual firefighters should plan for and ensure that all personnel are provided a minimum 2:1 work/rest ratio (for every 2 hours of work or travel, provide 1 hour of sleep and/or rest). Work shifts that exceed 16 hours and/or consecutive days that do not meet the 2:1 work/rest ratio should be the exception. When this occurs, the following actions are required:

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

The work/rest guidelines do not apply to aircraft pilots assigned to an incident. Pilots must abide by applicable *Federal Aviation Administration* guidelines, or agency policy if more restrictive.

LENGTH OF ASSIGNMENT

Refer to the *NWCG Standards for Interagency Incident Business Management, PMS 902*, as the authoritative source for definitions in this section.

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

Assignment Definition

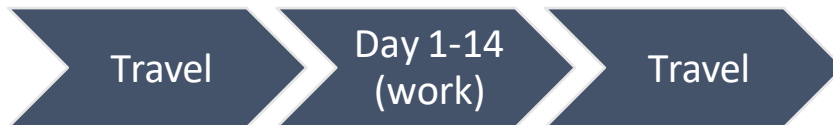
An assignment is defined as the time (days) between the first full operational period, excluding travel, and the last operational period. The last operational period is the last full day worked, excluding all travel. Assignments include staging/preposition, prescribed fire, and fuels treatments.

Length of Assignment

Standard assignment length is 14 days, exclusive of travel from and to the home unit, with possible extensions identified below. **Time spent in staging and preposition status counts toward the 14-day limit, regardless of pay status, for all personnel, including incident management**

teams (IMT). Contracted aircraft are not restricted by length of assignment. In order to limit disruption to operations, reduce strain on the ordering system and reduce unnecessary mobilization and demobilization of these high-cost resources, exclusive-use aviation personnel are encouraged to utilize a personnel rotation schedule that meets staffing criteria required of the resource. When numerous internal rotations of staffing Exclusive-Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved including the aircraft manager, IMT or hosting unit, GACC, NICC and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances.

14-day Scenario



Days Off

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

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

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

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

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

- *DOI – After completion of a 14-day assignment and return travel, the mandatory days off will be charged to administrative leave if they fall on a regularly scheduled workday*
- Home unit agency administrators may authorize additional day(s) off with compensation to further mitigate fatigue. If authorized, home unit program funds will be used.

Assignment Extension

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

Assignments may be extended when:

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

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

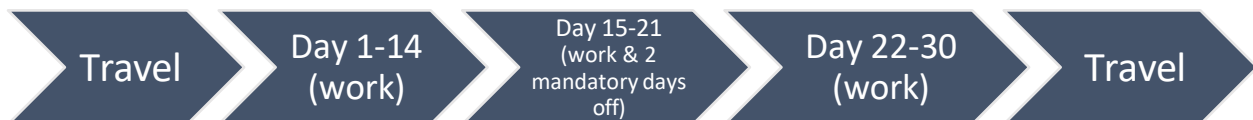
Upon completion of the standard 14-day assignment, an extension of up to an additional 14 days may be allowed (for a total of up to 30 days, inclusive of mandatory days off, and exclusive of travel).

21-day Scenario



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

30-day Scenario



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

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

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

Single Resource/Kind Extensions

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

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

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

CIMT Length of Assignment and Mandatory Unavailability

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

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

Incident Management Team Extensions

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

Maximum Consecutive Days Worked – Home Unit

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

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

INCIDENT OPERATIONS DRIVING

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

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

- No driver will drive more than 10 hours (behind the wheel) within any duty day.
- Multiple drivers in a single vehicle may drive up to the duty day limitation provided no driver exceeds the individual driving (behind the wheel) time limitation of 10 hours.
- A driver shall drive only if they have had at least 8 consecutive hours off-duty before

beginning a shift. Exception to the minimum off-duty hour requirement is allowed when essential to:

- Accomplish immediate and critical suppression objectives, or
- Address immediate and critical firefighter or public safety issues.
- As stated in the current agency work/rest policy, documentation of mitigation measures used to reduce fatigue is required for drivers who exceed 16-hour work shifts. This is required regardless of whether the driver was still compliant with the 10-hour individual (behind the wheel) driving time limitations.

INITIAL ATTACK DEFINITION

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

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

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

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

INITIAL ATTACK RESPONSE PLANS

Response Plans

Each local area will maintain and follow a documented pre-planned response plan (e.g., run cards); developed in coordination with land management leadership and in conjunction with a Fire Danger Operating Plan (FDOP) or other preparedness operation plan as required. Plans must include notification protocols and identify initial attack resources. Local dispatch centers will implement the response plan by mobilizing resources followed by notification of identified Duty Officer.

Daily Resource Status

The status of all available initial attack resources must be updated daily in an integrated application by 1000 local time or within 30 minutes of the designated start time.

Operational Status Tracking

Resources and their parent units will be tracked throughout the incident lifecycle in an integrated application following the Operational Status workflow:

- Daily availability ~ available/unavailable
- Reserved/Committed
- Mobilizing/En Route
- On Scene

- Demobilizing/Returning
- Returned from Assignment/Available Quarters

RESOURCE MOBILIZATION

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

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

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

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

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

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

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

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

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

A complete list of Unit Identifiers can be found on the *Unit IDx* website.

Compacts

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

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

State and federal agencies use the national interagency mobilization system as authorized in master cooperative wildland fire agreements. Forest fire compact orders are often processed in the national

interagency mobilization system under the authorities of the forest fire compacts. Resources shared under compact authorities remain under compact control for the duration of their assignment and are separate from national interagency mobilizations. The two systems sometimes overlap, and understanding compact mobilizations is an important part of dispatching.

WILDLAND FIRE ENTRAPMENT/FATALITY

Entrapment: A situation where personnel are unexpectedly caught in a fire behavior-related, life – threatening position, where planned escape routes or safety zones are absent, inadequate, or have been compromised. An entrapment may or may not include deployment of a fire shelter for its intended purpose. This situation may or may not result in injury. They include “near misses.”

If a wildland fire entrapment or fatality occurs, it should be reported immediately to NICC. A *Wildland Fire Fatality and Entrapment Initial Report* should be completed within twenty-four (24) hours and emailed to the NICC Coordinator on Duty (COD). Please Submit this report even if some data is missing to:

NICC COD: nicc.cod@firenet.gov

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

UNABLE TO FILL (UTF) PROCEDURE

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

STANDARD CUBES, WEIGHT, AND GEAR POLICY FOR ALL PERSONNEL

All personnel, (excluding Smokejumpers, Rappellers, and Helicopter Managers), dispatched off their unit must conform to the following limitations:

- One frameless, soft pack, not to exceed 45 pounds.
- Web gear or briefcase (not both), not to exceed 20 pounds.
- Maximum allowable crew weight, including equipment, is 5,300 pounds (6,625 pounds for 25 person crews).
- All personnel baggage weights must be displayed separately from individual weights on flight manifests.
- Pre-identified Complex Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. The Incident Commander must designate, in advance, which team members are authorized additional weight and make this a matter of record.

NATIONAL FIRE PREPAREDNESS PLAN

NMAC establishes National Preparedness Levels throughout the calendar year. Burning conditions, fire and non-fire activity, and resource availability dictate Preparedness Levels, with resource availability remaining the primary concern. Preparedness Levels address wildland fires, prescribed fires, all-hazard response, and international assistance.

At Preparedness Levels 4 or 5, agencies may continue or initiate prescribed fire operations if the Regional or State Office approves the proposed action. The approving office must base its decision

on a risk assessment and evaluate the impacts on area resources and activities. At any Preparedness Level, NMAC may curtail new prescribed fire (Rx) applications to meet national resource needs for emergency operations. Refer to specific agency guidance for additional direction.

WHY PREPAREDNESS LEVELS ARE ESTABLISHED

Preparedness Levels are established to:

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

The NICC will monitor national wildland fire activity and Geographic Area Preparedness Levels and will recommend a National Preparedness Level to NMAC. Significant resource commitments to non-fire incidents may also affect National Preparedness Levels. National Preparedness Levels will also respond to the Homeland Security Advisory System.

Officials determine National Preparedness Levels from the ground up and use them to guide resource allocations, including in Geographic Areas not experiencing significant activity, to ensure sufficient resources are available to support the national situation.

GEOGRAPHIC AREA PREPAREDNESS LEVELS

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

PREPAREDNESS LEVEL DESCRIPTIONS

Preparedness Level 1

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

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

Preparedness Level 2

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

- Significant wildland fire or non-fire activity is increasing in a few Geographic Areas.
- Resources within most Geographic Areas are adequate to manage the current situation, with light to moderate mobilization of resources occurring through NICC.

- Potential for emerging significant wildland fires is normal to below normal for the time of year.

Preparedness Level 3

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

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

Preparedness Level 4

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

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

Preparedness Level 5

National Resources are heavily committed, and additional measures are taken to support Geographic Areas. Active Geographic Areas must take emergency measures to sustain incident operations. Inactive/low activity Geographic Areas are reaching drawdown levels.

- Full commitment of National Resources is ongoing.
- NICC coordinates resource requests with GACCs as resources become available.
- Potential for emerging significant wildland fires is high and expected to remain high in multiple Geographic Areas.

PREPAREDNESS LEVEL ACTIONS TAKEN BY NICC/NMAC

The NICC and/or NMAC will take the following specific actions at each corresponding Preparedness Level, regardless of activity or time of year. At any Preparedness Level, NMAC may assume NICC responsibilities based on resource allocation and activity.

Preparedness Level 1

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

Preparedness Level 2

- NICC produces the IMSR daily Monday through Friday.
- NMAC meets on a regular basis to ensure situational awareness nationally as well as assessing resource commitment and availability.
- NICC manages national resource allocations as coordinated with NMAC based on pre-established prioritization criteria and resource mobilization guidelines.
- NICC will actively engage with the Geographic Areas for the assessment and coordination of Incident Management Teams.

Preparedness Level 3

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

Preparedness Level 4

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

Preparedness Level 5

- NMAC may activate additional support functions as needed.
- All CIMT extension requests will be approved by NMAC.
- NMAC receives requests for and assembles/allocates surge packages.
- NMAC may activate military and/or international assistance.
- NMAC has delegated authority and may actively manage all suppression resources as needed.

SWA Interagency Standards for Resource Mobilization Supplement**Southwest Area Preparedness Level Evaluation and Actions**

Preparedness Level (PL) in the Southwest is evaluated based on a two-tiered approach that uses five measurable elements:

- *Tier 1 - What is occurring? This includes measuring ongoing fire business workload such as fire activity and availability of Incident Management Teams (IMTs) and Type 1 and/or T-2IA Crews.*
 - *Element 1: Current fire activity (contributing to resource utilization)*
 - *Element 2: Incident Management Team (IMT) availability*
 - *Element 3: Type 1 and Type 2IA crew availability*
- *Tier 2 - What could occur? This includes assessing the potential for new fire business workload based on the forecast 7-Day Significant Fire Potential and observed fire danger indices within individual Predictive Service Areas (PSA's).*
 - *Element 4: 7-Day Significant Fire Potential Outlook/Trend by PSA*
 - *Element 5: Current fire danger values (ERCy) by PSA*

These elements have a proportional contribution to PL based on importance and are scored using one of five rating classes (Minimum through Maximum/Extreme) that are assigned on an ongoing basis within the SWA PL Calculator managed by SWCC Predictive Services/Fire Analyst. The individual, weighted element rating scores are then summarized mathematically to create a total PL score between zero (PL1) and one (PL5).

Southwest Preparedness Level 1

Conditions in the Southwest Area indicate little or no risk for large fire growth. Resource capability is good, commensurate with low-risk conditions. Minimal ordering is occurring through the SWCC.

Southwest Preparedness Level 2

Conditions in the Southwest Area indicate low risk for large fire growth. Occasional periods of high-risk triggers may exist in some dispatch areas but are generally short-term. Resource availability is adequate, but potential exists for mobilization of additional resources through SWCC from other local dispatch areas. Some minor support to the National Response Plan may be occurring.

Southwest Preparedness Level 3

Conditions in the Southwest Area indicate low to moderate risk for large fire growth. High-risk triggers may be present with regularity in some dispatch areas. Resources within some local dispatch areas are short, requiring frequent mobilization of additional SW and national resources. Large fires and the potential for IMT mobilization is regularly present. Fire behavior is generally moderate to high and of concern to local agencies and fire managers.

Southwest Preparedness Level 4

Conditions in the Southwest Area indicate a moderate to high risk for large fire growth. High - risk triggers may be frequent across many dispatch areas. Resources are frequently being mobilized in most dispatch areas; initial attack is unsuccessful daily. Aviation resources are

important to success. Some dispatch areas are extremely busy and IMT fires occurring regularly. Resources must be actively managed, and agencies consulted regularly. Fire behavior is generally high to extreme; threats to life and property may be high and is of concern to local agencies and fire managers.

Southwest Preparedness Level 5

Conditions in the Southwest Area indicate an overall high risk for large fire growth due to fuels conditions. High-risk triggers may be frequent across many dispatch areas. Fire resources throughout the SW Area are fully committed. Higher level of initial attack is unsuccessful. Use of aviation resources are critical for success. Numerous dispatch areas are at full operational level. Most or all SW IMTs are in use. Fire behavior is generally high to extreme; threats to life and property may be high and is of major concern to local agencies and fire managers.

Preparedness Level Actions Taken by SWCC/SWCG

For Frequency of Predictive Services and Intelligence Products, reference Chapter 60 Predictive Services, Products and Applications

Southwest Preparedness Level 1

- SWCG meets as needed to accomplish administrative and procedural business.*
- SWCC manages resource allocations as coordinated with SWCG based on pre-established prioritization criteria and resource mobilization guidelines.*
- SWCC CIMT Coordinator will ensure CIMT and BUYT rosters are current in IROC and availability is updated to reflect established annual rotations.*

Southwest Preparedness Level 2 (includes all previous actions)

- SWCG consider severity needs and assess long range forecasts.*
- SWCG monitors wildland and prescribed fire activity and commitment of resources.*

Southwest Preparedness Level 3 (includes all previous actions)

- SWCG coordinate activation and implementation of fire restrictions (as applicable).*
- SWCG/SWCC consider repositioning resources as appropriate.*
- SWCG prepare for activation of Southwest MAC Group (if continued escalation is forecasted).*
- SWCC considers Communications and Airspace Coordinator activation.*
- SWCG is considering activation of Decision Support Group.*

Southwest Preparedness Level 4 (includes all previous actions)

- SWCG is considering limiting or discontinuing prescribed fire activities.*
- SWCG activate Southwest MAC Group.*
- SWCC activate Communications and Airspace Coordinator.*
- SWCG activate Decision Support Group*
- SWCG consider activation of a Public Information Officer.*

Southwest Preparedness Level 5 (includes all previous actions)

- *SWCG is considering limiting or discontinuing prescribed fire activities.*
- *SWCG continues activation of Southwest MAC Group.*
- *SWCG activate Public Information Officer.*

MULTI-AGENCY COORDINATING GROUPS (MAC) ORGANIZATION

Multi-Agency Coordinating Groups (MAC) at the National and Geographic Area levels should activate in accordance with the needs identified in the National or Geographic Area Mobilization Guides.

As the number and complexity of wildland fires increases, and as agency involvement, impacts, and competition for resources grow, agencies must expand the normal coordination system to ensure the efficient use of critical national resources.

When the National Preparedness Level reaches 5, Geographic Areas may need to activate their MAC Groups to support geographic area response to requests and direction from NMAC,

National Multi-Agency Coordinating Group (NMAC) Organization

During National Preparedness Levels 4 and 5, NMAC conducts daily briefings and meetings. Through intergovernmental coordination, NMAC provides national direction, prioritization, allocation, and oversight for wildland fire operations. Additional information about NMAC can be found on the [NICC](#) website.

NIFC Directors' Delegations

The USFS, USWFS, NASF, and FEMA Directors at NIFC have written, delegated authority, from their respective agency heads to represent their agency on all matters related to wildland fire operations. NMAC Roles/Responsibilities are:

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

- Manage Complex Incident Management Team rotations, monitor work/rest cycles, and may modify national rotations.

NMAC Support Function Responsibilities:

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

Incident Management Team Coordinator:

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

Crew Coordinator:

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

Smokejumper Coordinator:

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

Responsibilities of GMACs:

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

MAC Group Coordinator

Agencies should assign a MAC Group Coordinator when they activate a MAC Group. The MAC Group Coordinator facilitates multi-agency decision-making. The Coordinator obtains and summarizes multi-agency information to support collective decisions at the MAC Group level and to implement agency priorities. MAC Group Coordinator Responsibilities:

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

Complexity

As complexity increases, management must become more involved. Complex situations include multiple problem fires, multiple agency involvement, or high competition for resources. Agencies

may activate MAC Groups during the most complex situations or when a Preparedness Level directs activation. MAC Groups provide direction for off-incident coordination and support. They set priorities, allocate resources, and issue coordinated situation assessments to the media. MAC Groups operate at all organizational levels.

The host agency’s dispatch unit manages communications to and from the incident(s) through established dispatch channels. These communications include ICS-209s, supplemental intelligence worksheets, situation assessments, analyses, prognoses, and fire behavior and weather information.

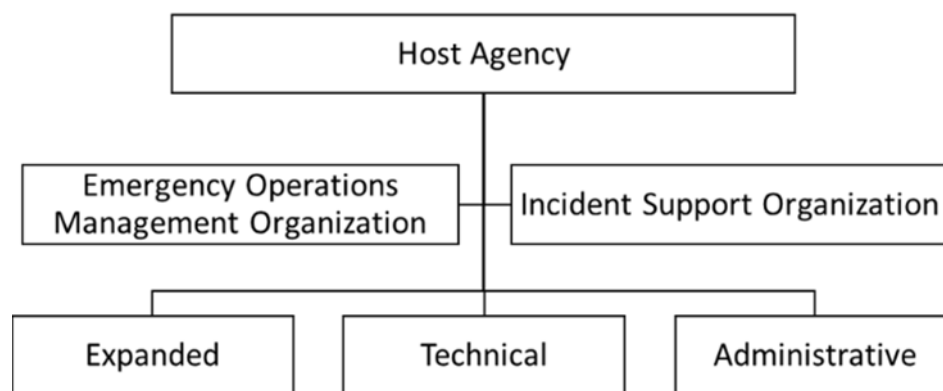
The Agency Administrator communicates specific direction and policy directly to the Incident Commander(s), and Public Affairs contacts the Incident Information Officer(s) for media information and news releases. Personnel must avoid redundant contacts.

INCIDENT SUPPORT ORGANIZATION (ISO)

Agency Administrators are responsible for emergency operations. They provide general guidance and interact with the MAC Group. Typically, some or all of their responsibilities are delegated to personnel who can devote more complete attention to the situation. Often, the unit Fire Management Officer (FMO) has responsibility for the ISO and as a representative on the local MAC Group. Routine initial attack and other dispatch functions continue but are separated from the ISO. Each office shall maintain a Dispatch Operating Plan, which will include authorities, roles, and responsibilities for Expanded Dispatch personnel, procedures for routine and emergency operations, the resource order process, job aids, and references for the integration of Buying Teams and sources of supply. The ISO works to provide logistical support to the host agency and the incident(s). The ISO is implemented to address the increased business volume and to supplement established organizations. Staffing positions in an ISO are to be based on need rather than a preconceived organizational chart.

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

Incident Support Organization (ISO)



Expanded Dispatch Organization

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

Expanded Dispatch Functional Areas

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

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

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

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

Technical Support

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

Administrative Support

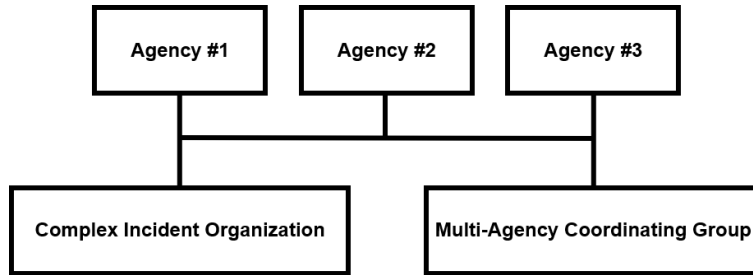
The Administrative Support function of the ISO provides administrative services for the host agency, ISO, and incident(s). These can vary from situation to situation. Common Administrative Support functions are equipment and personnel timekeeping, procurement services such as a Buying Team(s), hiring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

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

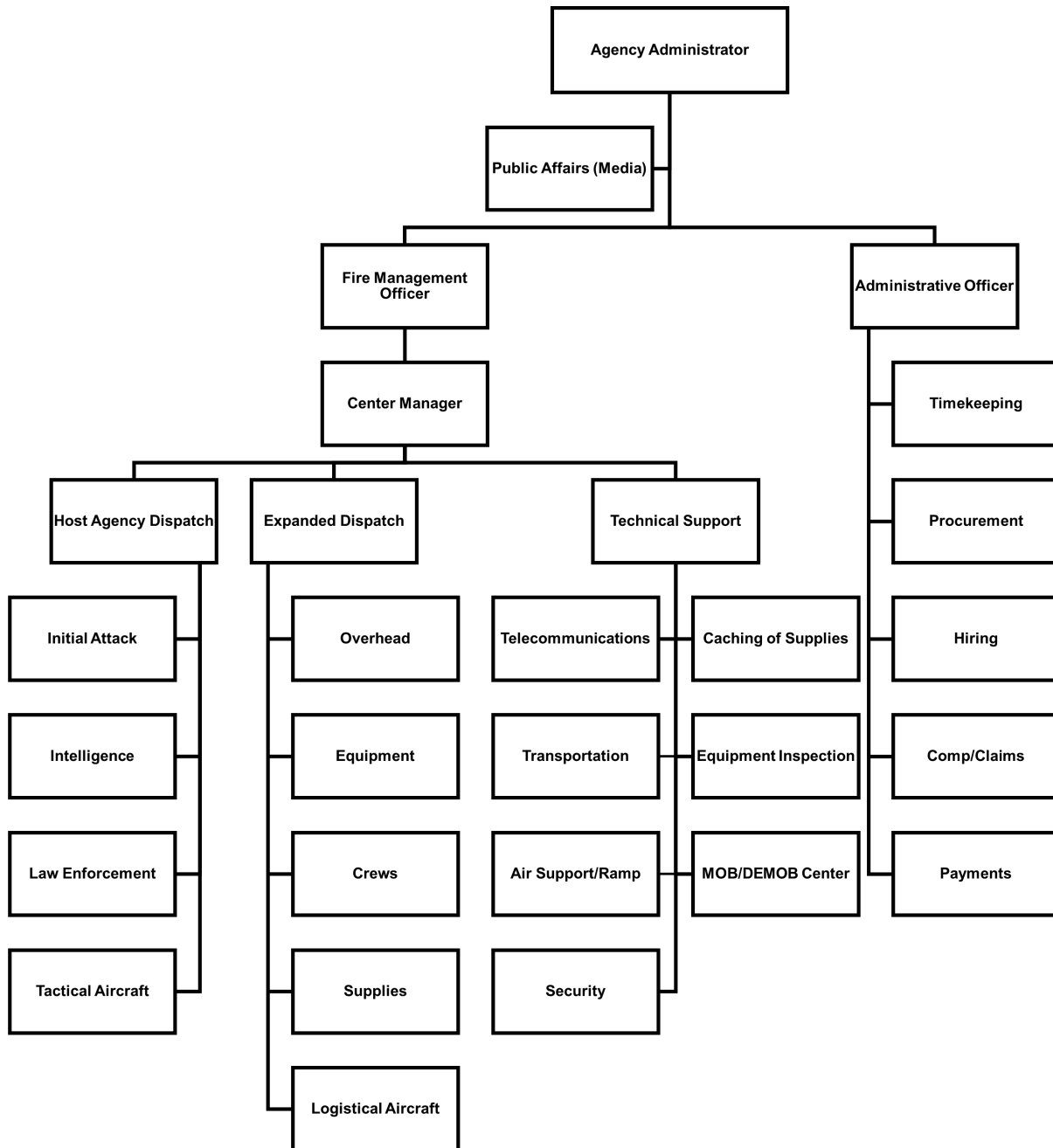
Example Organizations

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

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



Incident Support Organization (ISO), Example:



MOBILIZATION PROCEDURES FOR MILITARY ASSETS

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

SWA Interagency Standards for Resource Mobilization Supplement***National Guard***

The Master Cooperative Agreements for Arizona and New Mexico provide general Information on the use of the National Guard units.

Use of National Guard Units

National Guard facilities, personnel, or equipment shall be requested through IROC for all fire support missions. Regardless of the National Guard units used, the requesting agency must assign a qualified liaison officer to work with the National Guard Officer-in-Charge. The using agency is responsible for reimbursing the National Guard unit(s) for fuel, oil, parts, and repair of damages to National Guard equipment.

- Arizona - All requests for Arizona National Guard resources will be ordered through the Arizona Dispatch Center to Arizona State Forestry. An Informational copy of the resource order must be sent to the SWCC.*
- New Mexico - Except for units within the Santa Fe Zone, all requests for National Guard assistance will be placed through channels to the SWCC. The SWCC shall place all resource orders for National Guard assistance with the Santa Fe Interagency Dispatch Center to New Mexico State Forestry. Units within the Santa Fe Zone may place orders directly with the Santa Fe Interagency Dispatch Center, which will make the request to New Mexico State Forestry and Inform the SWCC.*

INTERNATIONAL OPERATIONS

International Arrangements and Agreements, and respective Operating Plans, can be found [here](#).

Canada Support

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

Australia and New Zealand Support

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

Mexico Support

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

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

Other Nations Support for Large Scale Mobilizations

The NICC coordinates Requests For Assistance (RFA) for firefighting support from foreign countries that are under arrangements with the US Forest Service and Department of Interior, namely Canada, Mexico, Australia, and New Zealand. The NICC will also assist with requests for firefighting support to other foreign countries in coordination with the US Forest Service Disaster Assistance Support Program (DASP) through Department of State's Office of International Disaster Response.

Process for International Mobilization of Federal Resources

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

Dispatch Procedures for International Mobilization

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

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

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

No travel can occur until this confirmation is received.

ORDERING PROCESS AND PROCEDURES

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

Geographic Area Coordination Centers (GACCs)

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

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

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

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

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

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

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

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

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

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

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

Name Requests

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

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

Name Requests on Budgeted, Severity or Non-Suppression Funds

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

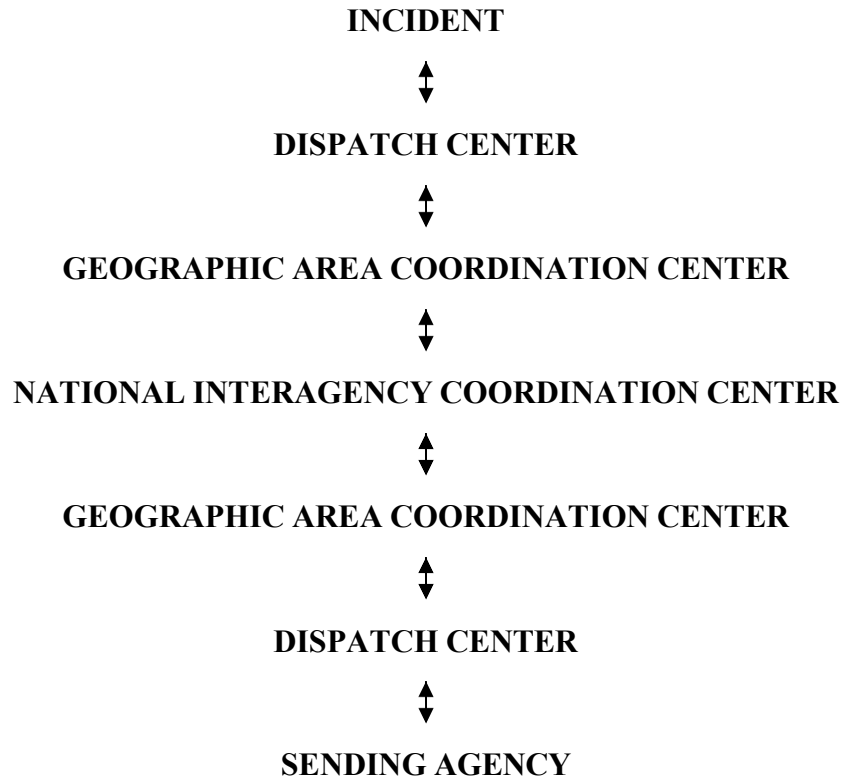
Severity requests often involve strategic movement of resources from area with lower fire potential, being directed by agency managers and/or duty officers and will be honored. Refer to Chapters 20 (Overhead) and 40 (Equipment) for additional information.

Ordering Process for All Orders

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

At the point in this flow when an order can be filled, reverse the process to ensure proper

notification back to the incident or requesting office. Local agency dispatch offices should use mutual aid agreements with cooperators whenever possible.



Support to Border Fires

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

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

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

SWA Interagency Standards for Resource Mobilization Supplement

Southwest Area Dispatch Center Neighborhood Ordering

Interagency dispatch centers within the Southwest Area may engage in resource ordering via the neighborhood:

- Initial attack (first operational period) at any Preparedness Level
- Extended attack/large fires in Preparedness Level 1 and 2 only

Neighborhood ordering will not be used for the following:

- National Resources (including T-3 Teams)
- Crew Resources

**Neighborhood may be used for Department of Corrections Crews at any PL Level*

Dispatch centers may only dispatch those resources that are normally assigned with their unit. Dispatch centers may not reassign their neighbor’s resource outside the zone without prior approval from the resource’s home dispatch unit.

Neighborhood ordering is not required; dispatch centers may elect to place requests to the SWCC for placement to other centers.

The following table identifies the “Neighborhood” for each dispatch center:

<i>Dispatch Center</i>	<i>Can Order Directly From . . .</i>
<i>Alamogordo</i>	<i>Albuquerque, Santa Fe, Silver City</i>
<i>Albuquerque</i>	<i>Alamogordo, Flagstaff, Santa Fe, Springerville, Silver City, Taos</i>
<i>Arizona</i>	<i>Flagstaff, Phoenix, Prescott, Springerville, Tucson, Williams</i>
<i>Flagstaff</i>	<i>Albuquerque, Arizona, Phoenix, Prescott, Springerville, Williams, Taos</i>
<i>Phoenix</i>	<i>Arizona, Flagstaff, Prescott, Springerville, Tucson</i>
<i>Prescott</i>	<i>Arizona, Flagstaff, Phoenix, Tucson, Williams</i>
<i>Santa Fe</i>	<i>Alamogordo, Albuquerque, Taos</i>
<i>Silver City</i>	<i>Alamogordo, Albuquerque, Springerville, Tucson</i>
<i>Springerville</i>	<i>Albuquerque, Arizona, Flagstaff, Phoenix, Silver City, Tucson</i>
<i>Taos</i>	<i>Albuquerque, Santa Fe, Flagstaff</i>
<i>Tucson</i>	<i>Arizona, Phoenix, Prescott, Springerville, Silver City</i>
<i>Williams</i>	<i>Arizona, Flagstaff, Prescott</i>

Ordering Between Local Dispatch Centers across GACC Boundaries

Local dispatch centers adjacent to one another may engage in resource ordering across GACC boundaries. Formal agreements or MOUs will be required if there is any exchange of funds or a need for cross-billing authorities. Local dispatch centers will work with their fire management and the GACC to determine the type of resources and/or type of incidents (for example, initial attack/mutual aid, prescribed burning activities, natural resource work) that would be available to support neighboring centers.

The sending GACC must grant approval to the local center before any National type resources are sent

across GACC boundaries. Additional approval will be required as dictated by Geographic and National preparedness levels and incident/resource prioritization.

Resources sent across GACC boundaries cannot be reassigned without prior approval from the sending GACC and the sending local unit.

<i>Dispatch Center</i>	<i>Can Order Directly From . . .</i>
<i>Prescott</i>	<i>FICC (San Bernardino, CA), Las Vegas (NV), Color Country (Cedar City, UT), Imperial, Riverside, San Bernardino</i>
<i>Williams</i>	<i>Color Country (Cedar City, UT), Las Vegas (NV)</i>
<i>Flagstaff</i>	<i>Color Country (Cedar City, UT), Moab (UT), Durango (CO)</i>
<i>Taos</i>	<i>Durango (CO), Pueblo (CO)</i>
<i>Albuquerque</i>	<i>Pueblo (CO), TICC (Lufkin, TX), AOCC (Hot Springs, AR)</i>
<i>Alamogordo</i>	<i>TICC (Lufkin, TX)</i>

MOBILIZATION AND DEMOBILIZATION INFORMATION

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

NON-INCIDENT RELATED ORDERING

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

CHAPTER 20

OVERHEAD AND TEAMS

OVERHEAD AND TEAMS OVERVIEW

Ordering units must request personnel by the overhead description found in the *NWCG Standards for Wildland Fire Position Qualifications, PMS 310-1* or other agency-approved qualification guides.

Standards for Wildland Fire Position Qualifications

The Incident Qualifications and Certification System (IQCS), and the Incident Qualification System (IQS) are information management systems that track training and certifications for Wildland Firefighters. For a complete list of all NWCG recognized Position Codes, refer to the *NWCG Position Catalog*.

Overhead Mobilization and Demobilization

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

Supplemental Fire Department Resources

Supplemental Fire Department Resources are provided by a local fire department through agreements and are mobilized primarily for response to incidents/wildland fires outside of their district or mutual aid zone. They are not a permanent part of the local fire organization and are not required to attend scheduled training, meetings, etc. of the department staff.

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

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

Name Requesting Single Resource Overhead

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

Trainee Requests

Name requests for geographic area priority trainee positions must be justified within the special needs as being approved by the GATR and will be processed without delay. The hosting Geographic Area priority trainee list will be utilized first.

Technical Specialist

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

[SWA Interagency Standards for Resource Mobilization Supplement](#)

The SWCC will not process THSP requests that do not have a name request and duties documented with the request.

Remote Employee

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

Interagency Wildland Fire Modules

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

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

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

Minimum module standards for national mobilization can be found in the documents below:

- [Interagency Standards for Fire and Fire Aviation Operations \(NFES 2724\)](#)
- [NWCG Standards for Wildfire Module Operations, PMS 430](#)

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

- Module leader and six (6) to nine (9) module crewmembers.
- If requested, WFMs can be configured and mobilized with less than the standard WFM configuration, but only after agreement between the requesting and sending units. Any negotiated configurations must be identified within the original request.

Wildland Fire Module Mobilization

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

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

Helicopter Module

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

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

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

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

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

The ordering unit must specify on the resource order if helicopter personnel/modules are required to arrive with special needed items (flight helmets, radios, etc).

Helicopter Rappellers

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

The U.S Forest Service operates 13 rappel bases nationally in the following Geographic Areas: Northern Rockies, Great Basin, California, and Northwest. Each base utilizes Type 1 or Type 2 helicopters and generally operates from May through October.

Rappellers' primary mission is initial attack. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available. Additional mission specific information should be documented on the resource order. When ordered for initial attack, Rappellers will be self-sufficient for 36 hours after deployment on an incident and are assigned to the user unit until released.

Rappel boosters will be ordered by individual Overhead requests. The ordering unit may document any additional needs on the resource order.

Smokejumpers

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

Smokejumpers' primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. There are two primary methods for ordering smokejumpers, initial attack load or booster load/individual smokejumper. The type of order will be determined by immediate need or augmentation. Smokejumper boosters are utilized to increase smokejumper capability at a base or within a Geographic Area. Booster requests should be based on current and/or expected fire activity with an understanding that boosters should be released back to home or hosting unit(s) or made available to higher activity areas if activity does not develop at receiving unit.

Boosters are ordered by individual Overhead requests and can be filled from one or multiple bases. Booster requests may specify a desired delivery system (round or square parachutes).

Smokejumper aircraft must be ordered separately if the aircraft is needed beyond delivery of the smokejumpers. NICC, GACCs, and local dispatch centers should communicate with the hosting and potential sending smokejumper base(s) before the order(s) are placed and filled.

Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.

Non-Standard Overhead Groups

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

Communications Coordinator (COMC)

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

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

NIICD Communications Duty Officer: (208) 387-5644

Ordering units should order this position as early as possible to alleviate the possibility of frequency conflicts during multiple incident situations.

COMC Duties and Responsibilities:

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

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

Field COMC Duties and Responsibilities:

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

- Maintain current knowledge of the availability of communications resources for future Geographic Area and National requirements, including procedures needed to obtain such resources. Provide problem-solving recommendations and advice on communications issues to the respective Geographic Area Coordinators, the Area Command Teams, and/or to Incident Management Teams within a complex or single incident. National, as well as Geographic Area priorities will be considered when making recommendations and/or providing advice.
- Assist incidents with communication system design and in obtaining specialized communications equipment.

SWA Interagency Standards for Resource Mobilization Supplement

Communications Advanced Teams (CAT)

A Communications Advanced Team (CAT) can be deployed when communications equipment is ordered for an incident. CAT members will assist in establishing communications during the first 72 hours and are ordered by the SWCC. The CAT usually consists of 1-2 COMTs. The CAT Duty Officer must be contacted by the SWCC to determine who should be ordered so that the orders can be created as Name Requests by The SWCC on a 'YYYY' Communications Advance Team (NM-SWC) and placed to the CAT member's dispatch center. Team members can support different ongoing or emerging incidents within the SWA without having to be released and recommitted.

Incident Meteorologist (IMET)

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

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

NWS Incident Response Desk: (877) 323-IMET

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

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

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

The IMET is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the Department of Commerce, NOAA-NWS. Standard NWS equipment that is essential to on-site meteorological support is mobilized with each IMET, no additional resource order requests are necessary. Standard NWS equipment does not require additional ordering by the incident. Basic standard NWS equipment includes:

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

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

Air Resource Advisors

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

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

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

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

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

The ARA is a single resource covered under a reimbursable agreement between the Wildland Fire Agencies and the USFS. Standard ARA equipment (sampling equipment, computers, appropriate size vehicle, etc.) that is essential to on-site air quality support is authorized.

Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

[SWA Interagency Standards for Resource Mobilization Supplement](#)

[Air Resource Advisor](#)

All orders for SWA Air Resource Advisors should be coordinated with Ron Sherron (ronald.sherron@usda.gov, 602-332-1099) in obtaining the closest available resource and coordinate with the Wildland Fire Air Quality Response Program. If not available, the SWCC will contact the Interagency Wildland Fire Air Quality Response Program (IWFAQRP)

Cache Support Positions

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

- CASC – Cache Supply Clerk
- CAST – Cache Supply Supervisory Clerk
- CDSP – Cache Demobilization Specialist
- FLOP – Forklift Operator
- WHHR – Warehouse Materials Handler
- WHLR – Warehouse Materials Handler Leader
- ACMR – Assistant Cache Manager
- FCMG – Fire Cache Manager

INCIDENT MANAGEMENT TEAMS (IMTS)

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

NMAC Management of IMTs

NMAC has delegated authority to prioritize and direct the use of all Complex Incident Management Teams (CIMTs), National Incident Management Organizations (NIMOs), and Area Command Teams as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or to meet other needs. NMAC will manage IMT engagement in accordance with the direction contained herein.

NMAC requires a *Team Rationale* form at PL5 and when situations warrant a need for a Complex, NIMO, or Area Command Teams prior to mobilization. The rationale form will be submitted by a GACC or Coordinating Group representative.

To manage fatigue, promote mental health and well-being, and provide opportunities for IMT members to attend to work and personal responsibilities, all IMTS will have 7 days of unavailability upon return from any assignment. This includes preposition orders of 7 days or more, exclusive of travel. Individuals may have differing agency requirements. NMAC may request earlier availability during periods of elevated need.

NMAC should request a CIMT to become available before their 7-day unavailability period begins. Only in exceptional circumstances will NMAC ask a CIMT within the 7-day period to roster before the end of that period. A Geographic Area may extend a team's unavailability period to allow additional rest.

Refer to Chapter 10, CIMT Length of Assignment and Mandatory Unavailability for specific information or the *NWCG Standards for Interagency Incident Business Management, PMS 902*.

Appropriate Use of Interagency IMTs

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

NMAC's intends to return CIMTs to availability and/or reassign CIMTs once wildland fire

incidents have stopped expanding, reached high containment levels, shifted primarily to suppression repair work, and/or when the complexity of the incident decreases such that it can be managed by a lower complexity incident management organization. CIMTs should not be used to manage ongoing indirect line construction or other non-suppression work when the need is no longer justified and there is a reduction of fire growth, behavior, and projected spread. Once suppression repair becomes the primary emphasis of work, a CIMT may be reassigned to manage other higher priority incidents.

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

Interagency Complex Incident Management Teams (CIMTs)

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

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

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

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

IMT Configurations – All

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

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

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

CIMT Configuration

CIMTs are expected to be fully rostered when available. CIMTs will be considered unavailable for assignment without the minimum 24 positions that must be filled (which includes ordered, filled and enroute) at the time of CIMT mobilization. This minimum ensures every CIMT has the core capability to safely and effectively manage a complex incident from the initial transition period forward. Beyond the minimum of 24, the roster size will be based upon the incident complexities. Additional personnel, trainees, assistants, technical specialists and expanded

Command & General (C&G) positions may be added through negotiations between the IC and ordering unit representative.

All CIMT rosters shall follow the standard CIMT configuration:

- Master roster refers to any team's roster for the calendar year based upon approval by their coordinating group/oversight body. The number of personnel and positions on this roster is approved by the coordinating group/oversight body.
- Mobilization roster refers to any team's roster in IROC which will be used to fill a current request.
- All 24 positions must meet current NWCG qualification standards for the position identified.
- Additional personnel above the minimum 24 (including Deputy IC, additional C&G, technical specialists, assistants, trainees, etc.) are at the discretion of the IC and ordering unit representative, which should be determined by the complexities of the incident.
- Geographic Area Coordinating Groups (GACGs), or by delegation their Operations Groups, are responsible for monitoring roster sizes within their respective GA. If a GA intends to maintain its current number of available CIMTs, GACGs must ensure roster sizes remain appropriate and proportional to the complexities of the incident(s) being managed.
- All parties must practice responsible resource stewardship which is essential to sustaining the viability of national CIMT availability.

Minimum CIMT Mobilization Configuration (24 positions)

Number	Position	Section	Notes
1	Incident Commander Complex (ICCI)	Command	
2	Safety Officer Complex (SOFC)	Command	
3	Public Information Officer Complex (PIOC)	Command	
4	Liaison Officer (LOFR)	Command	
5	Operations Section Chief (OSCC)	Operations	
6	Operations Section Chief (OSCC)	Operations	
7	Operations Section Chief (OSCC) OR Operations Branch Director (OPBD)	Operations	One MUST be filled at mobilization
8	Air Operations Branch Director (AOBD) OR Air Support Group Supervisor (ASGS)	Operations	One MUST be filled at mobilization
9	Division/Group Supervisor (DIVS)	Operations	Minimum of three (3) required
10	Division/Group Supervisor (DIVS)	Operations	
11	Division/Group Supervisor (DIVS)	Operations	
12	Planning Section Chief (PSCC)	Planning	

13	Any Planning Unit Leader	Planning	Minimum of three (3) Planning Unit Leaders
14	Any Planning Unit Leader	Planning	
15	Any Planning Unit Leader	Planning	
16	Logistics Section Chief (LSCC)	Logistics	
17	Communications Unit Leader (COML) OR Communications Technician (COMT)	Logistics	One MUST be filled at mobilization
18	Medical Unit Leader (MEDL)	Logistics	
19	Any Logistics Unit Leader	Logistics	Minimum of two (2) Logistics Unit Leaders
20	Any Logistics Unit Leader	Logistics	
21	Finance Section Chief (FSCC)	Finance	
22	Any Finance Section Unit Leader	Finance	A minimum of three (3) Finance Unit Leaders
23	Any Finance Section Unit Leader	Finance	
24	Any Finance Section Unit Leader	Finance	

CIMT Roster Negotiation

Upon receiving an order, the mobilization roster will be finalized based upon incident complexity. The IC will negotiate the mobilization roster configuration with the ordering unit representative, who may be one of the following:

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

The *Pre-Mobilization Incident Management Team (IMT) Call* form is intended to facilitate a discussion that includes the initial situation.

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

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

- The RCA will inform complexity by functional area and assist in identifying additional Incident Command System (ICS) position needs.
 - Continued use of Wildland Fire Decision Support System (WFDSS) is equally important for those agencies who do so, using the Part D output to guide the negotiation.
- For all-hazard incidents, ICs will negotiate the roster with the Regional ESF #4 Coordinator. Refer to the section **IMT Assignments to All-Hazard Incidents** for more information.

- Additional negotiated positions will be immediately added to the roster for mobilization. ICs may provide names of qualified available personnel to fill these additional negotiated positions; these name requests will be honored.
- The hosting GA representative will notify the receiving GA of any position shortages.
- When a CIMT is ordered for preposition, ICs will negotiate any positions in addition to the master roster with the ordering Geographic Area Coordinating Group Chair or delegate to determine the mobilization roster.
 - Rosters for NICC preposition orders will be negotiated between the IC and National CIMT Coordinator based on direction from NMAC.
- To support incident workforce development and succession, trainee assignments are strongly encouraged.
 - Agency Administrators and ICs should negotiate the number and types of trainees; consideration should be given to trainees critical to CIMT succession planning and to trainees in positions that are chronically difficult to fill nationally.
 - ICs should utilize trainees in their trainee position, not in a position in which the individual is already qualified.
 - Assignment of regular agency employees (including full-time state and local agency personnel) deploying as trainees should be given priority over all other Administratively Determined (AD) trainees.

Geographic Areas may choose to augment the *Pre-Mobilization Incident Management Team (IMT) Call* as needed to meet their specific internal needs.

CIMT National Rotation Process

For 2026, all 38 interagency CIMTs are eligible for mobilization through the national rotation. Additional teams (such as state or local teams) may be integrated appropriately by the GA with NMAC coordination. (See section on Surge Capacity IMTs below.)

- GACCs will ensure their respective CIMTs are available for national rotation and their roster in IROC meets the mobilization configuration standards.
- The national rotation switches every seven (7) days on Thursday, effective 0001.
 - All GA internal rotations will rotate on Thursday.
- All nine GAs appear in the national rotation each week during the year.
- The starting order is alphabetical and continues indefinitely:
 1. Alaska
 2. California
 3. Eastern
 4. Great Basin
 5. Northern Rockies
 6. Northwest
 7. Rocky Mountain
 8. Southern
 9. Southwest
- The national rotation will be posted by April 1 annually.
- The national rotation will be identified by GA. Each GA will determine which team fills the order based on internal rotations and availability.
 - GAs are expected to effectively manage workload distribution across all CIMTs

to mitigate fatigue, enable team members to meet home unit responsibilities, provide experience opportunities for all CIMTs, meet training and workforce succession goals, and ensure availability of CIMTs nationally when competition exists.

- NMAC strongly encourages GAs to consider utilizing the national rotation to ensure the distribution of assignments and days committed to incidents.
- NMAC and the GAs has a management goal of three CIMT assignments per calendar year based on historical data.

Seasonal Differences

May 1 – September 30 (Peak Season)

- All 9 GAs rotate weekly in a rolling format.
- Normal movement: Position 1 → Position 9; all others move up one position.
- When a GA fills a national rotation order, that GA immediately moves to the bottom of the list (position 9).
- A GA filling an internal order will still maintain the GA position in the national rotation if they have additional CIMT availability.
- GAs that are unavailable are skipped for filling orders but retain their relative order in the list (shown as unavailable in the published rotation). This keeps the rotation moving during high-demand periods.

October 1 – April 30 (Shoulder Season)

- Only the top two GAs in the rotation are required to maintain an active CIMT roster (ad-hoc rosters are acceptable).
- Each Thursday, the top two GAs drop to positions 8 and 9; all others move up two slots.
- If a shoulder-season order is placed to NICC, the top available GA fills it. No additional coverage will be requested from GAs lower on the rotation.

Filling Orders

- All CIMT orders placed to NICC will be filled from the national rotation, in order, skipping unavailable GAs.
- If a GA cannot fill an order for the date/time needed, the order will be UTF'd back to NICC.
- GAs that know they will be unable to fill an order must notify the National CIMT Coordinator as soon as possible (ideally at least 3 days in advance) so their status can be updated.

Assignment Limits and National Capacity Protection

- After every CIMT within a single GA has received at least one assignment in a calendar year, replacement CIMT orders (and other orders approved by NMAC) will follow a 3:1 ratio
 - Three assignments filled internally by that GA.
 - Every fourth assignment filled via the national rotation, targeting long duration fires for CIMT replacement.

- Once a CIMT has received two assignments in a calendar year, it becomes ineligible for national-rotation assignments until every CIMT has also received two assignments. CIMTs with two assignments may remain eligible for in GA assignments at the GA's discretion.
- After every CIMT has two assignments, there are no further restrictions for mobilization.
- During limited CIMT availability this rule may be suspended.

Prepositioning

- Prepositioned teams are used before placing new orders to the rotation:
 - GACC-prepositioned teams are used first within that GA.
 - NICC-prepositioned teams are used first nationally.
- Prepositioning of 4 or more days counts as an assignment.
- Prepositioning longer than 7 days requires NMAC coordination.
- All prepositioned CIMTs may receive an extension up to 21 days to account for unassigned days.
- CIMTs ordered through NICC or prepositioned by NICC from the national rotation for staging within a GA will be prioritized for assignment to any new federal incident within that area or when a replacement team is needed within that area.

Reassignments, Extensions and Cancellations

- Reassignment before demobilization counts as one assignment.
- Out-of-GA reassignments require NMAC approval.
- Assignments that begin in one year and extend into the next count toward the initial calendar year assignment data.
- If an order is canceled, or the team is released within 3 days of the original order date, the GA returns to its original rotation position and the mobilization does not count as an assignment.
- *Extension requests* are submitted by the GA using established NMAC procedures.
- If the IC determines that the CIMT is underprepared for the incident due to experience or comfort levels of the Command and General Staff due to incident complexity, the GA may maintain their place in the national rotation without penalty and the next available GA will be requested to provide a CIMT.

The CIMT *current national rotation* and assignment history is maintained throughout the calendar year. Regardless of Preparedness Level, NMAC retains the authority to manage all CIMT assignments or amend the national rotation as necessary.

National CIMT Coordinator

The National CIMT Coordinator will manage the national rotation and is responsible for communicating with the GAs to ensure national rotation transparency and clarity.

National CIMT Coordinator: (208) 207-2859 nicc.cimt@firenet.gov

During periods of heightened fire activity across multiple GAs, and demand for Incident Management Teams (IMTs) exceeds supply, managing CIMT assignments becomes imperative. The National CIMT Coordinator collects intelligence and provides recommendations to NMAC regarding CIMT allocation. The following standard practices govern this process:

All extension requests will be approved by NMAC.

- At PL5, a *Request for CIMT Extension or Assignment* form is required for all CIMT orders. The form will be submitted by the GACC or a Coordinating Group representative.
- Reallocation of assigned CIMTs within the GA will be done in coordination with the NMAC liaison and the National CIMT Coordinator.
- When allocating CIMTs, NMAC will consider multiple criteria including, but not limited to: national rotation, availability, number of assignments, workload distribution, and travel/logistical considerations.
- Requests to NMAC for a CIMT to be available again prior to the 7-day unavailability period should occur prior to the start of the 7 days. Only in exceptional circumstances will a CIMT be asked by NMAC within the 7-day period to roster prior to the end of the 7 days.
- Surge capacity CIMTs (which may include state, local government, or ad hoc IMTs) will be part of the allocation and factored in with the above criteria as appropriate.
- CIMTs may be allocated to incidents up to 3 days prior to their availability.
- To remain flexible in case a higher priority arises and the CIMT needs to be reassigned, CIMTs will not be filled in IROC until they are available or until it's necessary to begin travel.
- If CIMT availability is insufficient for potential emerging incidents. As part of the daily prioritization process:
 - GAs with multiple committed CIMTs, in coordination with the National CIMT Coordinator, will reprioritize internally to meet any emerging needs.
 - GAs with multiple committed CIMTs may be asked to identify CIMT(s) to be reassigned for emerging and exigent needs in a bordering GA.
 - All Gas will assure appropriate use of IMTs.
- CIMT extensions should be considered and utilized to manage the number of transitions on an incident, to mitigate limited availability of CIMTs, and to reach suppression objectives.
- NMAC supports internal GA reallocation. A request is still required when reallocating to ensure the CIMT goes to the highest priority need, which could be outside the GA.

Surge Capacity IMTs

To maintain transparency of national capabilities at all Preparedness Levels, each GA must annually identify the CIMTs within its area that can mobilize nationally and report that information to the national CIMT Coordinator. Each GA must also communicate any special mobilization needs, including supplemental positions or supporting equipment.

Surge IMTs must meet national standards, including mobilizing through IROC. Each Geographic Area (GA) may establish processes for mobilizing these teams within the GA—either through the GA's rotation or in a surge capacity—and may mobilize them through the national process at any time of the year to supplement CIMT capabilities as either a standing team or an ad hoc organization. Each GA must clearly document this process in its mobilization standards and ensure it does not conflict with national rotation business rules. Each GA must also communicate this information annually to the National CIMT Coordinator for NMAC awareness.

Identified surge teams may include state or local teams; however, this process does not preclude or supersede the ability of teams and resources to mobilize through compacts, state-to-state mobilizations, or agency-specific agreements, whether they occur through IROC.

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

IMT Assignments to All-Hazard Incidents

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

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

The standards for wildland fire mobilization in this document, including the national rotation process and CIMT configuration, may not necessarily apply to all-hazard incident assignments. The ordering authority will negotiate rosters to keep them as small as practical while meeting mission requirements.

The Regional ESF #4 Coordinator will participate in the *Pre-Mobilization IMT Call* and document the approved roster on the appropriate form for attachment in IROC.

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

National Incident Management Organization (NIMO)

There are four (4) National Incident Management Organizations (NIMO). NIMO configuration consists of seven (7) command and general staff positions.

- Incident Commander Complex (ICCI)
- Public Information Officer Complex (POIC)
- Safety Officer Complex (SOFC)
- Operations Section Chief Complex (OSCC)
- Planning Section Chief Complex (PSCC)
- Finance Section Chief Complex (FSCC)
- Logistics Section Chief Complex (LSCC)

NIMO assignments should be designed strategically, as traditional IMT assignments may not be ideal due to the need for additional personnel to support incidents effectively. Appropriate use of NIMO may include but are not limited to: Unified Command as a Federal Representative, augmenting Complex Incident Management Teams, Strategic Operational Command over multiple Type 3 organizations, and support for military mobilizations. NIMO rosters will be held at NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.

Area Command Team

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

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

Incident managers may assign specialists in aviation, safety, information, long-term fire planning, or risk planning, depending on the complexity of the interface between incidents.

All-Hazard Incident Management Teams

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

All-Hazard IMTs available through a Cooperative Fire Protection Agreement can be mobilized through the wildland fire mobilization system. Some of these IMTs can be ordered directly through IROC as an Overhead Group Request; “AHMT – Team, All-Hazard,” while others will

need to have team or individual member information entered at the time of mobilization. Forest Service Regional ESF #4 Coordinators are the primary wildland fire point of contact for state and local All-Hazard IMTs.

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

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

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

In addition, some All-Hazard IMT's may not have significant wildland fire experience and/or NWCG qualifications in the Finance, Planning, and Logistics Sections. It is recommended that the Incident Commander and mobilizing Geographic Area identify any additional needs for NWCG qualified personnel (i.e. ORDM, ITSS, GISS, etc.) to be attached to the All-Hazard IMT roster or filled by the host/ordering unit.

SWA Interagency Standards for Resource Mobilization Supplement

IMT Membership

All Southwest Area Complex Incident Management Teams (CIMTs) are managed by the Southwest Coordinating Group. Nominations to Southwest Area CIMTs are received annually and are approved by the individual's supervisor, Incident Commanders, and the Southwest Operations Committee. Membership of the CIMTs will be according to the following priorities:

- 1. Agency employees (including Federal, State, permanent FD/local agency, tribal employees) within Southwest Geographic Area (SWA) Agencies/Regions.*
- 2. Federal/State Agency employees from outside the SWA Agencies/Regions.*
- 3. Within SWA Federal/State ADs and Fire Department supplemental employees.*
- 4. Out of SWA ADs and other non-federal employees (case by case basis).*
- 5. Members with no application submission. (Must submit a Provisional Application).*

No primary member of Southwest Area CIMTs will be on more than one CIMT roster. Individuals seeking training opportunities on different IMTs must do so in accordance with the "Freelance Guidelines" later in this Chapter.

The SWCC is the managing office for all Southwest Area CIMT rosters. When a CIMT is ordered and subsequently filled in IROC, each CIMT member is assigned to an overhead subordinate request. After concurrence with the host Agency Administrator, the SWCC will allow the adding of subordinate requests (for within area assignments) on the roster until the time of the in-brief (date and time needed). After such time, any personnel additions to the CIMT must be through the

host expanded dispatch on individual “O” numbers. For out of area assignments, total personnel on the roster will be negotiated.

CIMT Rotation

For SWA CIMT assignments both within the Southwest Area and Nationally, the Southwest Area CIMT **On-Call Schedule** will be utilized.

SWA CIMT Incident Commanders

<i>Designation</i>	<i>IC Name</i>	<i>Last Year as IC</i>
<i>Team 1</i>	<i>Caleb Finch</i>	<i>2029</i>
<i>Team 2</i>	<i>John Truett</i>	<i>2026</i>
<i>Team 3</i>	<i>Matt Rau</i>	<i>2026</i>
<i>Team 4</i>	<i>Andy Mandell</i>	<i>2027</i>

CIMT Mobilization

Southwest Area CIMTs are mobilized by placing a request to the Southwest Coordination Center. The Southwest Coordination Center will work with the team to finalize the roster and generate the individual team member requests.

Items such as rental cars, laptops, cell phones, and other equipment need to be approved by the ordering unit and documented on the resource order. Any negotiation between the IC and the ordering unit must be documented on the resource order for proper coverage of these items.

It is Southwest policy that if an out of area CIMT is staged within the Southwest Area, the staged team shall receive the next assignment. Certain circumstances may exist where a local team is assigned before a staged team, as approved by the SWCG.

Complex Incident Management Team Freelancing

The Southwest Coordinating Group expects Southwest CIMTs to be available for timely response during availability periods. If individuals on the primary roster take other assignments, it is the individual’s and IC’s responsibility to ensure either an alternate has been secured, or the individual will join the team as requested.

Preorders

Upon mobilization, communication must occur between the LSC of the CIMT and the incident host dispatch to determine what will be needed on the given incident. Preorder contents are always dependent upon numerous factors such as fuel type, current organization/resources on the incident, resource availability, expected duration, weather factors, etc.

Preorder considerations:

- CIMT’s should always prioritize critical items with the most need (i.e. Communications, Caterer, Showers unit) ensuring the host expanded dispatch is aware and processing these pending orders first. The SWA has developed a standard initial order template that is available on the SWCC website.

- *NFES items are acquired via the CIMT direct to Cache and are filled by the cache via ICBS and issued request numbers in IROC within the 100,000 block via the ICBS/IROC interface.*
- *Preorder requests that are shopped in the dispatch system where resource response time is delayed can often lead to other requests being created by the CIMT and ultimately duplicate resources at the incident. Incident Dispatch Centers should work closely with the CIMT to ensure awareness of all open orders and status of responding resources.*
- *Name Requests of vendors (especially those with competitively solicited agreements) are not within the allowed business rules. All requests (including those from a preorder) must follow the guidelines of dispatching contracted resources. (See: SWCC website, Equipment)*

Agency Administrator / IC Responsibilities

Reference the responsibilities outlined for Agency Administrators and Incident Commanders for incoming IMTs found in Chapter 11 and Appendices of the “Interagency Standards for Fire and Aviation Operations” (Red Book).

CIMT Trainees

- *Southwest ICs should attempt to roster an IC trainee at the time of mobilization (if available).*
- *Southwest CIMTs will be allowed to carry primary trainees on their roster. These are selected through the ICAP process. Additional trainees (up to 10) may be mobilized from the Priority Trainee List, subject to Agency Administrator approval. Once assigned to an incident, CIMTs Training Specialist or Planning Section Chief will work to determine what trainee position opportunities are available. They will, in turn, work with the Southwest Geographic Area Training Representative (SWGATR) or Duty Officer Designee, to fill those positions with priority trainees. Individual units hosting Incident Management Teams often have local trainees to be utilized as appropriate by the IMT. Subject to agency administrator approval, additional priority trainees may be mobilized from the Priority Trainee list.*
- *Training Specialists (TNSP) are responsible for documenting each assignment for a Priority Trainee including PTB percentage completed and ensure completion of a Performance Evaluation. They will also ensure that the PTB assignment is completed accurately and completely by the trainer/evaluator prior to the demob of the trainee. A copy of the trainee documentation package will be included in the incident documentation package and sent to the SWGATR.*

Type 3 Incident Management Teams

- *The standards for Type 3 IMTs apply to any Type 3 IMT mobilizing across GA boundaries. Internally, a local unit may assign ad hoc Type 3 organizations appropriately configured for the incident.*
- *Each GA determines their internal rotation and availability periods. Year-round availability of any Type 3 IMT is neither expected nor intended.*
- *No national rotation will exist for Type 3 IMTs; they will be ordered and filled as needed, following standard ordering processes.*
- *GAs are encouraged to enact a 7-day unavailability period for standing Type 3 IMTs.*
- *The minimum roster to mobilize beyond the Type 3 IMT’s home GA is the 10 qualified*

positions as noted below.

- The remaining 25 positions are identified at the full discretion of the IC and may be either qualified or trainee responders. The pre-mobilization calls between the IC and AA will assist in right-sizing the roster and configuration needs based on the specific incident.
- Type 3 IMTs are encouraged to include Medical Unit Leader (MEDL), Communications Technician (COMT), Helibase Manager (HEBM), Geographic Information System Specialist (GISS), and an additional Division/Group Supervisor (DIVS)/Task Force Leader (TFLD) in the organization.
- The maximum mobilization roster size is not to exceed 35 without documentation of approval from the incident AA.

Minimum Qualified Positions Required for Mobilization

- Incident Commander Type 3 (ICT3)
- Safety Officer Type 3 (SOF3)
- Public Information Officer Type 3 (PIO3)
- Operations Section Chief Type 3 (OPS3)
- Division/Group Supervisor (DIVS)
- Planning Section Chief Type 3 (PSC3)
- Logistics Section Leader Type 3 (LSC3)
- Finance/Administration Section Chief Type 3 (FSC3)
- 2 Discretionary Positions, Qualified
- Minimum Personnel (10)
- Additional Discretionary Positions (25)
- Maximum Personnel (Not to exceed 35 unless negotiated and documented)

Type 3 IMTs are not expected to staff for completing strategic planning such as the Incident Strategic Alignment Process (ISAP), to branch operations, or to mobilize with Liaison Officers (LOFR). These tasks imply an inherent level of complexity to necessitate management by a CIMT.

Type 3 Incident Management Team Roster negotiation process:

Upon receiving the order, the IC, AA, local fire management officer, and other appropriate entities will review the *NWCG Wildland Fire Risk and Complexity Assessment (RCA), PMS 236* and/or the Wildland Fire Decision Support System (WFDSS) decision to discuss incident specifics and negotiate roster size and other details as needed.

Rosters above 35 must be based on RCA/WFDSS, specifically Part D: Functional Complexity, and documented on *Pre-Mobilization Incident Management Team (IMT) Call* form which should be attached in the IROC.

Suggested business rules for roster management:

- GA Coordinating/Operations Groups should additionally approve, directly or by proxy/delegation to the GA CIMT Coordinator, the mobilization roster.
- Rosters above 35 will not be mobilized without written approval from the incident AA.
- The minimum IMT roster will be used when an IMT is made available for assignment in

IROC.

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

REMOTE INCIDENT SUPPORT TEAM (RIST)

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

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

Program Management

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

RIST Configuration

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

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

RIST Leaders (RISLs): RISLs work closely with remote/virtual support specialists to implement incident support within their functional area. RISLs also provide supervision to support staff.

RISLs will be brought onto the RIST resource order as incident needs arise. Current RISL positions include:

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

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

Requesting RIST Support

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

RIST Coordinator: (480) 608-2175

Additional support information and communication products can be found at the [Remote Incident Support page](#).

BURNED AREA EMERGENCY RESPONSE TEAM (BAER)

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

Department of Interior (DOI) BAER

The DOI maintains one National BAER Team to assist field units with plans for complex post-fire emergency stabilization. The National BAER Team is scalable in long and short configurations.

The full National BAER Team is dispatched to more difficult incidents involving extreme risks to human life and critical federal assets. Potential floods, mud and debris flows, watershed/municipal water supplies, urban interface, and complex and/or multiple jurisdictions are the dispatch prioritization criteria factored into the mobilization decision. Less complex incidents will use local, regional, interagency, and contracted ad hoc BAER teams. Bureau coordinators maintain rosters of BAER personnel for less complex incidents.

DOI National BAER Team Configuration

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

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

DOI Burned Area Emergency Response Team Mobilization Process

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

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

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

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

FWS	Christopher Anthony	(208) 576-0592	christopher_anthony@fws.gov
NPS	Jennifer Gibson	(458) 231-4343	jennifer_gibson@nps.gov
BLM	Jake Ferguson	(986) 256-0277	jferguson@blm.gov
BIA	Darryl Martinez	(505) 331-3514	darryl.martinez@bia.gov

National Interagency BAER Team resources are mobilized through established ordering channels in IROC using an Overhead Group Request, "BAER – Team, Burned Area Emergency Response." The core strategic full national team will consist of thirteen positions and is organized per a National Standard Operating Guide. Dispatch of the full national team will be coordinated using

Team Dispatch Prioritization criteria in consultation with the national coordinators. The National BAER Team is scalable in long and short configurations and may also be ordered as command and general staff or ordered as individual resources.

USDA Forest Service BAER

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

NATIONAL FIRE PREVENTION AND EDUCATION TEAMS (NFPET)

The mission of National Fire Prevention Education Teams (NFPETs) is to provide unit and agency managers with skilled and mobile personnel which can supplement or enhance ongoing local wildfire prevention activities where hazard or risk is currently or is expected to be elevated above normal. Teams are highly effective in their ability to reduce unwanted human-caused wildland ignitions and are equipped to rapidly complete on-site prevention assessments and plans, initiate implementation of such plans, and to begin immediate wildland fire prevention activities. Ordering NFPETs for normal, routine, or project work is discouraged.

NFPET Organization

National FPETs are supervised by a PETL. Team leaders are assisted by a minimum of two other members and by additional specialists, as needed to complete a team's assigned tasking as effectively and efficiently as possible.

A basic NFPET is composed of three personnel with these minimum qualifications:

- PETL – Prevention Education Team Leader with previous PETL experience and experience on an NFPET as any other position.
- PETM – Prevention Education Team Member; and
- PIO3 – Public Information Officer Type 3.

Actual team composition may include additional support positions, as determined jointly by the team leader and the Host Unit, on a case-by-case basis, based on the team's anticipated tasking in their Delegation of Authority. Additional support personnel should be ordered through normal dispatch procedures and may include:

- Agency representative
- Additional trainees
- Wildfire prevention specialist
- Administrative support (finance, logistics, etc.)
- Public Information Officer Technician (PIOT)
- Graphic artist
- Videographer
- Social media specialist
- Prevention patrols

The inclusion or addition of PETL and PETM trainees is encouraged. If the use of trainees is authorized by the Host Unit, priority for assignment is to be given to trainees selected by the Host

Unit or Host Unit’s GA FPET Coordinator. This is suggested to further build the capacity of the Host Unit or the Host Unit geographic area since they are funding the NFPET.

Ordering

Requests for National Fire Prevention and Education Teams will be placed through established ordering channels in IROC using an Overhead Group Request; “FPET – Team, Fire Prevention/Education.” The NFPET Geographic Area Coordinators listed below will work with Geographic Area Coordination Centers to fill team orders.

NFPET Coordinators

Geographic Area	Geographic Area Coordinator	Alternate
Great Basin	Kelsey Brizendine Cell: (208)732-7315 kbrizendine@blm.gov	Josh Warden Cell: (208) 849-2464 joshua.warden@usda.gov
Eastern	Bob Klages Cell: (414) 308-6426 robert.klages@usda.gov	Caleb Schreiber Phone: (715) 628-6999 caleb.schreiber@usda.gov
Northern Rockies	Chris Johnson Cell: (406) 529-7751 christopher.johnson5@usda.gov	Mario Gomez Cell: (530) 598-4120 mario.gomez@usda.gov
Northwest and Alaska	Stacy Long Cell: (541) 410-5311 stacy.long@usda.gov	Zach Ellinger Cell: (503) 758-5499 zellinger@blm.gov
California	Barbara Geringer-Frazier Cell: (202) 577-4827 barbara.geringer-frazier@usda.gov	Jan Palecek Cell: (559) 288-5881 jan.palecek@usda.gov
Rocky Mountain	Angela Gee Cell: (970) 278-6655 angela.gee@usda.gov	Tanner Hunt Cell: (907) 787-0880 tanner.hutt@usda.gov
Southwest	Francisco Salazar Cell: (505) 239-2668 francisco.slazar@usda.gov	Matthew Engbring Cell: (928) 326-3753 matthew.engbring@usda.gov
Southern Area	E.J. Bunzendahl Cell: (859) 745-3148 elizabeth.bunzendahl@usda.gov	Sean O’Neal Cell: (352) 425-1915 sean.o’neal@usda.gov Tiffany Rook Cell: (252) 599-7779 tiffany.rook@usda.gov

Geographic Area	Geographic Area Coordinator	Alternate
National	Matthew Engbring Cell: (928) 326-3753 matthew.engbring@usda.gov	Melissa Jenkins Phone: (202) 744-9094 melissa.l.jenkins@usda.gov Stacey Grimes Phone: 503-307-2256 stacey.grimes@usda.gov

COMMUNITY MITIGATION ASSISTANCE TEAMS (CMAT)

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

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

CMAT Configuration

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

Requesting a CMAT

To request a CMAT, complete the request form found on the USDA Forest Service, Community Mitigation Assistance Team [website](#).

FIRE AND AVIATION SAFETY TEAM (FAST)

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

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

- Review compliance with Interagency Standards for Fire and Fire Aviation Operations.

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

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

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

FAST Configuration

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

FAST Mobilization Process

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

AVIATION SAFETY AND TECHNICAL ASSISTANCE TEAM (ASTAT)

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

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

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

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

ASTAT Configuration

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

- THSP – Aviation Safety Manager
- THSP – Operations Specialist (helicopter and/or fixed-wing)

- THSP – Pilot Inspector
- THSP – Maintenance Inspector (optional)
- THSP – Avionics Maintenance Inspector (optional)
- ACDP – Aircraft Dispatcher (optional)

SERIOUS ACCIDENT INVESTIGATION TEAMS (SAIT)

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

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

Normal SAIT Configuration is as follows:

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

CHAPTER 30 CREWS

CREW STANDARDS FOR NATIONAL MOBILIZATION

Three types of crews exist for national or interagency assignments: Type 1, Type 2, and Type 2 with Initial Attack (IA) capability.

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

TYPE 1 INTERAGENCY HOTSHOT CREWS (IHCS)

Interagency Hotshot Crews (IHCs) must obtain appropriate federal or state agency sponsorship and receive a recommendation from their respective Geographic Area Coordinating Group for inclusion in the national interagency mobilization system. NICC will maintain the availability status of Type 1 IHCs but will not recognize internal Geographic Area rotations of these crews.

Type 1 IHCs that attempt to transport chain saws on aircraft other than NIFC contract jets must be prepared to ship their chain saws by an alternative method if the carrier refuses to load them. Type 1 IHCs normally deploy with hand tools; however, air transport may occasionally prevent those tools from arriving with the crew. If hand tools are needed, the receiving unit must order them separately as supply items.

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

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

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

A complete list of all Type 1 Interagency Hotshot Crews can be found at the *Interagency Hotshot Crews-Contact* website.

Interagency Hotshot Crews as T2IA, T2 or Suppression Modules

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

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

- CRW1 – Kern Valley IHC
- CR2I – Kern Valley IHC
- CRW2 – Kern Valley IHC

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

- SMOD – Kern Valley IHC

TYPE 2 AND TYPE 2 IA CREWS

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

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

Sending units will inspect and weigh all equipment at time of mobilization to ensure adherence to safe transportation procedures.

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

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

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

SWA Interagency Standards for Resource Mobilization Supplement

Crew Allocation (IHC's, locally hosted Type 2IA)

The Southwest Area Agency Duty Officers (PL 1-3) or the Southwest Area MAC Group (PL 4-5) will give leaders intent to the Southwest Coordination Center for establishing drawdown levels for IHCs (to include IHCs that have dropped down in status to Type 2IA) and locally hosted Type 2IA crews. This ensures crew resource response to new incidents as they occur and/or existing incidents with critical needs commensurate with the values at risk. Duty Officers and/or Southwest MAC Group must ensure these critical crew resources are available across local/zone boundaries for initial attack and incident allocation. IHCs and locally hosted Type 2IA crews that are not on active incidents will be considered available for resource allocation. This includes crews on ABC Miscellaneous, severity, or under any other prepositioning of crews and situations.

U.S. FOREST SERVICE CONTRACT CREWS

Type 2 contract crews and Type 2 Initial Attack contract crews must be ordered to a specific reporting location, identified by a physical address such as a designated incident, forest or district

office, or other government-specified location.

Type 2IA Crews

The U.S. Forest Service has contracted nationally for T2IA Crews National Contract Resources (NCR). National Contract Resources are hosted by local units (Host Unit Coordination Centers (HUCC) which are contractually required to utilize dispatch priorities when mobilizing crews, as outlined in section C.7 of the National Type-2IA Firefighter Crew Contract.

The contractor shall provide properly trained crews, consisting of 20 people. The crews are always required to have 20 crew members. However, the Government may allow the contractor to operate with no less than 18 crew members (see Section C.29.1 (b)).

Each crew shall be directly supervised on site by one Crew Boss (CRWB), and three (3) Incident Commander, Type 5 (ICT5) and must meet the language requirements in Section D.1.7 (f) (See Exhibit D.7). The remaining crew members must meet all other minimum requirements listed in Tables D.2, D.3, and D.4 as applicable. All crew personnel must be trained and qualified with training records maintained in accordance with the *National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System Guide PMS 310-1*.

Minimum Crew Requirements for Type 2IA Mobilization

Standard	Minimum Requirement
Fire Line Capability	Initial attack; Crew can be broken up into Squads; fireline construction; firing to include burnout
Crew Size	18 – 20 Persons
Leadership Qualifications	1 CRWB and 3 ICT5
Experience	At Least 60% of the crew must have one season or more experience
Full Time Organized Crews	Mandatory Availability Period only, as required herein
Communications	4 Programmable Radios
Sawyers	3 qualified sawyers (FAL3, FAL2, FAL1) Minimum FAL3 qualification
Training (See Section D.1.5)	Basic firefighter training and or annual firefighter safety refresher
Fitness	Arduous
Maximum Crew Weight	5,300 lbs.
Dispatch Availability	Available during Mandatory Availability Period and/or per status in IROC
Production Factor	0.8 (reference Fireline Handbook 410-1)
Transportation	See Section D.1.8 for Ground Transportation and D.1.9 for Air Transportation
Tools & Equipment	Contractor Supplied (See Section D.1.3 and Table D.1)
Personal Gear	Contractor Supplied
PPE	Contractor Supplied (See Section D.1.7(e))

Copies of the generic Type 2IA crew contract are available at the *USFS Procurement & Property Services* website.

Type 2 Crews

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

The contractor shall provide properly trained crews, consisting of 20 people. The crews are always required to have 20 crew members. However, the Government may allow the contractor

to operate with no less than 18 crew members (see Section C.25.1 (b)).

Each crew shall be directly supervised on site by one Crew Boss (CRWB), and three (3) FFT1/Squad Boss (and must meet the language requirements in Section D.1.7 (f). (See Exhibit D.7) The remaining crew members must meet all other minimum requirements listed in Tables D.2 and D.3 as applicable. All crew personnel must be trained and qualified with training records maintained in accordance with the *National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System Guide PMS 310-1*.

Minimum Crew Requirements for Type 2 Mobilization

Standard	Minimum Requirement
Fire Line Capability	Initial attack; fireline construction; firing to include bumout
Crew Size	18 – 20 Persons
Leadership Qualifications	1 CRWB and 3 FFT1/Squad Boss
Experience	At Least 20% of the crew must have one season or more experience
Communications	4 Programmable Radios
Sawyers	3 qualified sawyers Minimum FAL3 qualification
Training (See Section D.1.5)	Basic firefighter training and or annual firefighter safety refresher
Fitness	Arduous
Maximum Crew Weight	5,300 lbs.
Dispatch Availability	Per status in IROC
Production Factor	0.8 (reference Fireline Handbook 410-1)
Transportation	See Section D.1.2 for Ground Transportation and D.1.8 for Air Transportation
Tools & Equipment	Contractor Supplied (See Section D.1.3 and Table D.1)
Personal Gear	Contractor Supplied
PPE	Contractor Supplied (See Section D.1.7(e))

Copies of the generic Type 2 crew contract are available from the *USFS Procurement & Property Services* website.

INTERAGENCY RESOURCE REPRESENTATIVE (IARR)

Anytime a Geographic Area or State has committed four or more crews, the sending unit can send an Interagency Resource Representative (IARR), or the receiving unit can request one. For each IARR sent, the sending GACC is responsible for mobilization, demobilization, and ensuring proper notification to the receiving GACC. An IARR mobilized to incident assignments away from their home unit should be self-sufficient.

SWA Interagency Standards for Resource Mobilization Supplement*IARR - For further information on IARR, see Overhead Ch20*

<i>SWA Type 1 Interagency Hotshot Crew List</i>				
<i>Crew Name</i>	<i>Unit</i>	<i>Superintendent</i>	<i>Cell Phone</i>	<i>Home Base</i>
<i>Aravaipa</i>	<i>AZ-GID</i>	<i>Wade Irish</i>	<i>(520) 678-9518</i>	<i>Sierra Vista, AZ</i>
<i>Black Mesa</i>	<i>AZ-ASF</i>	<i>Cody Chartier</i>	<i>(530) 640-0438</i>	<i>Overgaard, AZ</i>
<i>Blue Ridge</i>	<i>AZ-COF</i>	<i>Megan Sherman</i>	<i>(406) 529-9391</i>	<i>Happy Jack, AZ</i>
<i>Carson</i>	<i>NM-CAF</i>	<i>Nate Draeger</i>	<i>(661) 747-1338</i>	<i>Taos, NM</i>
<i>Flagstaff</i>	<i>AZ-COF</i>	<i>Kyle Fix</i>	<i>(928) 699-0416</i>	<i>Flagstaff, AZ</i>
<i>Fort Apache</i>	<i>AZ-FTA</i>	<i>Brian Quintero</i>	<i>(928) 205-9459</i>	<i>Whiteriver, AZ</i>
<i>Geronimo</i>	<i>AZ-SCA</i>	<i>Julius Hostetler</i>	<i>(928) 961-0570</i>	<i>San Carlos, AZ</i>
<i>Gila</i>	<i>NM-GNF</i>	<i>Mike Head</i>	<i>(575) 313-7611</i>	<i>Reserve, NM</i>
<i>Globe</i>	<i>AZ-TNF</i>	<i>Drew Maxwell</i>	<i>(928) 200-7944</i>	<i>Globe, AZ</i>
<i>Mesa</i>	<i>AZ-TNF</i>	<i>Ty Nuanez</i>	<i>(575) 740-7294</i>	<i>Mesa, AZ</i>
<i>Mormon Lake</i>	<i>AZ-COF</i>	<i>Anthony Acheson</i>	<i>(928) 814-3811</i>	<i>Flagstaff, AZ</i>
<i>Mt. Taylor</i>	<i>NM-CIF</i>	<i>Howard Kenny</i>	<i>(505) 240-3996</i>	<i>Albuquerque, NM</i>
<i>Navajo</i>	<i>AZ-NAA</i>	<i>Vann Smith</i>	<i>(928) 606-5175</i>	<i>Fort Defiance, AZ</i>
<i>Payson</i>	<i>AZ-TNF</i>	<i>Steven Fairbank</i>	<i>(928) 710-8121</i>	<i>Payson, AZ</i>
<i>Prescott</i>	<i>AZ-PNF</i>	<i>Morgan Nelson</i>	<i>(928) 821-6603</i>	<i>Prescott, AZ</i>
<i>Sacramento</i>	<i>NM-LNF</i>	<i>Daniel Chavez</i>	<i>(575) 430-5754</i>	<i>Sacramento, NM</i>
<i>Santa Fe</i>	<i>NM-SNF</i>	<i>Jared Bell</i>	<i>(505) 362-7309</i>	<i>Santa Fe, NM</i>
<i>Silver City</i>	<i>NM-GNF</i>	<i>Justin Romero</i>	<i>(575) 654-3938</i>	<i>Silver City, NM</i>
<i>Smokey Bear</i>	<i>NM-LNF</i>	<i>JJ Rue</i>	<i>(575) 937-5105</i>	<i>Ruidoso, NM</i>
<i>Zuni</i>	<i>NM-ZUA</i>	<i>Chris Moore</i>	<i>(928) 890-4066</i>	<i>Zuni, NM</i>

The current Chair of the SWA IHC Committee is Justin Romero (Silver City IHC Superintendent)

Type 1 IHC

Dispatch and Mobilization

Within the GACC and on lands adjacent to the GACC, the closest forces concept will be utilized. For Type 1/IHCs, if the closest crew is on an “Available Day Off (AD)” status, the SWCC will mobilize another Type 1/IHC who is on duty and available within the area, i.e., the travel distance to the incident is no more than 100 miles further than that of the “AD” crew.

Out-of-GACC Dispatch Rotation – The SWCC maintains an out-of-GACC dispatch rotation list for these crews. The rotation gives available crews an equal opportunity to be dispatched out of the area. The lists will be published and updated on the SWCC website IMT & Crews Tactical Resource Report. The following dispatching criteria will apply:

- Type 1 IHC crews and IHC crews stashed as T2IA will be included in the Out-of-GACC Rotation. The rotation is built each Spring according to when the crews come on board for the season.*
- Type 1 / IHC crews and IHC crews stashed as T2IA will always be “Available, Available Local, Committed, Unavailable, Unavailable Day Off, or Mandatory Day Off.” The request for the next crew in the rotation will be placed by the SWCC to the crew’s servicing dispatch center. If the dispatch center fills the request with a different crew, the crew that was next will lose their place in the rotation and move to the filling crews’ place in the rotation.*
- The filling dispatch center must confirm the fill Information within 1 hour from the time the request is placed.*
- Crews committed to projects or prescribed fire but are still considered available will be shown as available on the IMT & Crews Tactical Report. All crews that are committed and fully utilized on prescribed fire will be shown committed on the report.*
- Crews identified as a contingency for prescribed fire will often remain at home or preposition location as long as they are within an identified travel distance/response time requirement. If a contingency resource is needed for wildfire, the SWCC will consult with the unit hosting the prescribed burn to determine another contingency resource or next course of action.*
- A crew will be placed on “Committed” status as soon as they are confirmed as a fill by their dispatch center. If the request is canceled before the crew reaches its destination, the crew will not lose its place in the rotation.*
- Crews will be placed on “Available” status when they become available nationally. Crews becoming available at the same time will go on the “Available” list in the order they were last dispatched.*
- Out-of-area rotation guidelines will be adhered to whenever possible. However, initial attack urgency, values at risk, date and time needed, large aircraft transport logistics/, time constraints, may make it necessary to use the closest crew(s) available, regardless of their position on the rotation list.*
- Crews assigned to an incident in-area will not lose their place in the out-of-area rotation list.*

Mobilization Response Times for IHCs

Generally, Type 1 IHC crews shall mobilize within 2 hours of receipt of orders during their availability period. If a longer timeframe is needed, the SWCC shall be notified immediately, and a determination will be made whether to place the request to a different crew.

Staging / Prepositioning

Resources in staging will be paid for the number of hours commensurate with the expectations of being in “Ordered Standby”. When staging personnel are in ordered standby, they are expected to be completely ready to respond to an incident within a matter of minutes. Fire personnel should expect to be compensated for their time away from home, but business rules and policy are restrictive from offering beyond 8 guaranteed standby hours. Compensable standby must be determined by fire indices and unit-specific response levels. When resources are being staged at in the Southwest, the Southwest Coordinating Group will determine Ordered Standby hours as part of the regular MAC calls.

Unit-specific ordered standby should be determined by the ordering agency. If not previously notified by the SWCC, units hosting prepositioned resources on regional monies must contact the SWCC for current direction from the SWCG related to ordered standby hours.

The following are uniform policy guidance:

- *Compensable time shall be limited to those times when an individual is held by directions or orders, in a specific location, fully outfitted and ready for assignment.*

Individuals are not entitled to standby compensation for time spent eating when work is not being performed. This applies even when the individuals may be required to remain at the temporary work site.

CHAPTER 40

EQUIPMENT AND SUPPLIES

EQUIPMENT AND SUPPLIES OVERVIEW

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

Name Requests for Equipment

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

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

The ordering unit must confirm the resource's availability prior to placing the order. All name requests must include the resource's current dispatch GACC and current dispatch center.

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

EQUIPMENT/SUPPLIES MOBILIZATION

Contracted resources awarded under a competitive solicitation process shall be mobilized using established Dispatch Priority Lists (DPLs) within their local dispatch area before at-incident agreements are issued. All requests for contracted equipment shall be ordered through the host dispatch centers identified in the agreement and using established dispatch ordering channels. Contracted resources shall not be held in reserve as a contingency force in a non-pay status when that resource is available.

When receiving a request for which Incident Blanket Purchase Agreement (I-BPA) resources may be utilized, the dispatcher will use the DPL within their host dispatch center. Dispatchers and Contracting Officers will not call/dispatch Contractors from other host dispatch centers' DPLs. To utilize Contractors from other host dispatch centers' DPLs, the ordering dispatcher must follow established dispatch ordering channels. Available Contractors on the DPL must be contacted in the order of their DPL ranking and availability status corresponding with their available area.

Examples of Contract Equipment resources are:

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

Examples of Supplies resources are:

- NFES items
- Mobile Cache Vans
- Local Purchase

SWA Interagency Standards for Resource Mobilization Supplement

The SWCG Member agencies have agreed to the following general guidance for dispatching equipment to Southwest incidents.

During Initial Attack

- *During the initial attack phase of a fire, the agency(ies) having jurisdiction can use all sources of resources (Federal, State, Local Government, tribal, or private contractors). The private contractors can include Forest Service competitive agreement equipment (Best Value), state agreement equipment, and/or incident specific emergency equipment. During initial attack, the use of Dispatch Priority Lists (DPLs) is not mandatory.*

During Extended Attack and Project (Large Incidents)

- *Acquire the resource that can reasonably meet the incident's date and time needed using established ordering channels taking care to choose the closest resource to meet the needs of the incident.*
- *USFS and DOI jurisdictional incidents must first consider the proximity of available:*
 1. *Federal agency equipment*
 2. *State-owned*
 3. *Local fire department*
 4. *FS I-BPA equipment (VIPR)*

Multi-jurisdictional Incidents

- *Each agency jurisdiction has the authority in shared decision-making for resource mobilization per their respective land management directives.*
- *Types and capabilities of resources needed to accomplish incident objectives may dictate resource assignments (e.g. structure protection). This must be documented on the resource order.*

Once a resource is assigned to an incident, the Incident Commander determines the order of demobilization in coordination with the host unit.

When released, IBPA resources may be reassigned if no higher priority resources are available within the requesting incident's dispatch zone.

For more detailed guidance on types of I-BPA equipment and the dispatch process, reference the following websites at:

<https://www.fs.usda.gov/business/incident/dispatch.php>

https://gacc.nifc.gov/swcc/dispatch_logistics/equipment/equipment_supplies.htm

<https://www.nwccg.gov/publications/pms200/equipment>

EQUIPMENT/SUPPLIES DEMOBILIZATION

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

SWA Interagency Standards for Resource Mobilization Supplement*Canceling Contract Resources*

When contracted resources are assigned and travel has begun, the requesting dispatch center shall not unfill and cancel the request. Adjustments in travel are to be coordinated and documented on the resource order and the filling resource is to be released accordingly. This is due to mobilization charges being incurred by the incident and documentation needed for processing payment for the contracted resource. Documentation of these actions should be complete and included in the documentation section of the resource order for reference. In the event of an unfill/cancellation, vacated or canceled resource orders should NOT be reused to mobilize any future resources.

NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES**NFES Items in Short Supply**

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

Field Office Replenishment During Fire Season

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

Field Office Replenishment Outside of Fire Season

Whenever possible, field offices must order directly from the Defense Logistics Agency (DLA) for those items stocked in the Federal Supply System (FSS). Field offices will order all other items 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 *NWCG Standards for Interagency Incident Business Management, PMS 902* for procedures

dealing with replacement of non-NFES supplies and equipment.

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

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

Incident to Incident Transfer of Equipment and Supplies

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

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

SWA Interagency Standards for Resource Mobilization Supplement

There are two NFES National Interagency Support Caches in the Southwest Area located at Prescott, Arizona, and Silver City, New Mexico.

<u>Cache</u>	<u>Unit ID</u>
<u>Prescott Interagency Fire Cache</u>	<u>AZ-PFK</u>
<u>Silver City Interagency Fire Cache</u>	<u>NM-SFK</u>

Orders placed to a national cache from a dispatch office or an IMT must be clear and concise and the guidelines in the National Equipment and Supply Catalog must be followed. This includes correct NFES numbers, item descriptions, quantities, units of issue, and standard packs. The caches will not process incomplete orders.

When a Complex Incident Management Team (CIMT) is assigned, NFES orders are placed directly from the IMT Supply Unit (this includes the preorder) to the servicing cache in the "Incident to Cache" Supply Block (100,000-199,999) of IROC. Type 3 organizations/teams may go direct also but this decision must be coordinated with the IMT, host dispatch, and servicing cache.

Mobile Cache Support Van Procedures

Mobile Cache Support Vans are trailers used to rapidly supply a Type 1 or Type 2 incident with a predetermined list and quantity of various supply items. A contents list is available in the NWCG NFES Fire Supplies and Equipment Catalog (Link below)

<https://www.nwcg.gov/publications/pms449-1/nwcg-nfes-catalog-part-1-fire-supplies-and-equipment-pms-449-1>

Mobile Cache Support Van Locations

The Silver City Cache maintains Mobile Cache Support Vans at Silver City Cache and will deliver to incidents when ordered.

The Prescott Fire Cache maintains Mobile Cache Support Vans as follows:

- *1 ea. White River, Arizona*
- *1 ea. Kingman, Arizona*
- *1 ea. Las Vegas, Nevada*
- *1 ea. Cedar City, Utah*
- *1 ea. Phoenix, Arizona*
- *1 ea. Roosevelt Lake, Arizona*
- *1 ea. Prescott, Arizona*
- *1 ea. Flagstaff, Arizona*

Security and protection from damage to the van and contents are the responsibility of the unit having custody of the Mobile Cache Support Van.

The Mobile Cache Support Vans are to be used only for emergency incident support.

If the seal on the Mobile Cache Support Van is broken or it is dispatched to an incident from its assigned location, a resource order must be submitted through the appropriate channels, and it will be issued to the identified incident. The incident host unit is responsible for transportation of the Mobile Cache Support Van to the incident and the return of the empty trailer to the issuing cache. Deviations to this process must be cleared with the responsible NFES National Interagency Support Cache Manager.

Returning Cache Items

All local agency equipment and supplies will be returned to a local cache. All other equipment and supplies should be returned to the nearest NFES National Interagency Support Cache (NISC) for refurbishing and redistribution. If needed, work with the incident's servicing cache and they may send a "Demobilization Specialist" to help with demobilization of cache items. Stolen, destroyed, and missing property and supplies should be documented on an AD-112 Form along with a law enforcement report in the case of stolen property. This documentation should be sent to the servicing cache before transitioning teams or before the control date of the incident, whichever occurs first. Returns will not be accepted for credit if received more than 30 days after the control date of the incident or the closing of a project.

Hazardous Material

Most incidents use petroleum products in their operations, gasoline, diesel, mixed fuel, etc. Incidents must ensure that the correct fuel source is used in the equipment. For example, generators only use unleaded fuel, saws only use 2-stroke mixed fuel, etc.

These fuels or products should remain or be recycled at the host agency where the incident occurred. Some fuels can be used for other land management projects. Fuel containers and tanks such as gas cans, saws, and pumps, issued from the cache must be purged and secured to a pallet for highway transport before return to the cache. Incidents must declare all hazmat and document on the waybill, the proper weight of the Hazardous Materials.

NATIONAL INTERAGENCY INCIDENT COMMUNICATIONS DIVISION (NIICD)

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

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

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

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

For a complete listing of NIICD telecommunications components, refer to the *National Incident Radio Support Cache (NIRSC) User's Guide (NFES 000968)*.

Radio Ordering

Requests for NIICD radio systems and kits will be placed to NICC through established ordering channels. To ensure proper frequency coordination, and efficient radio kit mobilization, the ordering office must provide the following:

- Needed Date/Time
- Latitude and Longitude of the incident
- A shipping address that includes a physical address, a receiving contact, and their phone number

If the ICP or base camp is unknown, the requested equipment must be shipped to the closest field office, ranger station, or other designated government building.

Each Geographic Area may order up to four Starter Systems for preposition during their established fire season. The ordering unit must contact the NIICD CDO when placing an order for a Starter System for an incident.

NIICD CDO: (208) 387-5644

The CDO will identify which prepositioned Starter System will be assigned to the incident. A replacement Starter System may be requested after commitment of a prepositioned Starter System. Replacement Starter Systems may not be filled where congestion of spectrum is an issue. In these instances, special frequency Starter Systems will be built on an as needed basis and shipped to the incident.

Radios will be used as received without modification. Units will immediately return defective radio

equipment to NIICD for maintenance. To maintain quality and quantity for the field, each Starter System or kit will be returned to NIICD for rehabilitation immediately after each assignment. The incident or unit charged with custody of the radio equipment is responsible for a complete inventory of that equipment upon return from the incident.

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

SWA Interagency Standards for Resource Mobilization Supplement

IMTs will coordinate with the incident dispatch center and NIICD to obtain frequencies.

Radio Equipment ordering process consists of the following:

- *Incident → Dispatch Center/Expanded (IROC) → GACC → NICC → NIRSC → GBK (Shipping)*

FM Frequency ordering process consists of the following:

- *Incident → Dispatch Center/Expanded (IROC) → GACC → NIRSC Filled*

AM Frequency ordering process consists of the following:

- *Incident → Dispatch Center/Expanded (IROC) → GACC → NIRSC → FAA → NIRSC Filled*

Communications Advance Team (CAT) personnel can be available to assist in communication equipment logistics and initial setup for incidents. More Information can be found in the Overhead Chapter.

Frequency and Radio Demobilization

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

GACCs will order stand-alone frequencies directly from NIICD.

REMOTE AUTOMATIC WEATHER STATIONS (RAWS)

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

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

SWA Interagency Standards for Resource Mobilization Supplement

Incident → Dispatch Center/Expanded (IROC) → GACC → NICC → RAWS Depot → Filled → GBK (Shipping)

The availability of equipment and associated technician support depends on a variety of factors. Units are recommended to coordinate by phone with the NIFC Remote Sensing/Fire Weather Support Unit (RSFWSU) Coordinator prior to ordering.

NIFC RSFWSU Coordinator: (208) 387-5726

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

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

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

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

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

Smoke Monitor Kits should be requested through IROC as a Supply request. Kit information, primary contacts, and ordering instructions can be found at the [Interagency Wildland Fire Air Quality Response Program](#) website.

[SWA Interagency Standards for Resource Mobilization Supplement](#)

Incident → Dispatch Center/Expanded (IROC) → RMK → Filled → Shipped to incident from RMK

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

Any time mobile food services are needed for federal wildland fire incidents in the western United States, the Federal Wildland Fire Agencies are obligated to order services from the National Mobile Food Services Unit (MFSU) Contractors any time 1.) the number of people to be fed is at or above 200 persons per meal and 2.) the headcount is estimated to remain at those numbers, or greater, for at least seventy-two (72) hours from when the headcount first reaches 200 per meal, provided that the Contractors can reasonably meet the incident's needs and required time frames. Per the contract, the first meal served will be dinner.

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

MFSU also may be ordered for other types of incidents at the government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures in the NATIONAL MOBILE FOOD SERVICES CONTRACT, SECTION C.2 will be followed for all orders.

National Contract Mobile Shower Facilities Units

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

required time frames (NATIONAL MOBILE SHOWER FACILITIES CONTRACT, SECTION C.2, 2.2).

Mobile Shower Facility Units also may be ordered for other types of incidents, at the government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures listed in the contract will be followed for all orders.

National Contract Mobile Food Services and Shower Facilities Mobilization

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

Requests for Mobile Food Service Units and Mobile Shower Facilities require a completed *Mobile Food & Shower Service Request Form*.

If a reporting location has known road access difficulties—such as steep or winding roads, height or width restrictions, or hairpin turns—the requesting unit must clearly identify this in the request special needs.

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

National Contract Mobile Food Services and Shower Facilities Reassignments

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

National Contract Mobile Food Services and Shower Facilities Demobilization

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

For copies of the above generic contracts email the Forest Service Acquisition Management Service Branch: SM.FS.fsaqmisb@usda.gov

ENGINES AND WATER TENDERS

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

SWA Interagency Standards for Resource Mobilization Supplement

Medical Section

Purpose

These guidelines establish consistent practices for ordering and managing medical support resources within the Southwest Area (SWA). Dispatch Centers and incident personnel share responsibility for ensuring timely, appropriate medical response that promotes firefighter safety and efficient patient care.

Improved coordination between incidents and dispatch leads to:

- *Reduced delays in transporting patients to definitive care.*

- *Standardized ordering and processing of medical equipment and personnel.*
- *A clearer understanding of the types and quantities of medical resources typically required on incidents.*

Licensure, Reciprocity & Protocol Requirements

All incident medical personnel must ensure they are operating under the appropriate authority for the incident jurisdiction. Providers are responsible for:

- *Completing all necessary reciprocity requirements before taking patient-care roles.*
- *Carrying and adhering to their EMS protocols.*
- *Coordinating the legal movement of controlled substances (Schedule II medications) across state lines in accordance with medical direction.*
- *Documenting all patient care per home unit medical direction and incident medical section requirements. Copies must be submitted to the Medical Section.*

EMT License Requirements

EMT licensure is mandatory to be entered in IQCS/IQS for all non-contracted agency personnel holding any EMT or fire line-EMT qualification.

Qualifications will not show as “Qualified” in IQCS/IQS until the EMT license is uploaded.

SWA USDA Forest Service personnel who hold an EMT license and agency credential are for internal crew use only; medical qualifications will not be listed on their Qualification Card. Medical Resource Position Codes (Overhead Catalog)

MEDL – Medical Unit Leader

SWA is committed to providing the highest level of medical support for firefighters and IMTs. Within SWA:

- *Each SW CIMT utilize a Medical Section Chief as a General Staff position, reporting directly to the Incident Commander.*
- *NWCG has not formally adopted this position; therefore, it must be ordered as MEDL.*
- *Subordinate MEDLs support the section by developing and responding to IWIs, tracking resources, coordinating with outside partners, developing transport plans, and documenting EMS care.*

EMT and Paramedic Position Codes (not utilized by SWA USDA Forest Service)

Fireline-Qualified (Arduous):

- *EMTF – Emergency Medical Technician, Fireline*
- *AEMF – Advanced Emergency Medical Technician, Fireline*
- *EMPF – Paramedic, Fireline*

Non-Fireline Qualified:

- *EMTB – Emergency Medical Technician, Basic*
- *AEMT – Advanced Emergency Medical Technician*

- *EMTP – Paramedic*

Ordering Priorities

Dispatch will follow standard ordering sequences, considering date and time needed:

1. *Federal / State (SWA USDA Forest Service in the Southwest does not support single resource mobilizations as EMTs)*
2. *Cooperators (Fire Departments)*
3. *IBPA / VIPR (Phoenix Dispatch)*

Incidents must note special equipment needs (ALS/BLS kit types) in the Special Needs block of the resource order.

Fireline Medical Teams (IMDTs)

IMDTs provide rapid, advanced medical capability directly on the fireline. They are:

- *Highly mobile*
- *Positioned closer to likely accident sites*
- *Sourced only through State Cooperators (Fire Departments)*
- *Not available via IBPA/VIPR or EERA*

Composition:

- *1 EMPF + 1 EMTF (or 2 EMPFs)*
- *1 BLS kit and 1 ALS kit*
- *4WD vehicle*
- *OHV (encouraged; required only if specified)*
- *Full fire line PPE and programmable radios*

These teams must be able to respond—with all equipment—to remote or roadless areas.

- *IMDTs are ordered in IROC under:
Overhead > Groups > Incident Medical Team
If IMDTs are unavailable, incidents may order a Type 3 Rapid Extraction Module.*

Rapid Extraction Modules (REMS)

REMS provide safe, effective extraction of injured personnel when terrain, access, smoke, or darkness limits standard transport methods.

Types REM1, REM2, and REM3 differ in staffing and capabilities. All team members are Technical Specialists.

Reference:

NWCG Standards for Rapid Extraction Module Support, PMS 552

- *REMS are ordered in IROC as:
Overhead > Category Groups > Module, Rapid Extraction 1/2/3*

Ordering priority:

1. Cooperators
2. VIPR (if no cooperators are available)

*** Rapid Extraction Modules are being solicited as a VIPR resource in 2026, but solicitations have not been posted as of this guide's publication. Once solicitations are complete, SWCC will be the dispatch center responsible for these resources. Until then, if no Cooperators are available, please use agency procurement to order Rapid Extraction Modules via EERA***

Ambulances

Ambulances mobilize with the minimum standards of their state certification. Billing rates follow VIPR contracts or state agreements. Requests typically route:

1. Fire Departments via state agreements
2. VIPR (dispatched through Albuquerque Dispatch)

Capabilities may vary—use ALS/BLS classifications for general guidance.

Ordering Considerations:

- Road conditions and terrain
- Distance between operations and ambulance staging
- ALS vs BLS needs
- Overall fire line medical support (EMTs, IMDTs, REMS)

Ambulance Typing

Ambulances are typed using FEMA/NWCG standards. Dispatchers and MEDLs most commonly order Types 2 and 4.

For full equipment requirements, see VIPR solicitations:

*VIPR Agreements***Advanced Life Support (ALS):**

- *Type 1: Minimum 2 staff (Paramedic and EMT), Transport 2 litter patients, Training and Equipment meets or exceeds standards as addressed by EPA, OSHA, and NFPA 471, 472,473, and 29 CFR 1910, 120 ETA 311 to work in HazMat Level B and specific threat conditions; All immunized in accordance with CDC core adult immunization and specific threat as appropriate.*
- *Type 2: Minimum 2 staff (Paramedic and EMT); Transport 2 liter patients, non-HazMat response.*

Basic Life Support (BLS):

- *Type 3: Minimum 2 staff (2 EMTs or an EMT and First Responder); Transport 2 litter patients; Training and equipment meets or exceeds standards as addressed by EPA, OSHA, and NFPA 471, 472,473, and 29 CFR 1910, 120 ETA 311 to work in HazMat Level B and specific threat conditions; All immunized in accordance with CDC core adult immunization and specific threat as appropriate.*

- *Type 4: Minimum 2 personnel (3 EMTs or an EMT and First Responder); Transport 2 litter patients.*

When ordering, special needs (AWD, 4WD, high clearance) often matter more than the type.

Dispatch Coordination Role

Dispatch plays a vital role in matching the right medical resources to the incident environment.

For incidents with good road access:

- *More ambulances may be appropriate.*

For incidents with limited/no road access:

- *More fireline-qualified paramedics and EMTs (EMPF/EMTF teams) will be needed.*

Regardless of terrain, the goal remains consistent:

Provide immediate ALS intervention and determine the best transport method to definitive care.

CHAPTER 50

AIRCRAFT

AIRCRAFT MOBILIZATION

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

The following selection factors will be considered when ordering aircraft:

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

The following terminology will be used when requesting aircraft through NICC:

- Knots (kts.) will be the standard term used to reference airspeed.
- VORs (Very High Frequency Omnidirectional Range) will be used to reference direction.
- Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes.
- Aircraft registration numbers will be used when referencing helicopters, lead planes, and air attack aircraft.
- Airtankers, SEATs, and scoopers will be referenced by the airtanker/scooper number, e.g., T-40/S-260.

Personnel utilize *The NWCG Aircraft Dispatch/Kneeboard form* to mobilize aircraft to initial attack incidents

SWA Interagency Standards for Resource Mobilization Supplement

The Southwest Coordination Center, in coordination with the SWCG/GMAC Group, has dispatching control of all Large Airtankers (LATs), Very Large Airtankers (VLATs), nationally contracted SEATs, Regional Air Attacks and Leadplane/ASMs operating from bases located within the Southwest Area. The priorities for LATs, VLATs, SEATs, Air Attacks, and Leadplane/ASMs are: (1) life and property; (2) initial attack; and (3) other priorities established by management.

Aircraft Dispatch Form

In the Southwest Area, the Aircraft Dispatch Form is required for all non-local (outside of the ordering dispatch area) requests.

- *For resources coming from outside the GACC (or leaving the GACC), contact the SWCC to see if the form is required.*

Minimum Information Required for Initial Attack Dispatch

- *Latitude and longitude (degrees, decimal minutes), bearing, and distance*
- *Ground contact and FM frequency*
- *Other aircraft assigned and VHF frequency*
- *Known hazards or obstacles and airspace deconfliction concerns.*

If multiple aircraft are being ordered, or they are ordered within reasonably close timeframes of each other, one submission of the form to the SWCC or an adjacent neighbor dispatch will suffice.

TYPES OF FLIGHTS

Point-to-Point

A “Point-to-point” flight is one that originates at one developed airport or permanent helibase, and flies directly to another developed airport or permanent helibase with the sole purpose of transporting personnel or cargo (this term does not apply to commercial air travel). These types of flights are often referred to as “administrative” flights and only require the aircraft and pilot to be carded and approved for point-to-point flight. A point-to-point flight is conducted higher than 500 feet above ground level (AGL).

Mission Flights

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

Flight Manager

A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board most flights.

For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the *Interagency Aviation Training Guide*.

The Sending Unit dispatcher supervises the Flight Manager until the destination is reached. Flight Manager duties are:

- Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).
- Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.
- Ensure proper Resource Tracking procedures are met.
- Ensure passenger aircraft safety briefing is conducted.
- Maintain a current list of telephone numbers for the sending and receiving units. The Flight

Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.

- Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.
- Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.
- Responsible for signing the Daily Flight Report and invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).
- For Canadian travel, the Flight Manager will ensure proper documentation is included.

FLIGHT FOLLOWING MANAGEMENT

FAA Flight Plans

FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute and close out with dispatch once the aircraft is on the ground to accomplish resource tracking. The pilot shall close out the flight plan with the FAA once the flight is completed.

All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air Traffic Control (ATC) may or may not provide it.

The pilot must confirm with dispatch which type of FAA flight plan will be used. Automated Flight Following (AFF) or Verbal flight following is not required when an FAA flight plan has been filed.

Agency Flight Plans

The pilot is responsible for completing agency flight plans and distributing them through the originating dispatch office and documented on an Aircraft Flight Request/Schedule. All aircraft operating on Agency Flight Plans shall monitor Air Guard.

[SWA Interagency Standards for Resource Mobilization Supplement](#)

[Aircraft Flight Request/Schedule Form](#)

The Aircraft Flight Request/Schedule Form is required to be completed (regardless of the type of flight plan filed) for those flights that are:

- *Point-to-Point*
- *Mission flights with fuel stops or passenger pickup (not direct to an incident)*
- *Flights leaving the geographic area*

Aircraft Flight Request/Schedules

Aircraft Flight Request/Schedules are tools used between aviation crews and the dispatch system to share flight information critical for resource tracking, identification on intended method of flight following and, if warranted, mishap response.

Aircraft Flight Request/Schedules will be completed by the pilot or flight manager (regardless of type of flight plan filed) and shared with the originating dispatch center when the flight meets all the following criteria.

Under Agency Operational Control

- Applies to CWN aircraft hired on resource orders and mobilizing to requested delivery location. Does not apply to CWN aircraft released back to the vendor “provided no government personnel or cargo on board.”
- Applies to all government owned aircraft
- Does NOT apply to contracted aircraft relocating in preparation for the beginning of a mandatory availability period (MAP) for an exclusive-use contract. These aircraft are not under agency operational control until beginning of their exclusive-use MAP.
- Leaving the local area (dispatch zone), and
- Admin/non-tactical/point-to-point flight OR tactical/mission flight that is leaving the local area and includes a scheduled stop for a tactical briefing, fuel stop, or passenger pick-up/drop-off enroute to an incident.

Sterile Cockpit – All Aircraft

Sterile cockpit rules apply within a 5-mile radius of the airport. The flight crew will not perform radio or cockpit communication during that time that is not directly related to safe flight of the aircraft from taxi to 5 miles out and from 5 miles out until clearing the active runway. This would consist of reading checklists, communication with ATC, flight service stations, Unicom, or other aircraft with the intent of ensuring separation or complying with ATC requirements. Communications by passengers or air crew members can be accomplished when the audio panels can be isolated and do not interfere with flight operations of the flight crew.

Exception: When conducting firefighting missions within 5 miles of an uncontrolled airport, maintain a sterile cockpit until departing the traffic pattern and reaching final altitude. Monitor common traffic advisory frequency (CTAF) frequency if feasible while engaged in firefighting activities. Monitor CTAF as soon as practical upon leaving the fire and returning to the uncontrolled airport. When conducting firefighting missions within class B, C, or D airspace, notify dispatch that ATC communications will have priority over dispatch communications.

Flight Following – All Aircraft

- The process(s) through which an aircraft is actively monitored, at regular intervals, using approved flight following methods from departure point to destination. This results in the knowledge of aircraft location and condition providing a reasonable degree of certainty such that, in the event of a mishap, search and rescue may be initiated.
- For point-to-point flights across dispatch or geographic area boundaries, it is preferred and recommended that the pilot operate IFR or flight follow with the FAA, alleviating the need for local dispatch agency flight following. Flight following with the FAA does not negate obligation to complete a flight schedule when required.

Resource Tracking

- An approved method by which the intended movement of a resource is documented and coordinated prior to departure, at completion of each leg, and upon arrival at destination. This results in the reasonable confirmation of a resource’s status and location.
- NICC and most GACCs complete resource tracking—neither are a flight following entity. ONCC and OSCC complete flight following because they have direct radio communication with all interagency aircraft.

For mission flights, there are two types of Agency Flight Following:

- Automated Flight Following (AFF) is the preferred method of agency flight following. If

the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more information).

- Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude, and heading.

Agency flight following is used for all mission flights but is not required when an FAA flight plan has been filed for a point-to-point flight. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing per the *NWCG Standards for Helicopter Operations, PMS 510*.

For point-to-point flights, AFF may also be used. The pilot or flight manager will, at a minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time enroute, souls and fuel on board and will close out with dispatch once the aircraft is on the ground.

The originating dispatch office is responsible for flight following and retains that responsibility until transferring it through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to close out a flight plan.

If an aircraft is overdue, the receiving dispatcher must initiate aircraft search and rescue actions.

Personnel can document flight following problems using the *SAFECOM* system.

Flight Following for Demobilization

Dispatch offices will perform flight following on all Government or Exclusive-Use contract aircraft being demobilized. NICC will release charter and CWN aircraft to the vendor without flight following provided no government personnel or cargo is on board. Dispatchers will enter all aircraft release information into IROC.

National Flight Following Frequency (168.6500 MHz)

The National Flight Following Frequency is used to monitor interagency and contract aircraft. All aircraft on point-to-point or mission flights should establish/terminate flight following and confirm AFF on the National Flight Following frequency. All dispatch centers/offices will monitor the National Flight Following frequency at all times. A CTCSS tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency. The National Flight Following frequency is to be used for flight following, dispatch, or redirection of aircraft. No other use is authorized.

Automated Flight Following (AFF)

AFF is an online government application that automatically tracks the location and velocity of specially equipped aircraft and mobile assets and provides this information in near-real-time to dispatchers, aviation managers, and other authorized users. AFF reduces the requirement to "check-in" via radio every 15 minutes and provides the dispatcher with a wide range of information on the flight, airspace, and other data that may be pertinent to the flight. This reduces pilot workload, clears congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

Requirements to Utilize AFF

AFF does not reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability, and for the aircraft to be monitoring appropriate radio frequencies during the flight.

Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.

The following procedures apply when utilizing AFF:

- The dispatch office will verify the aircraft icon is visible on the screen and be able to quickly monitor the page at any time during the flight.
- The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
- Outside of the sterile cockpit environment, the pilot will contact the dispatch office via radio stating call sign, departure location, number on personnel on board, fuel on board, ETE, destination, confirmation of AFF location. This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can “see” the aircraft on the computer screen. If there is a problem at this point, change to radio check-in procedures until the problem is resolved.
- If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.
- If there is a deviation from the planned flight route, the pilot will contact the dispatch office via radio with the changed information.
- The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and document the location for the duration of the flight.
- If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt to contact the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. (During tactical operations below 500’ a periodic red indication is normal and does not necessitate an ‘immediate’ contact especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)
- If radio contact is made after a lost signal, the flight may continue utilizing radio check-ins for flight following.
- When the aircraft has completed the flight and landed, the pilot or flight manager (Flight Manager, ATGS, etc.) shall contact the dispatch office via radio or telephone informing they are on the ground.

SWA Interagency Standards for Resource Mobilization Supplement

The Southwest Area Flight Following channel will be used for the communication of vitals that is expected to cross dispatch center boundaries.

Handoff Procedures for Dispatch Centers

- *When a flight crosses “traditional dispatch boundaries,” flight following will be handed off from one Dispatch Center to another.*
- *Upon departure, aircraft will relay their vitals to the originating dispatch and confirm AFF.*
- *Aircraft Dispatchers at neighboring centers maintain situational awareness on National Flight Following.*
- *The originating dispatch will place a Teams chat (or phone call) to the next dispatch center in the flight path and relay the aircraft vitals and expectation for handoff.*
- *The next dispatch, now having the vitals, will accept the aircraft with a positive radio handoff simply confirming AFF and not requiring the vitals over the radio.*

- *Flight following “close-outs” between dispatch centers may occur direct over National Flight Following to increase efficiency.*

This process then repeats itself through to the receiving dispatch where the aircraft lands (point-to-point) or goes to work (mission flight)

- *If vitals are provided by the aircraft to each dispatch along the flight path, there is no need for dispatch to repeat them back over the radio to the aircraft unless there is a need for clarification.*
- *Whenever possible, utilize national flight following frequency (168.650, Tone 110.9, both transmit and receive) for the entire flight.*
- *Ensure pilots/flight managers are briefed on any handoffs anticipated (call signs, frequencies, and when to switch) and if a combination of AFF and radio check-ins will be required (when and where).*

Dispatchers within the Southwest Area can share information about vitals, resource movement, etc. via the Southwest Flight Following Channel within FireNet Teams. Vitals for SWA Flight Following will be placed in the Southwest Area Flight Following Chat. Note, the chat is not a replacement for standard documentation of resources within local units.

NOTE: Air Guard (168.625 tone 110.9 TX) is always available to contact an aircraft or Dispatch Center and then move off guard to the appropriate frequency. See [PMS 505d Fire Traffic Area Diagram](#).

Responsibilities of the Sending Unit:

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and method of flight following (Agency or FAA) to the Sending Unit's GACC.
- Notify the GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.
- On any point-to-point flight crossing Geographic Area boundaries, instruct the Pilot-In-Command or Flight Manager to contact NICC Flight Tracking at each stop enroute. Aircraft support vehicles should contact NICC Flight Tracking at fuel stops.

NICC Flight Tracking: (800) 994-6312

Responsibilities of Sending GACC:

- Sending GACC will relay the Aircraft Flight Request/Schedule to NICC.
- Notify NICC of any route changes, delays, or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft.

Responsibilities of NICC:

- Relay Aircraft Flight Request/Schedule to the receiving GACC.
- Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.

- Resource track aircraft to specified destinations.
- Monitor flight plans for additional utilization.

Responsibilities of Receiving GACC:

- Relay Aircraft Flight Request/Schedule to the Receiving Unit.
- Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty minutes.
- Confirm arrival of all aircraft to NICC.
- Notify NICC of any aircraft overdue by more than thirty minutes.
- Assist with search procedures for overdue aircraft.

Responsibilities of Receiving Unit:

- Confirm arrival of all aircraft to Receiving GACC.
- Notify Receiving GACC of any delays of a flight plan exceeding thirty minutes; notify receiving GACC of any aircraft overdue by more than thirty minutes.
- Initiate/assist with search procedures for overdue aircraft.

SWA Interagency Standards for Resource Mobilization Supplement**Aviation Accidents and Incidents**

The Interagency Aviation Mishap Response Guide describes the protocol for reporting and responding to an aviation mishap. The guide will be used to report all accidents and incidents with potential to appropriate civil authorities and local, regional, and national fire and aviation staff. For incidents of all severity, units will complete a SAFECOM via the internet at: <https://www.safecom.gov> as soon as practical.

The national accident reporting number is 1-888- 4MISHAP (1-888-464-7427).

Examples of incidents that Airtanker Base managers, lookouts, or other ground personnel may see or be involved in include:

- *Aircraft running over hoses.*
- *Engines or rotors ingesting items from off the ramp.*
- *Low passes at lookout towers.*
- *Near misses of obstacles or other aircraft on the ground.*
- *Violation of pilot duty limitations.*
- *Flight following, or any violation of policy or normally safe operating procedures.*

Examples of in-flight incidents pilots must report include:

- *Precautionary or emergency landings.*
- *Engine malfunction resulting in an emergency landing or in-flight shutdown.*
- *Potential failure or loss of a system or component essential to safe flight.*
- *Smoke in the cockpit or fire in flight.*
- *Jettisoning or loss of cargo, sling loads, retardants, or other chemicals.*
- *Bird strike.*

- *Near misses of obstacles or other aircraft in flight or on the ground, etc.*

Personnel shall not ride in or continue operations with an aircraft involved in an accident until the aircraft is declared airworthy by a certified A & P mechanic and contract approval has been received as per agency policy.

All pilots involved in an accident or incident with potential will be removed from all flight duty until returned to flight status per agency policy.

COOPERATOR AIRCRAFT

Refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* for additional information regarding cooperator aircraft. Cooperator-contracted aircraft that also hold an existing federal contract, with federal aircraft and pilot cards, may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter.

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. Approval will be by USDA Forest Service/DOI letter.

Cooperators may utilize their owned or operated aircraft on federally managed fires when they have cooperative agreements in place and have received approval through an FS/DOI letter. Cooperators can use aircraft that meet the requirements in the *NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters, PMS 525-1* or other applicable NWCG standards on federally protected lands, provided they have cooperative agreements and FS/DOI approval.

All cooperator aircraft used on federally protected lands must be approved by FS/DOI letter. Utilization of approved, cooperator aircraft shall be limited based on 49 UNITED STATES Code §40125.

- All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.
- The use of cooperator aircraft must involve a “significant and imminent threat to life or property” documented daily on the *Cooperator Aircraft Use Validation Worksheet* to document the justification for aircraft utilization.

Non-Federally Approved Cooperator Aircraft

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. The following conditions apply for non-federally approved aircraft:

- No federal employees are allowed to ride on board the aircraft.
- No federal employee may be assigned to a position that exercises contractual control.
- Federal personnel may load retardant at federal airtanker bases, regardless of jurisdiction.
- Federal personnel may provide aerial supervision (ATGS, ASM, HLCO, Leadplane) under existing standard operating procedures and agreements.
- The aircraft remains under State operational control regardless of the agency affiliation of the firefighters directing the aircraft on an incident with State jurisdiction.
- The aircraft are approved to interact with federal dispatch personnel as long as the aircraft remains under the operational control of the State or for safety reasons.

Under emergency circumstances, where human life is immediately at risk by wildland fire on lands under federal protection, a Federal Line Officer can approve the use of non-federally approved aircraft. Such approval should be documented utilizing the *Non-Federally Approved Cooperator Aircraft form*. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet emergency needs. Federal line officers are encouraged to consult with agency aviation management personnel to aid in decision making.

Approving Federal Line Officer must document exemptions in accordance with agency guidance and submit *SAFECOM* within 24 hours.

SWA Interagency Standards for Resource Mobilization Supplement

Military Helicopters (DOD)

Reference: Mobilization Procedures for Military Assets (SWMG Chapter 10)

National Guard Helicopters

National Guard helicopters within the Southwest Area are approved annually by the USFS and ordered through each respective State Forestry Office/Dispatch Center.

HELICOPTERS

All Type 1 and Type 2 federally contracted helicopters are classified as National Resources. They fall into two categories:

- Standard: Government personnel/passenger and cargo hauling.
- Restricted: No government personnel/passenger or internal cargo transport, lift only.

For standard category helicopters, a module must be assigned. See *NWCG Standards for Helicopter Operations, PMS 510* for additional information.

For information on helicopter module staffing, reference the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*.

There are two contractual types of helicopters:

- Exclusive-Use (EU) Contract helicopters are mobilized with an assigned module.
- Call-When-Needed (CWN) helicopters require the requesting unit to provide a helicopter and/or module.

When processing helicopter requests, NICC will inform the requesting GACC about the assigned resource's contract type.

CWN HELICOPTERS

The following applies to all CWN Helicopters:

- The requesting unit must provide a helicopter manager name and contact information, documented in the "Special Needs" of the resource order, before NICC will assign the helicopter.
- Any federal restricted category helicopter may be filled with either a HMGB (Helicopter Manager) or HMLR (Helicopter Manager Limited Use/Restricted).
- Any Standard category helicopter shall only be filled by a HMGB. If the Standard category helicopter is put into "Limited Use" as outlined in the NWCG Standards for Helicopter Operations and notated in the resource order request under "Special Needs," a HMLR may

fill the resource order as the manager.

- It is preferred that CWN Helicopter Managers and/or modules meet with their assigned helicopter off-site from the incident prior to performing work.
- The specific reporting location should be identified on the resource order, such as a Fixed Base Operator (FBO) or other easily located site.

FS CWN

All CWN Type 1, Type 2, and Type 3 FS Helicopters will initially be ordered through NICC. Please reference payload category information in the MATOC section below, for additional ordering directions.

GACCs will obtain approval from NICC prior to reassigning FS contracted CWN Type 1, Type 2, and Type 3 Helicopters to another incident. The incident or dispatch office will communicate any intent to fully demobilize and release a CWN helicopter from an incident to NICC, who will relay the information to the National Rotor-Wing Coordinator as soon as practicable. If the release is anticipated 24 hours or more in advance, notification will be made at that time.

DOI CWN

All DOI Agency Type 3 CWN Helicopters are ordered through normal ordering channels and are dispatched either locally, or through GACCs.

EXCLUSIVE-USE HELICOPTERS

The following applies to all EU helicopters:

- Exclusive-Use Contract Helicopters are dispatched locally by the Administrative Unit.
- When requested by NICC, National Resources will be dispatched by the dispatch center hosting the resource at the time of request.

FS EU Helicopters

All FS EU Type 1, 2 and 3 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at NIFC. Forest Service EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of their MAP. Any intent to release EU helicopters from a contract extension will be coordinated with the National Rotor-Wing Coordinator, no less than 24 hours prior to release. Only the Contracting Officer and COR have the authority to release any FS helicopter from contract.

For FS EU helicopters, the standard 14-day assignment applies to the crew, not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. When numerous internal rotations of staffing Exclusive-Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC, Regional Helicopter Operations Specialist, and applicable National Rotor-Wing Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances.

For additional direction, reference the *NWCG Standards for Helicopter Operations, PMS 510*

DOI EU Helicopters

All Exclusive-Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.

FS Type 1 and Type 2 Helicopters

NICC and the FS National Rotor-Wing Coordinator preposition and allocate all FS CWN and EU Type 1 and Type 2 helicopters, along with their modules (both helitack and rappellers), as National Resources in alignment with NMAC and agency prioritization and direction.

Periodically, FS Type 1 and Type 2 EU Helicopters not within their Mandatory Availability Period (MAP) are hired under their EU Contract for optional use periods for incidents or projects. A modification to the EU Contract is required for the duration of the assignment. If an FS EU Helicopter Manager is not immediately available, the requesting Geographic Area will assign a Helicopter Manager. The designated Helicopter Manager will manage the helicopter thereafter. The COR will be notified that the EU Helicopter is being dispatched. EU extension releases must be coordinated as stated, above, for all FS EU helicopters.

FS EU Helicopter utilization is closely monitored. In some cases, underutilized resources will be reallocated nationally, to higher priority incidents or Geographic Areas. When requested by NICC, GACCs will make these aircraft available. If a GACC has a need to backfill behind a Forest Service EU Helicopter, that GACC will show the need by placing a request to NICC. In no situation will a GACC remove a FS EU Helicopter from another Geographic Area, without coordinating with NICC and the FS Rotor-Wing Coordinator.

US Forest Service Type 3 Helicopters

All T3 CWN FS Helicopters will be initially ordered through NICC. Notification will be made to CWN Type 3 CORs, by the National Rotor-Wing Coordinators, at the time the orders are filled. Please reference payload category information in the MATOC section, below, for additional ordering directions.

***All FS CWN helicopters ordered on non-suppression program/project funds will require a FS-6500-224 (Commitment & Obligation Request Form), signed by a Regional/Forest/Local Budget Officer (or designee with budget authority), and uploaded in IROC, at the time the order is placed. The local ordering units should coordinate with their Unit Aviation Officer or Forest Aviation Officer for this information. *Please include an estimated number of days and hours of flight time in your request.**

[SWA Interagency Standards for Resource Mobilization Supplement](#)

Helicopter managers must ensure that helicopters and pilots are properly approved (carded) prior to being put into service. Interagency dispatch centers shall notify the SWCC when hiring CWN helicopters. The user unit is responsible for ensuring flight and payment data is entered into IBS for USFS procured aircraft and AMS for DOI. The helicopter manager and vendor are responsible for determining which flight management (IBS or AMS) to use, depending on the original resource order and contract jurisdiction. When hired on the DOI On-Call Contract or USFS Call When Needed Contract, stay with the respective system until the resource is "RELEASED" (demobilized), no matter how many reassignments take place to other land ownerships.

The SWCC will assist in the processing of CWN orders. Contractors may not accept orders from any other source. Additional information regarding CWN MATOC (Multi-Award Task Order Contract) can be found on pg. 15.

[Call-When-Needed Helicopter Modules](#)

Module members shall be joined with the helicopter away from the incident, to perform the pre-use contract inspection, confirm operational procedures, check communications, etc. before proceeding to the incident.

Call-When-Needed (CWN) helicopters and On-Call will be managed by a qualified module:

- *Type 3 Helicopters – Manager (HMGB) and two crew persons (HECMs).*
- *Type 2 Standard Helicopters – Manager (HMGB) and three crew persons (HECMs).*
- *Restricted Helicopters – Manager (HMGB) or Manager Limited Use Restricted (HMLR) and other personnel as needed.*

Approval may be obtained to manage two limited use helicopters with one qualified manager (HMGB). All the following criteria must be met:

- *An order for a second manager has been placed.*
- *The helicopters are physically located side by side.*
- *A qualified helibase manager is assigned.*
- *The appropriate agency Aviation Manager at the state, area, or regional level must grant approval on a case-by-case basis (HBM-14 Form Signed).*

***For additional information reference the [PMS 510 NWCG Standards for Helicopter Operations \(SHO\)](#).*

Exclusive Use Contract Helicopter Base Locations

<i><u>Helibase</u></i>	<i><u>Lat/Long</u></i>	<i><u>Aircraft Type</u></i>	<i><u>Dispatch Center</u></i>
<i>Apache Summit Helibase</i>	<i>33° 13.50'N x 105° 41.00'W</i>	<i>AS350 B3</i>	<i>Alamogordo</i>
<i>Vulcan Peak Helibase</i>	<i>35° 08.69'N x 106° 47.71'W</i>	<i>AS350 B3</i>	<i>Albuquerque</i>
<i>Fort Apache Helibase</i>	<i>33° 48.64'N x 109° 59.14'W</i>	<i>AS350 B3</i>	<i>Springerville</i>
<i>Grand Canyon South Rim Helibase</i>	<i>36° 02.12'N x 112° 07.77'W</i>	<i>MD- 900 / 207E**</i>	<i>Williams</i>
<i>Navajo Region Helibase</i>	<i>35° 40.00'N x 109° 03.51'W</i>	<i>AS350 B3</i>	<i>Flagstaff</i>
<i>Payson Helibase</i>	<i>34° 15.55'N x 112° 20.03'W</i>	<i>407 HP</i>	<i>Phoenix</i>
<i>Pittman Valley Helibase</i>	<i>35° 16.30'N x 112° 03.30'W</i>	<i>407 HP</i>	<i>Williams</i>
<i>Round Valley Helibase</i>	<i>34° 07.90'N x 109° 18.40'W</i>	<i>407</i>	<i>Springerville</i>
<i>Sandia Helibase</i>	<i>35° 04.26'N x 106° 22.82'W</i>	<i>AS350 B3</i>	<i>Albuquerque</i>
<i>Sierra Vista Helibase</i>	<i>31° 35.3'N x 110° 21.60'W</i>	<i>Type 1 (U/K) EC 145</i>	<i>Tucson</i>
<i>Silver City Helibase</i>	<i>32° 38.19'N x 108° 09.38'W</i>	<i>Type 1 (U/K) 407 HP</i>	<i>Silver City</i>
<i>TA-49 Helibase</i>	<i>35° 50.00'N x 106° 19.10'W</i>	<i>AS350 B3</i>	<i>Santa Fe</i>
<i>Tucson Helibase</i>	<i>32° 03.94'N x 110° 51.30'W</i>	<i>407 HP**</i>	<i>Tucson</i>
<i>Weaver Mountain Helibase</i>	<i>34° 03.67'N x 112° 48.90'W</i>	<i>AS350 B3</i>	<i>Prescott</i>
<i>Saguaro Helibase</i>	<i>32 10.48'N x 110 44.21'W</i>	<i>Bell 407 HP*</i>	<i>Tucson</i>

CWN/Surge Helicopter Base Locations

<i>Helibase</i>	<i>Lat/Long</i>	<i>Aircraft Type</i>	<i>Dispatch Center</i>
<i>Double Eagle Helibase</i>	<i>35° 09.45'N x 106° 47.45'W</i>	<i>AS350 B3</i>	<i>Albuquerque</i>
<i>Prescott Helibase</i>	<i>34° 39.29'N x 112° 25.15'W</i>	<i>407 HP</i>	<i>Prescott</i>

*** Indicates shorthaul capability*

High-Density Altitude Operations

Caution must be used when ordering helicopters for use in high-density altitude (DA) conditions. Typical elevations and temperatures occurring within the SWA often dictate the use of aircraft with high-density altitude performance capability (i.e. above 8000 ft. MSL). Be aware some specific models of helicopters may have operating limitations below typical hot day DA conditions occurring in SWA. Furthermore, though a helicopter may be able to operate at a high DA, its effectiveness and efficiency may be of low value to the user. At high DA all aircraft are negatively affected; controllability, payload, and airspeed are reduced.

Performance capability and/or limitations for the conditions must be requested.

For Forest Service orders, the Regional Helicopter Specialist will be advised of the request before the SWCC places the order to the NICC, it is recommended contact be made with any host agency Regional Aviation Manager/Specialist for this type of order. This will enable the specialist to contact the incident and determine the most appropriate helicopter to request. The Regional Helicopter Operations Specialist will consult with the National Helicopter Coordinator to ensure that aircraft filling these requests can operate within the density/altitude at the respective incident(s).

Off Unit Assignments

The manager and crew on duty for initial attack response at the time the order is received will be dispatched with the helicopter. Specialized equipment, e.g., long line, sphere dispenser, etc., will be sent. The helitorch must be specifically requested by the ordering unit for the helitorch module to be sent.

When ordering a helicopter, provide fuel and support vehicle directions to the incident base camp.

FS Type 3 EU helicopters play a critical role in local, geographic and national response. Mandatory Availability Periods associated with the Exclusive-Use Type 3 fleet directly correlate with the hosting Forest's historical fire season and include time periods considerate of program stand-up and stand-down. As fire danger varies throughout any given year, Forests hosting FS suppression funded Type 3 EU helicopters should base resource availability off the National Fire Danger Rating System Adjective.

The following chart depicts the appropriate availability status correlating to an NFDRS adjective:

During a host forest's NFDRS rating of Low or de-escalating Moderate, Type 3 EU helicopters and modules are expected to be available nationally, upon request by NICC, unless already committed in their host GACC. An escalating Moderate, High, or above rating should constitute availability at the geographic/region or hosting forest level. Helicopters at or above moderate fire danger ratings may be made available nationally at the discretion of the GACC.

Hosting Forest NFDRS Adjective	Type 3 EU Availability Status
Extreme	Hosting Forest of geographic/regional level
Very High	Hosting Forest of geographic/regional level
High	Hosting Forest of geographic/regional level
*Escalating Moderate	Hosting Forest of geographic/regional level
**De-escalating Moderate	National
**Low	National

To request a forest EU or a like/kind backfill, place an order with the forest's NFDRS rating in the special needs of the request.

Resource needs shall be coordinated with all parties involved, including the aircraft manager, CIMT or receiving unit, GACC/MAC Group, NICC, Regional HOS/or other delegated regional aviation authority, and the National Rotor-Wing Coordinator. The aircraft's current day on assignment will be considered. Reference Forest Service EU direction, above, regarding length of assignment. The forest's NFDRS rating will be used in resource prioritization when filling the order. Depending on conditions, orders from forests with low to de-escalating moderate NFDRS ratings may be filled with a CWN resource.

DOI Type 1 Helicopter

The DOI Type 1 Helicopter's primary mission is initial attack. While most effective at providing rapid initial response, the crew is equipped to respond to extended attack incidents and critical missions on large fires.

To retain this helicopter and crew beyond initial attack for extended attack incidents, the incident must place a request with the GACC. Extended attack incidents that utilize the crew to fill critical positions should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned.

Short-haul

Helicopters ordered specifically for short-haul capability, will be ordered as either "HE2S – Helicopter, Type 2 Standard" or "HE3S - Helicopter, Type 3 Standard" with the "Short-haul capability" feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as short-haul capable.

FS Short-Haul

The primary mission for FS Short-haul helicopters is initial attack. The program also maintains staffing for emergency medical response and can mobilize upon request during their contract availability periods.

[SWA Interagency Standards for Resource Mobilization Supplement](#)

[Southwest Area Emergency Aviation Transport Sources](#)

[Short-haul Capable Helicopters](#)

The SWA has two Type III exclusive-use helicopters available for short-haul operations. One is located at Grand Canyon National Park; one is located on the Coronado National Forest in Tucson. The Grand Canyon aircraft is available year-round, and the Tucson helicopter is a seasonal resource. Short-haul capable aircraft are considered a primary firefighting resource;

they perform typical fire missions such as water drops, cargo, and personnel transport while being available for short-haul missions.

Short-haul capabilities will be just one of several options for treating and extracting injured or ill personnel as well as Short-haul for Fire Tactics (Helispots, Initial Attack, etc.). All such options must be considered and included in pre-incident operational planning.

Short-haul proficiency operations will be allowed on federal fires in accordance with the requirements established in their agency's operational plans. Incident commanders will determine an acceptable time and location to meet proficiency schedules. Costs associated with proficiency operations will be the responsibility of the agency contracting the helicopter.

If approved by their specific program, Park Service helicopters and all Forest Service Short-haul helicopters are approved to conduct Short-haul operations for fire tactics as well as medical emergencies.

Helicopter Medical Extraction Operations

The intent of helicopter insertion/extraction operations is to facilitate the movement of personnel to and from inaccessible areas. These operations are not meant to be a medical transport resource; life flight and ground transportation should always be ordered in addition to the extraction aircraft and crew.

Ordering:

- *On-scene EMT and/or Incident within Incident IC determines that an extraction helicopter is needed and places the order through the pre-established procedures:*
 - *Division Supervisor*
 - *Incident Communications*
 - *Dispatch Center*
- *When ordering extraction aircraft provide the following information:*
 - *Location (Lat/Long) of patient*
 - *Known Hazards*
 - *Wind Speed and Direction*
 - *Terrain*
 - *Incident Updates*

Site Selection:

- *The helicopter crew will confirm the extraction location when they arrive on scene. However, a general rule is any clearing that is 10'x10' with visible sight lines to the sky is a suitable extraction site.*
- *If the terrain is steep, excavating a platform or shelf can make it easier for patient packaging.*

Considerations:

QR Code-Short-haul Site Selection Video:



- *Short-haul and hoist are safe and efficient operations for extracting injured personnel of any severity including "Green" patients.*
- *Ensure the area is clear of non-essential items, hazards, and personnel.*

- *Rotor wash may affect overhead hazards and blowing dust/debris can create brownout conditions or influence fire behavior.*
- *Aerial Supervision is valuable for coordinating aviation medevac/extraction missions and should be ordered if available and not currently present.*
- *The aircrew will make the final assessment of the mission. Always have a contingency plan in case a helicopter cannot complete the request.*

Definitions:

Rescue Hoist: A cable winching device mounted to the helicopter that can lower/raise persons attached to a cable.

- *Common cable lengths are 250-300 feet.*

Short haul: To insert or extract one or more persons suspended on a fixed line beneath a helicopter.

- *Common short-haul line lengths are 100, 150, and 250 feet. The lines can also be connected for a longer line if the situation requires it.*

The Interagency Emergency Helicopter Extraction Source List (PMS 512) can be found here: <https://www.nwccg.gov/publications/pms512>

Note: Basic information (if possible) needed from personnel on the scene before placing an order for a medivac helicopter.

- *Elevation of the landing site*
- *Latitude and longitude (degrees minutes, decimal minute)*
- *Temperature*
- *Wind speed and direction*
- *Weight of patient*
- *Is there a landing site, brief description of size, hazards, tall trees, uneven ground, etc.?*
- *General location*
- *Is a Helitack qualified person available?*

All Dispatch Centers should keep an accurate list of emergency medical transport resources available within their dispatch area.

MULTI-AWARD TASK ORDER CONTRACT (MATOC)

Helicopters

The following tables will assist the field with ordering CWN MATOC helicopters by payload category. All CWN FS helicopters are on MATOC contract and are ordered using the tables below.

- The initial CWN orders for these aircraft is placed to NICC and competed nationally.
- The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius for Type 2 and Type 3 helicopters, and 8,000 feet and 25 degrees Celsius for Type 1 helicopters.
 - Example: 2.1200
 - The 2 is the helicopter type.
 - The 1200 is the allowable payload.

- All awarded model aircraft are represented on the following charts with either a payload category, or a low to high end payload category range.
- Please identify **one** payload category in special needs of the request. This is the lowest payload category that is technically acceptable for the request. **Do not specify make or model.**
- By specifying the lowest acceptable payload category in the special needs, it will include competition at that payload category and above. Example:
 - **The need is for Type 1 w/a bucket that can lift a minimum of 9,000 lbs. The order would be for a 1.9000 helicopter with a bucket. NICC will then compete all T1's with a bucket that lift 9,000 lbs. and above.**
- Include any other specification in the special needs of the request.
- For all modern aircraft, include an additional justification in the request, such as a specific Exhibit from the parent contract.
- For twin engine, specify “twin engine” in the request.
- For additional assistance with ordering, contact the Regional Helicopter Operations Specialist or National Rotor-Wing Coordinators.

Type 1 Restricted w/Bucket

Payload Category	Model	Payload Range
1.2100-1.3000	S-61N	LOW-HIGH
1.2100-1.7000	Various UH-60 Models	LOW-HIGH
1.3000	BV-107	NA
1.3000	K-1200	NA
1.3300	332L1	NA
1.5000	S-61A/SH-3H	NA
1.7000-1.9000	CH-54A/S-64E	LOW-HIGH
1.11000-1.17000	CH-54B/S-64F	LOW-HIGH

Type 1 Restricted w/ Tank

Payload Category	Model	Payload Range
1.2100	S-61N	N/A
1.2100-1.5000	Various UH-60 Models	LOW-HIGH
1.3000-1.5000	S-61A/SH-3H CMRB	LOW-HIGH
1.330	332L1	N/A
1.5000-1.7000	CH-54A/S-64E	LOW-HIGH
1.9000-1.13000	CH-54B/S-64F	LOW-HIGH
1.9000-1.11000	BV-234/CH-47	LOW-HIGH

Type 2 Standard w/Bucket (*indicates models with twin engine capability)

Payload Category	Model	Payload Range
2.1200	*212	NA
2.1450-2.1700	205A1	LOW-HIGH
2.1700	*212 HP	NA
2.1850-2.2050	210	LOW-HIGH
2.1850-2.2050	205A1++	LOW-HIGH

Type 2 Restricted w/Bucket

Payload Category	Model	Payload Range
2.1450	UH1B	NA
2.1650	UH-1F	NA
2.2050-2.2650	UH-1H-17	LOW-HIGH

Type 2 Standard w/Tank

Payload Category	Model	Payload Range
2.900	205A1	NA
2.900	*212HP	NA
2.900-2.1450	205A1++	LOW-HIGH

Type 2 Restricted w/Tank

Payload Category	Model	Payload Range
2.1700-2.2650	UH-1H-17	Low - High

Type 2 Standard Modern Bucket/Tank

Payload Category	Model	Payload Range
2.1350+	*EC145 (Bucket)	N/A
2.1350+	*412EPX (Bucket)	N/A
2.900	*EC145 (Tanked)	N/A

Type 3 Standard w/Bucket (*indicates models with twin engine capability)

Payload Category	Model	Payload Range
3.270	AS350A/B2	NA
3.600-3.850	206L1	Low - High
3.600-3.850	206L3	Low - High
3.600-3.850	206L4	Low - High
3.700-3.800	*900/902	Low - High
3.950-3.1350	407A	Low - High
3.950-3.1350	407HP	Low - High

3.950-3.1350	AS350B3	Low - High
3.950-3.1350	AS350B3E	Low - High

Type 3 Standard w/Tank

Payload Category	Model	Payload Range
3.750-3.800	407A	Low - High
3.750-3.800	407HP	Low - High
3.750-3.800	AS350B3	Low - High
3.750-3.800	AS350B3E	Low - High

Type 3 Standard Modern

Payload Category	Model	Payload Range
3.650+	*429A	N/A

RAPPELLERS

The Forest Service National Helicopter Rappel Program’s primary mission is initial attack. When rappellers are needed for initial attack with aircraft, they will be requested in IROC as “RPIA – Load, Rappeller, Initial Attack” on an Aircraft request. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available.

NICC, in conjunction with the FS National Rotor Wing Coordinator, may determine situations when closest resource is not applicable. When existing border agreements exist between GACCs, IA loads may be placed forest to forest, if the resource is the closest available. Courtesy notification shall be made to the GACC(s) and NICC at the time the order is placed.

Refer to Chapter 20 for specific guidance on ordering helicopter module personnel and booster orders.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers that were utilized on an IA load will be negotiated between the sending and receiving rappel base in concurrence with NICC and the GACCs.

GACCs prepositioning rappellers when multiple starts are predicted or occurring will specify the anticipated duration. If not deployed during this period, rappellers will be made available for higher priorities, unless a longer duration is negotiated between the sending and receiving rappel bases in concurrence with NICC and the GACCs.

Rappellers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Rappellers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Rappel crews may be utilized for large fire support, all-hazard incident operations, and resource management objectives. Rappel crews are equipped to respond to extended attack incidents and critical missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions should order replacement personnel for those positions in case the aircraft and crew are reassigned.

Helicopters ordered with rappel capability for preposition and/or large fire support, will be ordered as “HE2S – Helicopter, Type 2 Standard”, with the “Rappel Capability” feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as rappel capable.

Rappeller Numbers

Planned staffing includes approximately 320 Rappellers at the following locations (actual fire season numbers may vary):

Great Basin	Boise, ID	15
	Price Valley, ID	30
	Salmon, ID	45
Northern Rockies	Gallatin, MT	17
	Libby, MT	16
	Coeur d'Alene	18
Northwest	Grants Pass, OR	21
	John Day, OR	28
	Prineville, OR	27
	La Grande, OR	38
	Wenatchee, WA	27
Northern California	Nevada City, CA	20
Southern California	Trimmer, CA	21

Rappeller Aircraft

Aircraft delivering Initial Attack Rappellers will return to the sending base or a designated location before the end of the pilot’s daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

SMOKEJUMPERS

Smokejumpers’ primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. While most effective at providing rapid initial response, smokejumpers are equipped to respond to extended attack incidents and short-term critical need missions on large fires. Smokejumpers are normally configured by planeload, with each load ranging from eight to ten smokejumpers depending on aircraft type and smokejumper availability.

When smokejumpers are needed jump-ready for initial attack, they will be requested in IROC as “SMIA - Load, Smokejumper, Initial Attack” on an Aircraft request.

Smokejumper initial attack aircraft may be launched within its current dispatch zone to new incidents after having been provided location, bearing, distance, and flight following frequency. All other pertinent information will be provided to aircrews while enroute.

Specifying the delivery system is not permitted. The sending unit will fill the request with a roster in IROC or by forwarding a manifest form, with names and agency identification, through established ordering channels. This information can be acquired after the smokejumper aircraft is airborne. Any intent to retain Smokejumpers which have not been utilized as an IA load will be negotiated between the sending and receiving smokejumper base in concurrence with NICC and the GACCs.

GACCs prepositioning smokejumpers when multiple starts are predicted or occurring will specify the anticipated duration. If not deployed during this period, smokejumpers will be made available

for higher priorities, unless a longer duration is negotiated between the sending and receiving smokejumper bases in concurrence with NICC and the GACCs.

Smokejumpers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual “O” requests. Smokejumpers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Units must obtain concurrence with NICC prior to configuring smokejumpers as crews or modules for extended attack operations.

Refer to Chapter 20 for specific information on ordering smokejumper boosters.

Smokejumper Numbers

Planned staffing includes 480 smokejumpers at the following locations (actual fire season numbers may vary):

DOI Alaska	(Fairbanks)	75
DOI Great Basin	(Boise)	75
FS Northern Rockies	(Missoula)	70
	(Grangeville)	30
	(West Yellowstone)	30
FS Great Basin	(McCall)	70
FS Northwest	(N. Cascade)	30
	(Redmond)	50

Satellite bases may be activated based on fire activity.

Daily availability is updated throughout the fire season.

Smokejumper Aircraft

Aircraft delivering Initial Attack smokejumpers will return to the sending base or a designated airport before the end of the pilot’s daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

SWA Interagency Standards for Resource Mobilization Supplement

The Southwest Area will preposition smokejumpers at airports throughout the region that can be utilized as needed. Smokejumpers are typically ordered from May-July (timeframes may vary). The smokejumper's primary mission is for initial attack but may be utilized for any wildfire within the SWA. For more information regarding Smokejumpers please see:

[ISMOG – Interagency Smokejumper Operation Guide.](#)

AERIAL SUPERVISION AIRCRAFT

Leadplanes, Exclusive-Use Air Tactical Aircraft, and Aerial Supervision Modules (ASMs) are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when requested by NICC and approved by the parent agency. Requests for leadplanes may be filled with an ASM.

Aerial Supervision Module

An ASM is a fixed-wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

Leadplane

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Lead planes are required for non-IA rated airtankers, such as VLATs and MAFFS. Leadplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA rated airtanker missions.

Contact the USFS National Fixed-Wing Coordinator, or appropriate program manager, for any leadplane needs or planning purposes.

SWA Interagency Standards for Resource Mobilization Supplement

Permanently assigned “call signs” will be used for pilots on Leadplane missions. The word “lead” will precede the pilot’s call sign. The pilots’ call signs will remain the same, regardless of location or the aircraft being flown. “Bravo” is the designator for Forest Service ASMs, “Kilo” is the designator for Bureau of Land Management ASMs. The State of Alaska ASM designator is A, Alpha. The CalFire ASM designator is C, Charlie. For example, when Lead XX is teamed with an ATS, they become Bravo-XX.

Air Tactical Aircraft

Air Tactical Aircraft are on Exclusive-Use Contracts and/or Call-When-Needed (CWN) Agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.

To ensure consistent utilization, rotation, and management of the Exclusive-Use Air Tactical Aircraft fleet, refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*.

SWA Interagency Standards for Resource Mobilization Supplement

<i>Forest Service Exclusive Use Air Attacks</i>	
<i>Call Sign</i>	<i>Location</i>
<i>AA-303</i>	<i>Albuquerque</i>
<i>AA-305</i>	<i>Sierra Vista</i>
<i>AA-309</i>	<i>Prescott</i>
<i>AA-312</i>	<i>Mesa</i>
<i>HLCO-319</i>	<i>Tucson</i>

Seven Exclusive Use Air Attack platforms with an ATGS are located throughout the SWA. Additionally, there is one Helicopter Coordinator platform. The aircraft begin their contracts in mid-April to mid-May and end at the end of June to mid-July. Although administrative oversight is provided by the host unit, the aircraft and ATGS do not “belong” to any particular unit and will be dispatched throughout the SWA based on current / predicted fire conditions. While these assets are primarily utilized for initial attack, they may also be assigned to large incidents. Exclusive Use Air Attacks for the Bureau of Indian Affairs (Show Low & Double Eagle) and Bureau of Land Management (Roswell), ATGS assigned, and location varies contingent upon availability and incident activity.

Additional Fixed Wing Air Tactical aircraft are hired through a USFS CWN Regional Light Fixed-Wing contract or the DOI On-Call contract. The government does not guarantee the placement of any orders for use under these contracts and is obligated only to the extent of authorized orders placed. Units may request specific aircraft capabilities (such as pressurization, air-conditioning, etc.), based on current and forecasted weather conditions, operating altitudes, incident proximity, airspace, terrain, and other local considerations or concerns.

Hiring determinations will be made based on:

- *Mission requirements such as pressurization, air conditioning, etc.*
- *Aircraft availability*
- *Date and time needed*
- *Cost*

The receiving unit must provide approval for these capabilities by documenting requirements on a resource order. For out-of-area assignments, it is important to note that the ATGS can request specific aircraft capabilities (such as pressurization and air-conditioning only); however, it must be approved in advance by the receiving unit.

At PL3 and above an Air Tactical Coordinator should be ordered to coordinate all Air Attack aircraft and ATGS Trainee assignments within the SWA.

Reconnaissance flights are to be ordered through the SWCC by the respective dispatch center. The priority resource will be an enhanced technology platform, with a secondary option being an aerial observation platform. Note: Aerial Observers must be carded through their respective dispatch and be made known to the Aerial Supervision Program Manager. Incident enhanced platforms will be prioritized by the SWCC and the region. For Leadplanes, ASMs, and Air Attack platforms, priority is tactical, all other missions will be approved by the SWCC and Aerial Supervision Program Manager.

Aircraft Replacement

If an aircraft is due for scheduled (planned) maintenance or requires unscheduled maintenance to correct any deficiencies to the aircraft, the contractor may substitute or replace the aircraft with an aircraft of equal or greater performance at no cost to the government, to include the cost of positioning a replacement aircraft. Flight time, availability, or standby will not be paid for replacements or substitutions. The vendor is required to give prior notice for the substitution of aircraft for required maintenance. Other substitutions or replacement requests will be on a case-by-case basis.

All requests for substitutions or replacements are coordinated between a Contracting Officers' Representative (COR), Regional AMI, and Contracting Officer (CO). The CO is the only person authorized to approve the substitution of aircraft. When approved, the vendor shall notify the

ordering Dispatch Center of the substitution or replacement. The Dispatch Center will notify the SWCC. If the vendor cannot provide an aircraft equal to or greater than the awarded performance the ordering Dispatch Center initiates a new resource order for a replacement aircraft from another vendor's Regional Call-When-Needed agreement.

Relief Pilots

The Contractor may furnish a relief crew to meet the days off requirement per the 'Flight Hour and Duty Limitations' clause. Approval to furnish relief crews and costs for transporting relief crews must be approved (per the terms of the contract) in advance by the CO. Approval will be noted on the payment invoice in the remarks section.

Safety and Economics of Operations

The Leadplane, Aerial Supervision Module (ASM), Air Tactical Group Supervisor (ATGS), and Helicopter Coordinator (HLCO) ensure the safety and continuity of air operations at an incident. In most cases, it is safer and more effective to dispatch an Airtanker with Leadplane/ASM rather than an Airtanker alone. The time required for the Airtanker to establish communications, recon the fire, set up approach and exit routes, and make the required dry run(s) exceed the combined cost of the Airtanker and Leadplane/ASM where the latter performs these operations.

Order an Air Tactical Group Supervisor (ATGS) or ASM to direct operations involving multiple aircraft when a Leadplane is not available. Federal policy dictates additional requirements as listed on the following page (Reference Interagency Aerial Supervision Guide: [NWCG Standards for Aerial Supervision \(PMS 505\) pages 39, December 2024 Edition](#)).

Definitions of Key Aerial Supervision Terms

- a. Required: Aerial supervisory resource(s) shall be over the incident when specified air tactical operations are being conducted. Required aerial supervision resources shall be on scene before dispatching tactical resources (Helicopters, airtankers, water scoopers) during periods of marginal weather, poor visibility, or turbulence.*
- b. Ordered: Aerial Supervisors shall be ordered by the unit to maintain operational control (i.e., Operations may be continued while the Aerial Supervisor is en route to the incident, or if the resources are not available and the assigned resources are notified).*
- c. Assigned: Tactical resource allocated to an incident. The resource may be flying en route to and from, or on hold at assigned airport/helibase.*
- d. N/A: Not authorized or applicable to the level of supervision required for the mission/resource.*

Note:

VLATs, MAFFSs, the USFS C-130s, and some "Next Gen" LATs require an ASM/Leadplane.

SITUATION	HLCO	LPIL	ATGS / ASM**
Three or more aircraft assigned to incident.	If no ATGS AND only helicopter	If no ATGS AND only fixed-wing	ORDERED
Fixed-Wing Low-Level Operations in Low Light conditions.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LPIL
MAFFS/VLAT.	N/A	REQUIRED	N/A
Airtanker not IA carded.	N/A	REQUIRED	N/A
Level 2 SEAT operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LPIL
Foreign Government Aircraft.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LPIL
Congested Area Flight Operations.	ORDERED	ORDERED	REQUIRED
Periods of marginal weather, poor visibility or turbulence.	REQUIRED IF NO ATGS/ASM	REQUIRED IF NO ATGS	REQUIRED
Active Duty (Non-National Guard) Military Helicopter Operations.	ORDERED	N/A	REQUIRED IF NO HLCO
Night Helicopter water-dropping operations with two or more helicopters.	ORDERED if no ATGS*	N/A	ORDERED unless HLCO is on scene and does not require additional supervision.*
When requested by airtanker, helicopters, ATGS, LPIL, or ASM.	REQUIRED	REQUIRED	REQUIRED
Muti-Engine Amphibious Water Scooping Aircraft Not IA Carded.	NA	REQUIRED IF NO ATGS.	REQUIRED IF NO LPIL.

Incidents with three or more aircraft flying missions at the same time must have aerial supervision in the form of ATGS, Leadplane/ASM, or HLCO ordered by the unit maintaining operational control (operations may be continued while the aerial supervisor is enroute to the incident or operations can be continued if the resource is not available and assigned resources are notified).

- *Periods of marginal weather, poor visibility, or turbulence.*
- *Two or more branches of the fire organization associated with an incident.*
- *Request for a Leadplane/ASM by an Airtanker pilot.*

UNMANNED AIRCRAFT SYSTEMS (UAS)

Incident UAS missions may be conducted on a small scale by agency owned UAS and agency crew or on a larger scale by vendor owned and operated UAS with agency support.

There are three federal UAS ordering scenarios:

- Agency UAS for situational awareness (SA)/ Infrared (IR)/mapping.
- Agency UAS for aerial ignition (also capable for SA/IR/mapping).
- CWN contract UAS for large fire.

An on-call UAS Coordinator is available to answer questions regarding UAS capabilities and help determine the type of UAS (1-4) and associated overhead (UASP, UASD, UASM, or UASL) to order. UAS personnel are in high demand. Order trainees when approved/possible.

Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by the DOI or FS.

UAS Coordinator: (208) 387-5335

SWA Interagency Standards for Resource Mobilization Supplement

Region 3 UAS Duty Officer Line: (505) 842-3357

UAS are considered aircraft and therefore must adhere to USFS/DOI policy (including approval and carding of aircraft and pilots). UAS includes any aircraft used or intended to be used, for flight in the air with no onboard pilot.

UAS missions must be coordinated in advance by DOI (OAS) or with the U.S. Forest Service, Washington Office, and Regional UAS Specialists before use on any USFS/DOI agency projects (to include fire/incidents/prescribed fire, BAER, etc.).

When UAS are flown for USFS/DOI work or benefit, FAA, USFS, and DOI regulations apply.

Agency UAS operations conducted on wildfires must adhere to the guidance found in NWCG Standards for Fire Unmanned Aircraft Systems Operations.

Units wishing to utilize UAS must have a plan in place for how they are going to collect, process, and disseminate data gathered by a UAS. Consult with your Unit Aviation Officer or the Regional/State aviation staff to assist in selecting and ordering the aircraft best suited for the mission.

Additional supplemental information can be found at: <https://uas.nifc.gov/interagency-fire-uas-ordering> The following minimum standards apply:

- All aircraft (including UAS) purchased, leased, or acquisitioned must follow agency procurement policy and procedures.*

Key Points for all agencies:

- IMTs must notify the agency administrator before use of UAS. A modification to the Delegation of Authority should be considered.*
- Personally owned UAS or model aircraft may not be used by federal agencies or their employees for interagency fire use.*
- An emergency COA can only be issued by the FAA if the proponent already has an existing COA for their aircraft. The request must be accompanied with a justification that no other aircraft exist for the mission and that there is imminent potential for loss of life, property, or critical infrastructure, or is critical for the safety of personnel.*
- Cooperators, pilot associations, and volunteer aviation groups or individuals may offer to fly unmanned aviation missions (i.e. aerial surveys, fire reconnaissance, infrared missions, etc.) at no charge to the IMTs. Although these offers seem very attractive, we cannot accept these services unless they meet FAA, USFS, and/or DOI policy.*
- The FAA has established guidelines for hobbyists who fly model and remote-controlled aircraft via Advisory Circular 91-57. Model aircraft are to be flown only for recreation or hobby purposes. For further information, refer to:*

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1028086

Additional information can be found on the FAA website: <https://www.faa.gov/uas/>

AIRTANKERS

Airtankers are National Resources and their primary mission is initial attack. NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildland fire danger or activity.

Geographic Areas that manage these aircraft will make them available for wildland fire assignments when requested by NICC. GACCs will staff and maintain all required support functions—such as Airtanker Bases, GACCs, and local dispatch centers—to support the mobilization of national resources. The following criteria apply to all airtankers:

- Airtankers should be dispatched by closest resource, regardless of Geographic Area boundaries.
- When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, or the closest available resource is outside of the GACC, request(s) will be placed to NICC.
- All airtanker movement, regardless of existing border agreements, will be communicated to NICC.

There are five types of airtankers based on payload capacity:

- VLAT = 6,000 gallons or more
- Type 1 = 3,000 to 5,999 gallons
- Type 2 = 1,800 to 2,999 gallons
- Type 3 = 800 to 1,799 gallons
- Type 4 = Up to 799 gallons

To ensure consistent utilization, rotation, and management of the national airtanker fleet, refer to the following publications:

- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*
- *Forest Service Standards for Airtanker Operations*

SWA Interagency Standards for Resource Mobilization Supplement

Large Airtanker Base Locations - Arizona

<u><i>Airport</i></u>	<u><i>Latitude N / Longitude W</i></u>	<u><i>Manager</i></u>	<u><i>Capabilities</i></u>
<i>Ft. Huachuca</i>	<i>31° 35.97' N / 110° 20.88' W</i>	<i>E. Lathrop</i>	<i>VLAT, LAT, SEAT, MAFFS</i>
<i>Phoenix-Mesa Gateway</i>	<i>33° 18.47' N / 111° 39.33' W</i>	<i>C. Price</i>	<i>VLAT, LAT, SEAT, MAFFS</i>
<i>Prescott</i>	<i>34° 39.39' N / 112° 24.83' W</i>	<i>J. Podany</i>	<i>LAT, SEAT</i>
<i>Winslow</i>	<i>35° 01.27' N / 110° 43.12' W</i>	<i>E. Pacheco</i>	<i>LAT, SEAT</i>

Large Airtanker Base Locations - New Mexico

<u>Airport</u>	<u>Latitude N / Longitude W</u>	<u>Manager</u>	<u>Capabilities</u>
<i>Alamogordo</i>	<i>32° 50.27'N / 105° 59.77'W</i>	<i>S. Mitchell</i>	<i>LAT, SEAT</i>
<i>Albuquerque</i>	<i>35° 02.87'N / 106° 36.45'W</i>	<i>J. Gehlhausen</i>	<i>VLAT, LAT, SEAT, MAFFS</i>
<i>Roswell Air Center</i>	<i>33° 18.32'N / 104° 31.15'W</i>	<i>J. King</i>	<i>VLAT, LAT, SEAT</i>
<i>Silver City</i>	<i>32° 37.87'N / 109° 08.97'W</i>	<i>J. Rascon</i>	<i>LAT, SEAT</i>

Note - For Airtanker Base restrictions, refer to the Interagency Airtanker Base Directory which can be found in [EGP](#).

Very Large Airtankers

The Airtanker Bases approved for VLAT operations in the Southwest Area are Albuquerque, Roswell, Ft. Huachuca, and Phoenix Mesa-Gateway. Advanced notice through the local Dispatch Centers is required to activate the Albuquerque (7-10 days) and Roswell (24-48 hours) VLAT bases. Approved Leadplanes or ASM are required for all VLAT missions.

Airtanker Base Managers will evaluate response times when VLATs and LATs are operating from the same base. It may be more efficient to set up separate VLAT operations either at the same airport or load LATs at a different Airtanker Base.

Airtanker Use in Optional and Post Season Periods

Post Season and Optional Use airtanker activations are processed by the Contracting Officer (CO), via a signed modification. The following process is used to activate airtankers during Post Season and Optional Use periods:

- The requesting GACC will place request(s) for airtankers with NICC.
- NICC will notify the National Fixed-Wing Coordinator (NFWC) or designated representative of the request(s).
- The NFWC or designated representative will notify the National Airtanker Program Manager (NAPM), or designated representative, who will determine the availability of airtankers. Airtanker/vendor selection will be communicated back to NICC. NICC will notify the GACC of the airtanker activation.
- NICC will request the airtanker from the appropriate vendor once approved by the CO.

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The SWCC requires the nightly release of Airtankers. New requests need to be placed using established channels the next morning if an incident anticipates Airtanker usage the following day. See: [NWCG Standard for Airtanker Base Operations](#), [NWCG Standards for Airtanker Operations](#) and [NWCG Standards for Aerial Supervision Operations](#)

When aircraft and/or flight crews become unavailable for any reason, the SWCC shall be notified immediately. Notify the SWCC when the aircraft returns to service.

Aerial Supervision and/or Airtanker Start Times

If conditions warrant, incidents may request that aerial supervision and/or Airtankers report for duty at an earlier start time than their standard duty day. Start times must be coordinated and approved by the SWCC and the NICC for national aviation assets to ensure the geographic area has adequate coverage during daily operation periods. Earlier start times will be approved for aerial supervision modules (ASM), leadplanes, and heavy airtankers if the following criteria exist:

- *Values at risk on an incident are considered imminently threatened and a normal start time would reduce the effectiveness of firefighting efforts.*
- *Early activation of aviation resources will minimally impact anticipated needs for flight time later in the operational period.*
- *The SWCC, the NICC, and the GMAC (if activated) agree that the above impacts and considerations have been addressed.*

Regulations for Airtanker Dispatch

Airtanker Dispatch Limitations - Startup/Cutoff Times

To reduce the hazards to large airtanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when airtankers may drop on fires. Note that the limitations apply to the time the aircraft arrives over the fire and conducts its dropping activity. Dispatchers and Airtanker Base managers, in consultation with Leads/ASM or Air Tactical Group Supervisors, are mutually responsible for ensuring these limitations are not exceeded. The following shall apply (refer to the chart below). The chart is from NWCG Standards for Aerial Supervision, “Aerial Supervision Organization during Initial and Extended Attack”.

Aerial Supervision Optional

Airtankers may be dispatched to arrive over the fire under normal agency aerial supervision policy provided the aircraft’s arrival is between 30 minutes after official sunrise and 30 minutes before official sunset.

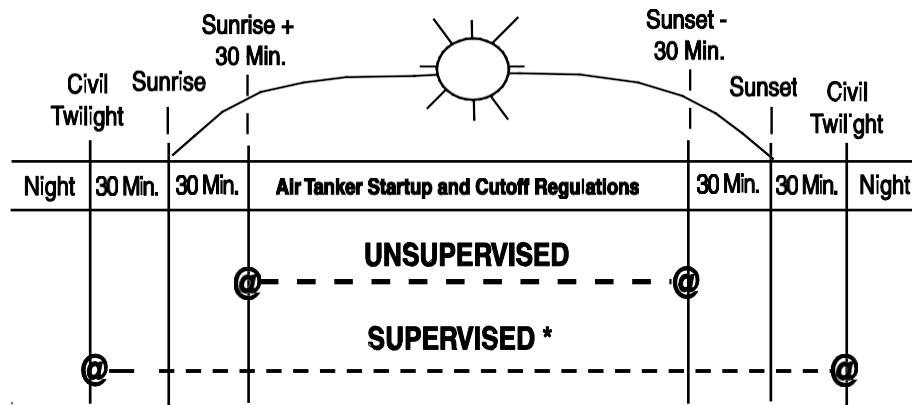
Air Tactical Group Supervisor or Leadplane, or ASM Required: Refer to NWCG Standards for Aerial Supervision (PMS 505) page 38, December 2024 Edition

A qualified Air Tactical Group Supervisor Leadplane or ASM is required on the scene if the Airtanker’s arrival over the fire dropping activity shall occur during:

- *The period from 30 minutes before official sunrise to 30 minutes after official sunrise, or*
- *The period from 30 minutes before official sunset to 30 minutes after official sunset.*

The priorities for Airtanker and Leadplane/ASM use are: (1) life and property, (2) initial attack, and (3) other priorities established by management. To ensure these priorities are met, the SWCC will manage and coordinate all Airtankers and Leadplanes/ASMs operating within the Southwest Area. Situations may develop necessitating reassignment of Airtankers and Leadplane/ASMs en route to an incident or diverting them from fires they are working on.

In all instances, the pilot in command (PIC) is responsible for the flight safety and operation of their aircraft. The PIC may consult with Airtanker Base Managers or Aerial Supervision to determine.



@ = Arrival over the fire (no earlier in the morning or later than in the evening).

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

Note: Sunrise and sunset are determined by the official sunrise and sunset tables of the nearest reload base.

MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS)

MAFFS provide surge capability to supplement commercial airtankers on wildland fires. MAFFS are National Resources and are used as a reinforcement measure when contract airtankers are committed or not readily available. MAFFS will be made available to assist foreign governments upon request through the Department of State or other diplomatic Memorandum of Understanding (MOU). GACCs must ascertain that all suitable commercial airtankers are assigned to wildland fires or committed to initial attack before placing a request for a MAFFS Mission to NIFC.

US Forest Service and NICC Responsibility (for MAFFS)

NICC is responsible for ascertaining nationally that all suitable commercial contract airtankers are committed to wildland fires, initial attack, or cannot meet timeframes of requesting units. When this occurs, NICC will notify the FS Assistant Director for Operations, NIFC. Once approval is given, NICC activates the request through proper Department of War (DOW) channels. After the initial contact has been made, NICC will submit a Request for Assistance (RFA) to the DOW Liaison at NIFC.

The Governors of California, Nevada, and Wyoming may activate their respective Air National Guard Units that have MAFFS equipment and qualified crews for State-controlled fires. Approval of the use of MAFFS equipment must be obtained from the FS Assistant Director for Operations prior to this activation. When MAFFS are activated by a governor, the FS Regional Office for that State will assign an accounting code for the incident.

MAFFS Ordering Criteria

Domestic requests for MAFFS will be placed through established ordering channels to NICC. NICC will place an RFA to the Region X Defense Coordinating Officer (DCO).

The requesting Geographic Area will order the following support for MAFFS Activation:

- One each MAFFS Liaison Officer (MLO aka MAFF) and one each MAFF trainee.
- One each Airbase Radio Kit (NFES 4660).
- One each MAFFS Communications Specialist (THSP).
- One each MAFFS Airtanker Base Manager (MABM) and one each MABM trainee.
- Ramp, Logistics, Finance, and Information personnel.

MAFFS Operations must also include a MAFFS qualified Leadplane.

For MAFFS activations, the Receiving Unit must be prepared to provide administrative support (procurement, motel rooms, phones, office space, clerical and timekeeping support, transportation) to accommodate as many as twenty-six people per two (2) aircraft.

For additional information, see the *MAFFS Operating Plan*.

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Approved SWA MAFFS Bases

<i>ABQ</i>	<i>Albuquerque International Sunport</i>	<i>Albuquerque, NM</i>
<i>IWA</i>	<i>Phoenix-Mesa Gateway</i>	<i>Phoenix, AZ</i>
<i>PRC</i>	<i>Prescott Regional</i>	<i>Prescott, AZ</i>
<i>ROW</i>	<i>Roswell Air Center</i>	<i>Roswell, NM Reload only</i>
<i>FHU</i>	<i>Libby Army Airfield (Ft. Huachuca)</i>	<i>Sierra Vista, AZ</i>

NOTE: Operating MAFFS and DC-10 from the same base may result in difficult logistical issues and/or a delay in launching either type of aircraft, check with the base manager.

Releasing MAFFS Units

MAFFS aircraft will be released from the fires before commercial Airtankers and will not continue to make retardant drops when commercial airtanker operations are shut down. MAFFS units may be held on standby with prior approval from NICC. When a release of MAFFS is anticipated, the SWCC will coordinate with NICC to determine a release date and time, or redeployment to other fires.

Note: For more complete information, consult the MAFFS Operational Plan.

WATER SCOOPERS

Water scoopers are National Resources, and their primary mission is initial attack operations. NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildland fire danger or activity is occurring. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Water Scoopers will be ordered as a “ATM3 - Airtanker, Type 3 (Multi-Engine)” with Water Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as scooper capability.

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An Aircraft Manager will be assigned to each aircraft group and generally be co-located with the aircraft.

Airport Requirements

An airtanker base is not required to operate the CL- 415, however, the aircraft may ground load water from a base if desired. A minimum runway length of 4,000 feet with a taxiway and ramp capable of supporting 36,000 pounds.

Required runway length will vary with density altitude and surface conditions. Airports must have Jet A fuel available with single-point fueling preferred. A standby facility either at an FBO or a rental trailer is appreciated by the crews and AWSA manager. Aircraft dimensions: wingspan 95

feet, length 65 feet, height 30 feet.

Water Sources

Water sources should be pre-identified to verify suitability. Some local units have developed water scooper plans with water source contacts and coordination protocol. Most water sources have been identified and scouted by the vendor Water Source Coordinator. Local units may contact the AWSA manager to discuss potential reload sites.

The length of the water source should generally be 1 to 2.5 nautical miles and at least six feet deep. The distance needed is dependent upon wind direction and strength, terrain, altitude, and temperature. The pilot in command has the final authority and will determine suitability by surveying each water source before scooping operations commence.

More detailed information can be found here:

[NWCG Standards for Water Scooping Operations \(PSM 518\)](#)

SINGLE ENGINE AIRTANKERS (SEATS) AND WATER SCOOPERS

Single Engine Airtankers and Single Engine Water Scoopers managers must remain on-site with the assigned resource at all times unless repositioning, mobilizing, or demobilizing.

Federal and/or State contracted SEATs are managed under an Exclusive-Use, On-Call, or CWN contract. The National SEAT Coordinator maintains a list of DOI Nationally funded SEATs and can provide information upon request. The national SEAT contract module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. SEATs are available for Interagency use and will be requested through established ordering channels. A SEAT can be managed by an on-site SEMG or an ATBM.

Single Engine Water Scoopers may only be managed remotely for 24 hours to allow time for assigned SEMG/ATBM to relocate to the aircraft's operating location. Requests for a DOI On-Call SEAT or Single Engine Water Scooper must have a SEMG or ATBM identified with contact information, and the airbase/airport reporting location documented in the "Special Needs" block before NICC assigns a SEAT.

Orders for SEATs placed to NICC are coordinated with the National SEAT Coordinator. Local Units or GACCs hiring or releasing SEATs will notify the National SEAT Coordinator regardless of jurisdiction. Consistent with the DOI authorization (see the DOI National Aviation Plan), DOI Nationally funded SEATs will be managed as DOI National shared resources. As National assets, these SEATs can and will be moved to areas of greatest need. Geographic Areas and Fire Staff on an Interagency basis will provide direction to the dispatch system on the mobilization and demobilization of SEATs to meet existing or forecasted fire loads within their jurisdiction.

DOI Nationally funded SEATs will have their IROC status set as available nationally. When assigned to an incident, DOI Nationally funded SEATs will be released back to the GACC/Hosting unit at the end of each shift and shown as available "National" in IROC. Mobilization for incident response will occur via resource order; however, once a decision to reallocate a DOI Nationally funded SEAT to another GACC is made, the receiving GACC will place a request for the mobilization, and the resource item will be transferred after mobilization is complete.

Nationally, when competition for SEATs exists, NMAC will provide SEAT allocation direction to NICC based on intelligence developed by the National SEAT Coordinator. The National SEAT Coordinator position is responsible for coordinating the allocation and reallocation of SEATs Nationwide and maintaining current status, location, and utilization of federal and State contracted SEATs nationally.

National SEAT Coordinator: (208) 387-5419 blm_fc_seat@blm.gov

For additional SEAT and Single Engine Water Scooper information, see the following publications:

- *NWCG Standards for Airtanker Base Operations (SABO), PMS 508*
- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

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Single Engine Airtanker Bases

Arizona

<u>Unit</u>	<u>Designated Base</u>	<u>Lat/Long</u>	<u>Dispatch Center</u>
<i>Fort Apache BIA</i>	<i>Show Low, AZ (SOW)</i>	<i>34° 15.92'N x 110° 00.33'W</i>	<i>Springerville</i>
<i>Arizona State Forestry</i>	<i>Marana, AZ (AVQ)</i>	<i>32° 24.57'N x 111° 13.10'W</i>	<i>Arizona</i>
<i>Arizona State Forestry</i>	<i>Buckeye, AZ (10AZ)</i>	<i>33° 22.00'N x 112° 37.12'W</i>	<i>Arizona</i>
<i>Arizona State Forestry</i>	<i>Wilcox, AZ (P33)</i>	<i>32° 14.72'N x 109° 53.67'W</i>	<i>Arizona</i>
<i>Surge Base</i>	<i>Kingman, AZ (IGM)</i>	<i>35° 15.56'N x 113° 56.28'W</i>	<i>Prescott</i>
<i>Surge Base</i>	<i>Wickenburg, AZ (E25)</i>	<i>33° 58.23'N x 112° 47.70'W</i>	<i>Prescott</i>

New Mexico

<u>Unit</u>	<u>Designated Base</u>	<u>Lat/Long</u>	<u>Dispatch Center</u>
<i>BIA-SW Region</i>	<i>Double Eagle, NM (AEG)</i>	<i>35° 08.69'N x 106° 47.71'W</i>	<i>Albuquerque</i>
<i>Las Vegas, N4S</i>	<i>Las Vegas, NM (LVS)*</i>	<i>35° 39.25'N x 105° 08.54'W</i>	<i>Santa Fe</i>
<i>Jicarilla BIA</i>	<i>Dulce, NM (24N)*</i>	<i>36° 49.71'N x 106° 53.05'W</i>	<i>Taos</i>
<i>Lincoln NF</i>	<i>Sierra Blanca, NM (SRR)</i>	<i>33° 27.65'N x 105° 31.80'W</i>	<i>Alamogordo</i>
<i>Pecos District BLM</i>	<i>Carlsbad, NM (CNM)</i>	<i>32° 20.24'N x 104° 15.80'W</i>	<i>Alamogordo</i>
<i>New Mexico State Forestry</i>	<i>Raton, NM* (RTN)</i>	<i>36° 44.54'N x 104° 30.10'W</i>	<i>Taos</i>

**Contact the appropriate unit and allow 1-5 days lead time for base activation.*

DOI Exclusive Use SEATs are pre-positioned in the SWA starting in mid-May annually. These aircraft should be dispatched to initial attack incidents in the same manner as other national aviation resources. At times, SEAT re-positioning will be managed by the SWCG in consultation with the Aviation Committee and/or a SEAT Coordinator.

SEATs shall be ordered and managed at the local (unit) or zone level. Orders for SEAT Managers need to be placed at the same time as the SEAT order if not already in place. (Reference Standards for Airtanker Base Operations for more information).

Hosting agencies of DOI EU SEAT contracts will assign a Project Inspector. This ensures that contract requirements are being met. A SEAT Manager will also be assigned.

- *DOI Contract SEATs and CWN SEATs must have a pre-use inspection by a qualified SEAT Manager before performing a mission.*
- *Airtanker Base Managers (ATBM) are authorized to oversee the SEAT operations without the presence of the SEAT Manager (SEMG) while SEATs are assigned to work out of their base. The ATBM will oversee the SEAT operations when the assigned SEMG is en route, or for a specified amount of time that has been agreed upon between the SEMG and the ATBM.*

Ordering fire suppression chemicals (retardant, foam, and gel) is the responsibility of the ordering unit.

All SEAT operations will be conducted per the Standards for Airtanker Base Operations

- *To realize the full economic and operational effectiveness of the SEATs and to optimize their self-sufficient capabilities, SEAT fire operations should be established as close to the incident as possible using available airports/airstrips. Use of roads will require prior approval by State, area, or regional aviation management and who must coordinate with state and local transportation departments and law enforcement.*

Retardant Avoidance Areas

There are specified areas on each national forest in the Southwest Area where the use of retardant/fire chemicals has been determined to adversely affect terrestrial and aquatic species. These areas are identified on the individual retardant avoidance maps located at all regional Airtanker Bases, Dispatch Centers, permanent helibases, and supervisor's offices and on the SWCC website. Aerial Fire Retardant Avoidance.

MOBILE RETARDANT BASES (MRBS)

Mobile Retardant Bases can be ordered to service Very Large Airtankers, Large Airtankers, helicopters and SEATS. Orders should be placed through normal dispatch channels to NICC.

Units should identify physical location and any limiting factors affecting access to the area of planned use. Use the “Special Needs” block to identify type of aircraft utilizing the service:

- Helicopter
- SEAT
- LAT
- VLAT

INCIDENT AWARENESS & ASSESSMENT (IAA)

IAA utilizes aerial, satellite-based assets, and ground-based cameras to collect and disseminate incident data and products to resources in near-real time.

To request IAA support, visit the [IAA Hub](#).

IAA requestors must have a NIFC AGOL account to submit requests in the IAA Hub. Follow the instructions on the IAA Hub to request a new NIFC AGOL account. For additional information refer to the IAA User Guide and/or the Fire Imaging Program Guide linked on the IAA Hub. For additional support email iaa.support@firenet.gov

IAA is available to provide support to wildland fire operations to three mission areas.

Large Fire Perimeter Mapping

This mission is historically known as National Infrared Operations (NIROPS) and is flown at night. It consists of agency owned aircraft, contracted aircraft, and Aircraft 3. NIROPS aircraft are National Resources. The National IR Coordinator will coordinate all Infrared Interpreters (IRIN).

Ordering Process: Visit the IAA Hub and select Request Support. NIROPS requests require the submission of both an IROC order A# Service, Infrared Night SIRN and a pending request placed in the IAA Hub no later than 1530 Mountain Time.

Product deliverables: A shapefile, KMZ, and PDF map(s) are posted to the incident specific folder in the NIFC File Transfer Protocol (FTP) site. The requestor(s) will receive the IRIN log and notes within the mission closeout email once products have posted.

Aircraft 3 is a Department of Defense asset that is available to provide perimeter mapping support for incidents that may be out of range for fixed-wing aircraft. Products are derived from multiple sources and closely resemble products from the other fixed-wing platforms. Analysis is performed jointly between the National Geospatial Agency (NGA) and the United States Geographic Survey Civil Applications Center (CAC). This asset typically requires 24-48 hours of initial lead time for new incidents.

New Heat Detection/Lightning Reconnaissance

Ordering Process: Visit the [IAA Hub](#) and select Request Support.

Product deliverables: A size-up is reported to the responsible dispatch center. This may include an email to the center's Firenet account and phone/radio communications/confirmation. Imagery, videos, and perimeter information will be posted to EGP/Wildfire SA. All new detections found nationally can be viewed under New Detections on the top menu of the IAA Hub.

Operational Support

This includes GIS perimeters, narrated/unnarrated videos, imagery overlay, and isolated heat identification.

Ordering Process: Go to the [IAA Hub](#) and select Request Support.

Product deliverables: All products are posted in NIFC EGP within the Airborne Intel Tool. The requestor will receive a close out email once products have posted.

LARGE TRANSPORTATION AIRCRAFT

NICC is the sole source for large transport aircraft holding 14 CFR PART 121 Certificates. Large transport aircraft are National Resources and will be requested through NICC. Large transport aircraft arranged by NICC are requested on a per mission basis. The NICC Aircraft Desk will relay Flight Following ATD/ETE for each flight leg. When requesting a large transport aircraft, the following information is required:

- Number of passengers and/or cargo weight per destination and combined total weight for the flight. Pick-up point at jetport and time passengers and/or cargo are available to load.
- NICC requires 48-hour lead time to plan and schedule aircraft for demobilization flights.
- Pick-up point at the jetport is the Fixed Base Operator (FBO) or gate at the airport terminal where the aircraft will park.
- Passengers must be weighed and manifested prior to boarding the aircraft.
- Government or contractor support available at each airport, including contact name and

telephone number.

- All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.
- **Note:** Lithium Batteries are not permitted and cannot be transported in the cargo hold on NICC large transport aircraft. **FREQUENCIES**

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, “CONTROLLED UNCLASSIFIED INFORMATION//BASIC.” This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

FM, VHF, and UHF Frequencies

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. To ensure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.

AM Frequencies

The NIICD Communications Duty Officer (CDO) will assign initial attack AM air-to-air frequencies after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by dispatch zones.

When the tertiary assignment (if applicable) is used, units will notify the NIICD CDO by phone or email. VHF AM assignments are used for air-to-air communications and are authorized only within the zone to which they are assigned. IA frequency assignments are not to be used on project fires. To utilize the initial attack AM assignments to their fullest capabilities they should only be used on TFRs for the initial burning period, after that a dedicated AM frequency should be ordered from the CDO through IROC.

FM Air-to-Ground Frequencies

The NIICD CDO will facilitate and coordinate FM air-to-ground frequencies in cooperation with agency frequency managers with the intent to create permanent assignments. Both AM and FM assignments will be used on an interagency basis and the NIICD CDO maintains master records of the assignments. Updated frequency information for initial attack air-to-air, and air-to-ground is coordinated annually with the GACCs.

Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from the incident host GACC, directly to the NIICD, followed by a call placed to the CDO. The CDO coordinates all FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Frequencies are ordered on an Frequency “F” request.

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Each zone has pre-assigned air-to-air frequencies. Frequencies allocated to zones for initial attack are not to be dedicated for project fire use. Additionally, the frequency 122.925 is approved for Air Tactical aircraft to utilize for inbriefing/debriefing with other aircraft arriving/departing incidents.

Once a zone's primary and secondary air-to-air frequencies have been assigned, dispatch centers may request additional initial attack VHF-AM frequencies from the SWCC. When an incident goes beyond the initial attack stage (the next day or operational period), dispatch centers will request additional VHF-AM frequencies for the incident from the SWCC. Initial attack frequencies will be

released from an incident once new frequencies are in place.

National Air Guard Frequency

168.625 MHz (tone 110.9 TX) – The National Interagency Air Guard frequency is used for emergency and urgent aircraft communications. Use of the frequency is restricted to:

- *Air-to-air emergency contact and coordination*
- *Ground-to-air emergency contact*
- *Initial call, recall, and redirection of aircraft when no other contact frequency is available*

Continuous monitoring of this frequency in narrowband mode is mandatory for dispatch centers. RX and TX tones are required nationally.

Standard Air to Ground Frequency for Air Medevacs on Wildland Fire Incidents

All wildland fire agencies in the Southwest Geographic Area have adopted VMED 28 as the primary Air to Ground frequency when dealing with Air Ambulance/Air Medevac VMED 29 is a secondary frequency available for use in the event VMED 28 is being used on an adjacent emergency.

VMED 28: Rx 155.3400 MHz, Tx 155.3400 MHz with Tx CTCSS tone 156.7 MHz

VMED 29: Rx 155.3475 MHz, Tx 155.3475 MHz with Tx CTCSS tone 156.7 MHz

AIRSPACE

Temporary Flight Restrictions (TFR) FAR 91.137

Temporary Flight Restrictions (TFRs) regulate the National Airspace System (NAS). The Geographic Area Coordination Center or an assigned Airspace Coordinator (ASCO) will originate TFRs. TFRs are not an administrative function of a local dispatch center.

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude information for TFRs and must be provide in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds' information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmmsN/ddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid “bow tie” depictions.

For further information on how flight restrictions are requested and implemented, please reference the *NWCG Standards for Airspace Coordination, PMS520*.

Participating Aircraft

Internal procedures for requestors to participate in the hazard relief effort and work within incident TFRs will be coordinated to ensure the utmost safety. Please reference the *NWCG Standards for Airspace Coordination, PMS520* for standard procedures for Participating Aircraft.

SWA Interagency Standards for Resource Mobilization Supplement

Within the Southwest, upon the approval of participating aircraft, the approving official will notify the local dispatch center. The Aircraft Dispatcher will ensure the local aviation manager, air operations branch director, and incident commander are aware. Aircraft Dispatchers shall document all approved participating aircraft on the aircraft dispatch form under Other Aircraft. Additional information can be found hyperlinked to the text below:

[Approval Process for Aircraft Participating within Incident Temporary Flight Restrictions \(TFRs\)](#)

Military Training Routes and Special Use Airspace

Military Training Routes (MTR) and Special Use Airspace (SUA) that present conflicts with incident related aviation activities will be identified by local units. One source for this information is the *AP/1B, Flight Information Publication, Military Training Routes*. Each dispatch office should download a current edition of the AP/1B. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight operations should be organized for easy and rapid utilization (i.e., displayed on local unit aviation hazard maps).

Further direction may be obtained in the *NWCG Standards for Airspace Coordination, PMS520*.

SWA Interagency Standards for Resource Mobilization Supplement

- *Wildfire TFRs are typically requested for daylight operations from 1200 UTC to 0500 UTC (0500mst/0600mdt to 2200mst/2300mdt). 24 hour TFRs may be requested for UAS and UAV operations.*
- *A daylight hours-only TFR, requested after 1200 UTC on the first day of an incident, will only be published by the FAA for that day. It will expire at 0500 UTC. 24-hour TFRs (when requested) remain in effect beyond the first day until released.*
- *Dispatch Centers must submit a second TFR request for daylight hours only operations when a TFR is needed beyond the first operational period of an incident. Submit requests to the SWCC prior to the close of business (COB) during the first day/operational period. When submitting this request, or an additional frequency for the next operational shift to be tied to the TFR.*
- *VOR bearing and distance descriptions should be to the closest VOR. Do not use NDB or T-VOR information in the description.*
- *According to NWCG standards for Aerial Supervision Lateral Dimensions 7NM; Vertical Dimensions suggested guideline for an incident TFR is 2,000 feet above the highest-flying incident aircraft. Generally, this will be, 4,500 feet above terrain.*
- *Temporary flight restriction requests shall be placed with the zone Dispatch Center, which will then forward it to the SWCC for processing. The SWCC will place the temporary flight restriction request with the appropriate FAA Air Route Traffic Control Center (ARTCC). The NOTAM number assigned will be relayed to the requesting unit when received from the ARTCC.*
- *Dispatchers should keep in mind that it takes from 30 minutes to 2 hours (or longer) for this NOTAM to be broadcast and disseminated throughout the aviation system. This delay is not a reason to delay the mission. A NOTAM does not mean the TFR will not be intruded upon by unadvised or uninformed aircraft.*
- *A TFR within a military training route (MTR) requires notification of airspace restrictions for firefighting from a dispatch center to the military base which controls or 'owns' the MTR. Military aircraft may be operating outside an MTR and be unaware of NOTAMs/TFR.*
- *Dispatch centers will consult with incident commanders, incident air operations personnel, or unit aviation officers to determine when to cancel a TFR. Dispatch Centers are responsible for notifying the SWCC when a TFR is canceled.*

Note: *TFRs and Airport Closures - The FAA does not manage airports and cannot request closure of an airport. TFRs do not close airports. If incident aviation activities create potential conflicts with adjacent airport operations, the local unit may contact the airport manager to discuss the potential*

hazard. The actual airport closure is at the discretion of the airport manager.

Entry into Temporary Flight Restriction Areas

NOTE: The Forest Service and Department of Interior have no authority to waive requirements of 14 CFR 91.137(a)(2) to allow nonparticipating aircraft inside a TFR. Although most pilots may not fly in an area designated as a TFR, certain exceptions apply:

- 1. The aircraft is participating in hazard relief activities and is being operated under the direction of the official in charge of on-scene emergency response activities.*
- 2. The aircraft is carrying law enforcement officials.**
- 3. The aircraft is operating under the ATC-approved IFR flight plan.*
- 4. The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather, or terrain; notification is given to the Flight Service Station (FSS) or ATC facility specified in the NOTAM to receive advisories concerning disaster relief aircraft operations, and the operation does not hamper or endanger relief activities and is not conducted for observing the disaster.*
- 5. The aircraft is carrying properly accredited news representatives (media), and before entering the area, a flight plan is filed with the appropriate FAA or ATC facility specified in the Notice to Airmen, and the operation is conducted above the altitude used by the disaster relief aircraft unless otherwise authorized by the official in charge of on-scene emergency response activities.*

Incident Aircraft

- Incident dispatch in which the wildfire is burning must be contacted and permission requested to fly over the fire.*
- Dispatch will need the aircraft type (fixed wing or rotor wing) and identification (“N”) number. Dispatch will contact the incident to coordinate a convenient time, radio frequency(s), and contact point for news media aircraft entry into the temporary flight restriction area.*
- PERMISSION FOR INCIDENT AIRCRAFT IS GRANTED/DENIED BY THE AIR ATTACK SUPERVISOR, THE LEADPLANE PILOT, OR THE AIR OPERATIONS BRANCH DIRECTOR ONLY. Entry into the temporary flight restriction area will be granted/denied upon reaching the contact point and establishing radio contact with on- scene air operations personnel.*
- If radio contact is not established, permission is NOT granted to enter the area. Dispatch must be contacted to reschedule.*

Prescribed Fire TFRs

NOTE: The NOTAM Originator is responsible for NOTAM content. If the TFR Request does not meet the established criteria they will not submit the TFR Request through the NOTAM Entry System (NES) and normal deconfliction procedures should take place. The NOTAM Originator is the individual who is submitting the TFR through the NES.

- Prescribed Fire Aerial Ignition (Ai) Operations must be within the dimensions of an MTR, MOA, or other defined Special Use Airspace.*

OR

- Prescribed Fire Ai Operations must be within 4NM of a published airport in the Airport/ Facility*

Directory, using the Airport Reference Point (ARP), not the airport airspace classification boundary.

OR

- *Prescribed Fire Ai Operations within one-half nautical mile of VFR charted Energy Infrastructure.*

OR

- *RX Ai Operations requiring 3 or more aircraft to meet burn objectives.*

Exception: Known Low Altitude Tactical Navigation Areas (LATNs) as specified by the US Air Force and noted on the Aviation Hazard Map.

Dimensions of a Prescribed Fire TFR

The suggested Prescribed Fire TFR is 1 Nautical Mile Radius (NMR) and or a Polygon that is in operational alignment with the burn boundaries, 1,200' above the highest terrain or obstacle in the Prescribed Fire Unit. TFRs are always in MSL, not AGL.

Lateral Dimensions:

- *Lateral Dimensions must be in operational alignment of the RX boundaries. Do not include a Helibase if the Helibase is not directly adjacent to the RX Unit Boundaries.*
- *Only include the UAS Launch and Recover Zone (LRZ) when it is less than one-half nautical mile from the RX Unit Boundaries.*

Vertical Dimensions – Altitude; Note that TFRs are in MSL rather than AGL. Defined as that airspace extending up to an elevation of 1,200' above the highest terrain or obstacle within the Prescribed Fire Unit.

Duration:

- *Prescribed Fire TFR should only be for the duration of UAS Operations or Helicopter Operations.*

Frequency Requirements:

- *A/A frequency.*

Beyond Visual Line of Sight TFRs

Due to potential conflicts with Non-Agency, Non-Cooperator UAS Temporary Flight Restrictions

Temporary Flight Restrictions associated with Beyond Visual Line of Sight (BVLOS) Special Government Interest (SGI) waivers, the Federal Aviation Administration (FAA) has agreed to actively assist with mitigating any potential adverse impacts. If a conflict arises, there is a coordinated procedure to request an SGI associated BVLOS TFR to be canceled.

On AFF, Wildland fire / RX TFRs will be displayed in Red as wildland fires have always been. (91.137(a)(2)) – Yellow TFRs will be those that are using the 91.137(a)(1) authority, examples, blasting, mining, gas leaks, BVLOS – The color black is the default for all others like 99.7 Security TFRs, POTUS, VIP, and others.

Additional information can be found hyperlinked to the text below:

Non-Agency, Non-Cooperator UAS TFRs (91.137(a)(1))

Law Enforcement and News Media

Media

Media access to this type of TFR may be the most misunderstood aspect of aircraft allowed into a TFR. According to 91.137(a)(2), the following circumstances apply to media entry:

- *The aircraft is carrying properly accredited news representatives.*
- *Before entering the TFR, a flight plan is filed by the media aircraft with the appropriate FAA or ATC facility specified in the TFR NOTAM.*
- *The operation is conducted above the altitude used by the disaster relief aircraft unless otherwise authorized by the official in charge of on-scene emergency response activities (i.e. the Air Tactical Group Supervisor).*

The FAA interpretation is that media aircraft are allowed inside a TFR as long as they maintain an altitude above disaster relief aircraft. If the disaster relief aircraft happens to be on the ground, then the media has been known to fly at any altitude within the TFR.

No parameters are set that require communication by the media with either dispatch or the disaster relief officials in charge before the flight. Air Tactical Group Supervisors are reminded that if the media have met the above criteria, they are allowed inside the TFR area. Air Tactical Group Supervisors have the right to allow the media to fly at lower altitudes when it can be safely accomplished but do not have the authority to remove the media from the TFR if they have met the criteria stated in 91.137(a)(2).

Media Operating Unmanned Aircraft Systems

The FAA has not established a policy for media operating UAS over wildfires. Allowing accredited news media to operate UAS over wildfires will be handled on a case-by-case basis by the Unit Aviation Manager, the FAA, and the Incident Commander.

Law Enforcement

Law enforcement officials are allowed into the TFR area. No caveat requires prior notification or communication during their flight. Agency personnel are strongly recommended to coordinate frequency sharing and TFR information with local law enforcement agencies that may utilize aircraft.

Airspace Deconfliction

Airspace deconfliction is a term used to describe the process of reducing the risk of a near mid-air collision or TFR intrusion by sharing information regarding flight activity with military units, general aviation, and other agency aviation programs.

Military Deconfliction

Units are responsible for pre-fire season verification of airspace contacts at military bases in charge of special use airspace (SUA) and military training routes (MTRs) within their jurisdiction. The Sectional Aeronautical Charts provide information on SUA and the AP/IB Flight Information Publication provides detailed information on MTRs. Additional information about SUA and MTRs may be found in the NWCG Standards for Airspace Coordination.

Units will review SUA and MTR route structure (AP/IB and sectionals) for airspace conflict with established helibases, helispots, or airtanker bases under their control. The unit aviation officer should work to resolve any conflicts and act as the primary contact for airspace coordination with the military.

Units must ensure that dispatch centers, airtanker bases, helibases, and aviation project managers

are provided with the SUA and MTR information, and an aviation hazard map of all military airspace within a unit's area of responsibility.

When aircraft operations associated with a project, wildfire, or prescribed fire are expected to conflict with military aircraft operations, dispatch centers are required to notify the responsible military scheduling office. At times, it may be necessary to request the interruption of a MTR or to request entry into SUA. When requesting the interruption of a MTR, provide the following information:

- Military training route number and segments that are affected.
- Notification that a temporary flight restriction (91.137) is being requested with the FAA.
- Request that the route be closed or altitude changed to accommodate FAR 91.137 TFR.
- Hours the restriction/change is to be in effect.
- A list of military commands and current routes are found in the DOD AP/1B. Address requests to the commanding officer of military organizations.

Aircraft Operations in the Grand Canyon Area

The Grand Canyon National Park Special Flight Rules Area (GCNP SFRA), 14 CFR Part 93 Subpart U-Special Flight Rules in the Vicinity of Grand Canyon National Park, AZ, extends from the surface to 17,999 feet MSL and affects all aircraft operations in and around Grand Canyon National Park (refer to the Grand Canyon VFR Aeronautical Chart). This includes tour, general aviation, airline, military, cooperator, and all government agency aircraft including project, fire, SAR, and disaster relief aircraft. The Federal Aviation Administration (FAA) has issued the U.S. Department of the Interior (DOI) a FAA Form 7711-1 "Certificate of Waiver or Authorization" which allows aircraft engaged in official government flight operations for DOI (or their interagency partners) to operate within the Special Flight Rules Area. DOI may re-issue this authorization to each pilot-in-command (PIC) upon the successful completion of the GCNP SFRA training and testing program at <http://www.iat.gov>. THIS AUTHORIZATION MUST BE RE-ISSUED ANNUALLY.

Flight crews operating in the GCNP SFRA should have a thorough understanding of Federal Aviation Regulation 93 Subpart U, must have completed the online training and testing, and have a current 7711-1 authorization **before** entering this special use airspace. FAA Form 7711-1 does not constitute a waiver to deviate from other applicable Federal Aviation Regulations, such as "see-and-avoid" responsibilities and other portions of Part 91, Part 135, etc.

Before entry into the SFRA, persons conducting flight operations must contact the Williams Dispatch Center in Williams, AZ, at (928) 635-2601 in accordance with the special provisions of the DOI waiver. Specific questions or concerns on flights in the Grand Canyon SFRA should be discussed before flight with the Grand Canyon Helibase and/or Grand Canyon Aviation Manager.

Crossing White Sands Military Range (WSMR) and Holloman Air Force Base (AFB), & Fort Bliss, Texas (FTB)

Restricted Areas: R-5107B, R-5107C, R-5107D, R-5107E, R-5017F, R-5107G, R-5107H, R-5107J, R-5111 A, B, C, D: FT. BLISS R-5103 A, B & C / R-5107A & K

An aircraft on an emergency incident mission for the Pecos Zone (PEZ) or the Department of Defense (WSMR, Holloman AFB, & Ft. Bliss) MUST BE GRANTED CLEARANCE PRIOR TO ENTERING RESTRICTED AIR SPACE. The PILOT should use the following established protocol: While airborne, the pilot should contact Cherokee Control on VHF frequency 126.95 or UHF

frequency 305.5. Cherokee Control maintains total control of the air spaces listed above. Range activities will dictate request approvals. Cherokee Control is not staffed on a 24-hour basis.

If there is NO response from Cherokee Control, then the pilot is advised to contact Holloman Approach (RAPCON) on VHF frequency 120.6 or UHF frequency 269.225. Holloman Approach can grant clearance to cross White Sands Missile Range or Holloman Air Force Base. If there is no response from either of those agencies prior contact telephonically with Range Control can grant access through the restricted areas.

If clearance is not granted to the pilot through the direct use of the radio frequencies listed above, requests through the Alamogordo Dispatch Center MAY NOT OVERRIDE THE DECISION. A MISSILE FIRING SCHEDULING CANNOT BE INTERRUPTED UNTIL THE MISSION IS COMPLETE.

If the pilot cannot establish contact with either Cherokee Control, Holloman Approach (RAPCON) by radio, or Range Control via landline they may then contact the Alamogordo Interagency Dispatch Center on Forest Net North 170.5000 or Forest Net South 173.7750 RX/TX tone 103.5 or Air Guard 168.6250 RX/TX tone 110.9 for assistance.

If the Alamogordo Interagency Dispatch Center cannot be reached, the pilot should contact the nearest dispatch center or the Southwest Coordination Center in Albuquerque for assistance. The Dispatch Center should contact the following telephone number for accessing range clearance.

- *CHEROKEE CONTROL (575) 678-8000*
- *RANGE CONTROL (575) 678-2222/2221*

Once contact has been established by the pilot or Dispatch Center with either Cherokee Control, Range Control, or Holloman Approach (RAPCON), identify the aircraft, give the FAA number, purpose for crossing, and current position. CHEROKEE CONTROL, Holloman Approach (RAPCON), or Range Control will advise the pilot or dispatch office with information regarding frequency assignment for communication and tracking while crossing the restricted areas. CLEARANCE MAY BE DENIED, in this case, the aircraft may not enter the airspace.

Airspace Conflicts

Aviation personnel are responsible for reporting airspace conflicts and incidents through the *Interagency SAFECOM (Safety Communication) System* to assist in the resolution of airspace conflicts. Aviation personnel should notify the FAA in a timely manner. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions, TFR intrusions, and Fire Traffic Area (FTA) communication non-compliance. Further guidance is available in the *NWCG Standards for Airspace Coordination, PMS520*.

To report an Aircraft Conflict, use the *Aircraft Conflict Initial Report Form*.

FAA Temporary Control Tower Operations

Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

Geographic Areas within the FAA's Central Service Area (which includes, either entirely or portions of the following states: AR, AZ, IL, IN, KS, KY, LA, MD, MI, MN, MO, MS, ND, NM, NY, OH, OK, PA, SD, TX, WI, WY) may request FAA Air Traffic Control support through the Central Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.

The Interagency agreement with the FAA requires that a resource order and a Temporary Tower Request form be forwarded to the FAA. The GACC may forward the forms when making the request to the FAA's Regional Operations Center (ROC). For additional information on requesting a temporary tower, reference the checklist found in the *NWCG Standards for Airspace Coordination, PMS520*.

When procuring a Temporary Tower with an EERA for Forest Service incidents, The Buying Team or a purchaser will need to begin with the At Incident Management Support (AIMS) process to set up an EERA with a contractor to provide Temporary Tower Services. All other agencies will need to follow their local procurement process.

NOTE: The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. The FAA will send a certifier to the location where the Temporary Tower Services are being requested once the contracted Mobile Temporary Control Tower is in place.

The contractor cannot provide services until the LOA is in place and the Controllers have been certified by the FAA. If the EERA route is utilized, notify the National Airspace Coordinator. Follow your local and Geographic Area protocols.

Airspace Coordination

The National Airspace Coordinator will coordinate Airspace Coordinator (ASCO) assignments to support regional and geographical airspace coordination. All assigned Airspace Coordinators will actively participate in the Airspace Coordination meeting at National Preparedness Level 3, and above, Monday – Friday.

CHAPTER 60 PREDICTIVE SERVICES

PREDICTIVE SERVICES OVERVIEW

Predictive Services is a decision support unit for federal, state and local land management agencies for operational management and strategic planning for wildland fire management resources. Predictive Services accomplishes this by analyzing weather, climate, fuels, fire activity, and fire behavior.

Intelligence gathering is a fundamental component of Predictive Services for federal, state and local land agencies. Intelligence staff accomplish intelligence coordination by compiling reports from each level of the firefighting organization and communicating with individual GACCs and local jurisdictions about their historic, current, and expected fire occurrence.

The products and services from Predictive Services provide support for proactive management of wildland fire with an eye toward safety, cost containment, efficiency, and ecosystem health.

Wildland Fire Weather Forecasts

The National Weather Service provides Wildland Fire Weather.

Local dispatch centers will have protocols in place for monitoring, requesting, and disseminating fire weather forecasts, spot weather forecasts, fire weather watches, red flag warnings and other severe weather events (e.g., severe storm warnings, flash flood warnings, tornado warnings) to firefighters, incident commanders, and field-going personnel.

SWA Interagency Standards for Resource Mobilization Supplement

Fire Weather

The “Southwest Area Fire Weather Annual Operating Plan” (AOP) is the official document to describe fire weather services in the Southwest Area. The Fire Weather AOP, available fire weather forecasts, and a variety of weather intelligence are available online via the “Weather” section of the SWCC Web site at:

<https://gacc.nifc.gov/swcc/predictive/weather/weather.htm>

The following products are produced by the SWCC Intelligence Operations Section and are posted to the SWCC website (pending available staffing):

<u>PRODUCT</u> (See section after table for product descriptions)	<u>Shoulder Season Posting</u> (SWA PL 1-2)	<u>Fire Season Posting</u> (SWA PL 3-5)
SWA Morning Situation Report (SMSR) including SW Fire Danger Report & Map, The SWCC Daily Resource Summary	October - March Daily when Intelligence is staffed (typically Monday – Thursday) ☰	April - September Daily when Intelligence is staffed (typically 6 to 7 days a week)
SWA Prescribed Fire Report (SPFR)	October - March Daily when Intelligence is staffed (typically Monday – Thursday)	April - September Daily when Intelligence is staffed (typically 6 to 7 days a week)
SWA Fire Environment Report (SFER) including SW Year-to-Date ICS-209 Report	October – March Daily when Intelligence is staffed (typically Monday – Thursday) ☰	April – September Daily when Intelligence is staffed (typically 6 to 7 days a week)
National Fire Danger Rating System (NFDRS) ERC Charts	October - March Semi-weekly (typically on Monday and Thursday)	April - September 3 times per week (typically M-W-F)
SW Year-to-Date Fires & Acres Report	October - March Daily when Intelligence is staffed (typically Monday – Thursday)	April - September Daily when Intelligence is staffed (typically 6 to 7 days a week).
7-Day Significant Fire Potential Outlook	October - March Daily when Meteorology is staffed (typically Monday – Friday)	April - September Daily when Meteorology is staffed (typically 6 to 7 days a week).
Southwest Area Monthly Fire Potential Outlooks	Year Round Beginning of the Month	Year Round Beginning of the Month
Southwest Seasonal Outlook	January – May Beginning of each month	June – December Not Published during or after Fire Season

Southwest Morning Situation Report (SMSR)

The Southwest Coordination Center produces a summary of activity and conditions suitable for morning briefing materials and situational awareness in the GACC. It consists of a breakdown of recent IA, ongoing large fires, known Rx fires, resource loading, fire weather, fire danger, a map showing incidents and locations, year-to-date activity, ERC levels, and SWCC staffing, as well as a quick summary the National IMSR.

The most recent copy can be found here:

https://gacc.nifc.gov/swcc/predictive/intelligence/daily/SWCC_Morning_Situation_Report/SWC_C_Morning_Situation_Report.htm

Southwest Prescribed Fire Report (SPFR)

The SWCC produces a summary of all known planned prescribed fires within the area. The sources of this data are AZ and NM State Department of Environmental Quality websites. The report can be found here:

https://gacc.nifc.gov/swcc/predictive/intelligence/daily/SWCC_Prescribed_Fire_Report/SWCC_Prescribed_Fire_Report.htm

Southwest Fire Environment Report (SFER)

The SWCC produces a breakdown of environmental reports for fire planning purposes. The report covers Fire weather forecasts and severe weather information, lightning and precipitation information, drought status, fuel moisture, fuel advisories, fire restrictions/closures, burn period windows, ERC levels, RAWs determined fire danger, and resource assignment and availability. This report can be found here:

https://gacc.nifc.gov/swcc/predictive/intelligence/daily/SWCC_Fire_Environment_Report/SWC_C_Fire_Environment_Report.htm

ERC Charts

The SWCC maintains Fire Family Plus databases for the Predictive Services Areas (PSAs) within the GACC and publishes these to the website regularly. These are comprised of Energy Release Component (ERC) values and percentiles for each PSA as well as the individual key RAWs stations that are used to calculate the PL and include comparative data for the last ten years and previous year values. Charts can be found here:

https://gacc.nifc.gov/swcc/predictive/fuels_fire-danger/nfdrs_charts/Areawide.htm

Southwest Year to Date Fires and Acres Report

The SWCC produces a summary of the activity throughout the year, tracking total wildland fires and acres along with the cause. The report can be found here:

https://gacc.nifc.gov/swcc/predictive/intelligence/daily/YTD/YTD_WildlandFireActivity.htm

PREDICTIVE SERVICES PRODUCTS

7-Day Significant Fire Potential Outlook

The *National 7-Day Significant Fire Potential Outlook* is a composite of outlooks produced by each of the Geographic Area Predictive Services. The 7-Day provides a week-long projection of fuel dryness, weather and fire potential. The 7-Day depicts a nationwide view of the significant fire potential for the next seven days with links to the individual Geographic Area 7-Day Outlooks.

The system is database-driven and is updated periodically as each Geographic Area Predictive Services posts its outlook. Each Geographic Area Predictive Services will determine whether to routinely produce a morning or afternoon product. Issuance times for each Area's outlook can be found in their respective Geographic Area Mobilization Guide and/or National Weather Service/Predictive Services Annual Operating Plan. Geographic Areas are required to provide 7-Day Outlooks daily, except when the Geographic Area Predictive Services is not staffed. Forecasts will include the forecaster's name or other agreed upon identifier to facilitate coordination.

[SWA Interagency Standards for Resource Mobilization Supplement](#)

[Southwest 7-Day Fire Potential Outlook](#)

The Southwest 7-day Significant Fire Potential Outlook is a tabular/graphical product that is issued daily by 1000 MST/MDT during fire season (usually from mid-April through July) and on weekdays by 1100 MST/MDT during the remainder of the year. It is available via the "Outlooks" section of the SWCC Web site. The product depicts the risk for significant fire activity for each Predictive Services Area (PSA) through the next 7 days, with brown/orange/red colors indicating a moderate/high risk and green indicating near zero risk. The product is intended to depict when and where fire activity is likely to require a level of response beyond the capabilities of local suppression forces and, therefore, require the use of nationally or regionally shared resources. A national graphical composite of 7-day outlooks for the entire country can be viewed at:

<https://fsapps.nwcc.gov/psp/npsg/forecast/-/outlooks?state=sideBySide&gaccId=10>

This link is also available via the "[Outlooks](#)" section of the SWCC Web site

National Wildland Significant Fire Potential Outlook

The *National Significant Wildland Fire Potential Outlook* is prepared and distributed by NICC Predictive Services on the first day of each month. It is a composite of outlooks prepared by the individual Geographic Area Predictive Services units and National Discussions are prepared by NICC Predictive Services. The Outlook identifies areas where significant wildland fire activity is expected to be above or below normal levels, and provides fire managers with the information needed to make long-range decisions concerning resource staffing and allocation.

The Outlook covers a four-month period, divided into four one-month sections. Maps for each period display areas of below normal, normal, and above normal significant wildland fire potential. The report includes a brief synopsis of the current and predicted national and GACC situation. The Outlook begins with an executive summary which provides a brief synopsis of the past month's weather and a national overview of each of the outlook periods. The Past Weather and Drought section summarizes the weather of the past month and the evolution of any drought conditions to illustrate how fuels and fire conditions reached the current state. The Weather and Climate Outlooks section summarizes the broad climate patterns that will affect temperature and precipitation for the next four months. The Geographic Area Forecasts section provides brief but more specific weather, fuels and fire potential information for each of the Geographic Areas.

GACC monthly outlooks are mandatory. They provide greater detail than the national outlook issued by NICC. GACC monthly outlooks will adhere to the following protocols:

- GACC and NICC outlooks must be geospatially equivalent.
- GACC websites are required to link to the national outlook.
- GACCs are required to provide draft forecast maps, as well as narrative highlights for the outlook period to NICC no later than five business days before the end of each month.
- GACC monthly outlooks will be issued and posted to the web on the first business day of

each month.

- Maps will show areas where above normal, normal and below normal significant fire potential are expected.
- Outlooks will include a discussion of fuel conditions, climate outlooks, and other pertinent information.

Fuel and Fire Behavior Advisories

Fuels and Fire Behavior Advisories are alerts issued as needed to address an exceptional or extreme circumstance that could threaten firefighter safety. Conditions that could be reasonably expected normally do not warrant a Fuels and Fire Behavior Advisory. Advisories will focus on fuel conditions and fire behavior that have long-term impacts, not atmospheric conditions that can change significantly over short periods of time and found in other products.

Advisories will highlight conditions that are currently ongoing and give specific examples that have been experienced in the field. Advisories should be tailored so that firefighters at all experience levels can recognize the situation and act accordingly. Advisories should be coordinated with neighboring administrative units to ensure that all areas with similar conditions are being addressed. All Advisories that extend beyond a single local administrative unit or will be posted on the National Advisory Map must be coordinated with the NICC and Geographic Area Coordination Center Predictive Services.

Each Advisory must include a map of the affected area. Only one Advisory may be active at any time over any area. If multiple Advisory conditions are present incorporate them into one Advisory. Advisories will remain in effect for 14 days from issuance. If the Advisory conditions continue beyond the 14 days a new Advisory will need to be issued to update conditions and circumstances with more timely information. <https://www.nifc.gov/nicc/predictive-services/fuels-fire-danger>

Incident Status Summary (ICS-209)

The Incident Status Summary (ICS-209) conforms to National Incident Management System (NIMS) policy and is used to report large wildland fires and other significant events on lands under federal protection/ownership. Lands administered by states and other federal cooperators may also utilize this report.

The ICS-209 is submitted by the agency with protection responsibility for the incident, regardless of which agency administers the land. If the protection agency is non-federal and chooses not to meet federal reporting standards, the federal agency which has administrative jurisdiction should submit the ICS-209. Geographic Area Intelligence Coordination staff will ensure that their local dispatch centers submit complete and accurate ICS-209 reports for any wildland fire meeting the requirements specified in the *When to Report Wildland Fire Incidents with an ICS-209* flowchart.

SWA Interagency Standards for Resource Mobilization Supplement

The SWCC Intelligence Operations has overall responsibility for the management of the 209 Application for the Southwest Area, including facilitating access to the 209 Program, establishing procedures and protocols for the program in the SWA, and interacting with the database of all ICS-209s for purposes of analysis and GIS. In conjunction with other sources of information, the information included on the 209 is used by managers (including the SW MAC Group) to determine the priority of an incident and allocation of scarce resources.

Each tier 3 SWA dispatch center has overall responsibility for initiation, updating, and finalizing all ICS-209s within their dispatch area, and being the point of contact for all ICS-209's within

their dispatch area when the ICS-209 is completed outside of the dispatch center. This includes all of Arizona for AZ-ADC, for state and private incidents, and the local interagency center for all federal incidents within Arizona. Turning the rights of the application over to agency personnel outside of the dispatch office (i.e. IMT, District FMO/AFMO, Bureau FMO/AFMO, etc.) is beneficial to reducing the workload in the dispatch center, however, the dispatch center will continue to be the point of contact and must continue to oversee submissions of all ICS-209s in the 209 Program within their jurisdiction. In the absence of appropriate updates by delegated individuals outside the dispatch center, the dispatch center will be responsible for timely updates.

The ICS-209 is a critical piece of fire intelligence. The SWCC, the SWCG, and the NICC all rely on accurate update 209 information for planning purposes, decision-making and resource allocation. The standard for the Southwest Area is timely completion of the ICS-209 by 1800 local time on the days when it is reported. If this deadline of 1800 is missed due to workload, support from the GACC may not be available for troubleshooting or specific guidance, but the 209 is still required to be in by close of business (no later than 0100 MST / 0200 MDT) for the reporting dispatch center.

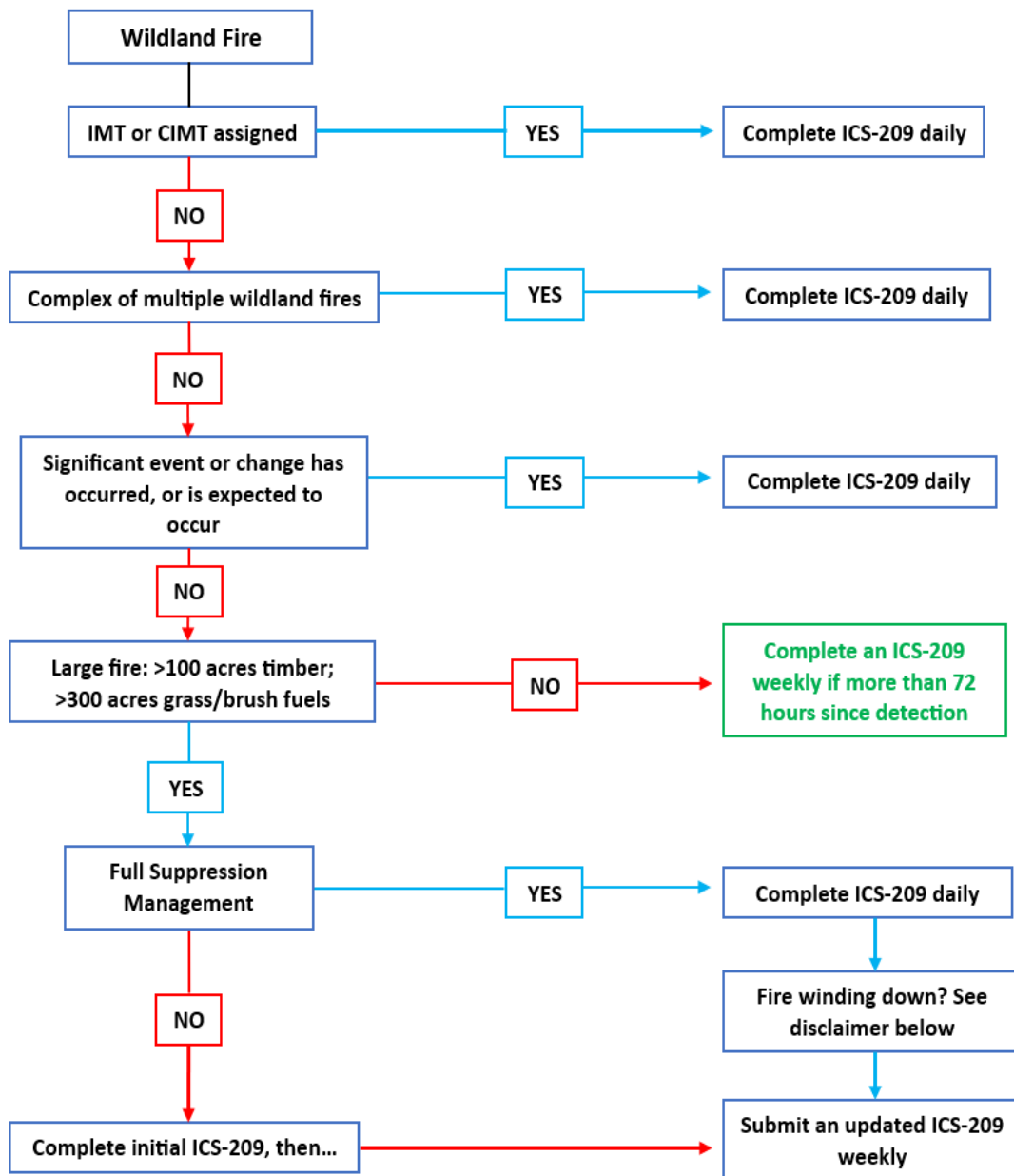
Required Reporting of Wildland Fires

The NICC classifies large wildland fires as 100 acres or larger in timber or slash fuel models; and 300 acres or larger in grass or brush fuel models; or when a Complex, Type 1, or Type 2 Incident Management Team is assigned.

Wildland fires managed for complete perimeter control (full suppression) will submit an ICS-209 daily when that wildland fire meets large fire criteria by 0200 Mountain Time to report the previous day's activity until the incident is contained. Refer to GACC Mobilization Guides or agency policy for reporting requirements once containment is achieved.

Wildland fires managed under a Monitor, Confine, or Point Zone Protection management strategy will submit an ICS-209 following the guidelines outlined in the *When to Report Wildland Fire Incidents with an ICS-209*. For incidents that require daily reporting, ICS-209s should be submitted daily by 0200 Mountain Time to report the previous day's activity. For incidents that require weekly reporting, ICS-209s should be submitted weekly by Friday at 0200 Mountain Time.

When to Report Wildland Fire Incidents with an ICS-209



A final 209 shall be completed at containment and/or control.

Disclaimer: Submit 209s weekly when incidents have reached at least 90% containment with no growth for several days, low commitment of resources (less than 100 personnel), and suppression repair has commenced. For questions, please contact your GACC or NICC Intel @ 208-387-5093

SWA Interagency Standards for Resource Mobilization Supplement

The SWCC requirements for submission of ICS-209s are the same as those for NICC with one exception: When a wildland fire has less than full suppression (at least 1% of strategy being: Monitor, Confine, or Point Zone Protection) and will require weekly reporting, there must be two submissions of the ICS-209 before being eligible for weekly reporting. This will include an “Initial” report for the first operational period that the fire requires an ICS-209, as well as the first “Update” (or “Final” if applicable) for the second operational period. This is to prevent a less-than-full suppression fire from being listed as an “Initial” for up to the first week since the first ICS-209 was submitted for clean data recording. As always, consult the SWCC Intelligence section if there are any questions regarding this requirement.

To clarify Submission windows, ICS-209 are due from the Southwest Area at 0100 MST and 0200 MDT for Arizona and New Mexico respectively.

Non-Fire Incidents

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

Wildland fires within a complex should be aggregated and included in one ICS-209. A complex is two or more individual wildland fires located in the same general proximity, assigned to a single Incident Commander or Unified Command.

SWA Interagency Standards for Resource Mobilization Supplement

Access to the SIT209 Application is via FAMAuth (<https://iwfirp.nwcg.gov/>)

- *Reference the ‘how to’ on the SWCC Intelligence page for instructions on obtaining access to SIT-209 as well as how to request appropriate roles for data entry in the southwest*

The proper workflow for administering an ICS-209 fire is:

- *Fire is created in WildCAD-e and receives an IRWIN ID*
- *Upon the fire meeting ICS-209 criteria, select the “Give ADS to SIT/209” checkbox on the incident in WildCAD-e*
- *Create an “Initial” ICS-209 for the fire in the SIT-209 system*
- *Create “Update” ICS-209s as needed for the duration of the fire*
 - *If the strategy for the incident is **Suppression** only (i.e. 100% Full Suppression) updates will occur daily until the fire is considered “dwindling down”. To be considered dwindling down the fire must meet all of the following criteria:*
 - *At least 90% contained*
 - *No increase in acreage for multiple operational periods*
 - *Less than 100 resources staffing the fire*
 - *Suppression Repair (if applicable) has commenced*
 - *If the strategy for the incident is at least 1% Confine, Monitor, or Point Protection, (including 99% or less Full Suppression) updates will occur at least once a week on Thursdays after the first “Update” has been submitted on the second day of the fire meeting ICS-209 requirements*

- *If, at any time, any of the ICS-209 criteria is met aside from being a “Large” fire, “updates” will be changed to daily submissions.*
- *Complete a “Final” ICS-209 upon reaching containment or completion of objectives. This should occur on the first ICS-209 when the incident has reached 100% (or the percentage specified in box 8b of the ICS-209 – Total Percentage of Perimeter that will be Contained or Completed)*
- *Unselect the checkbox for “Give ADS to SIT/209” in WildCAD-e before closing the incident.*

IMT Assignment

- *If an IMT2, IMT1, or CIMT is to be assigned, the dispatch center or local fire management will generally submit the “Initial” and any “Updated” ICS-209s until the IMT is in place and has assumed command.*
- *While an IMT2, IMT1, or CIMT is assigned, the dispatch center is responsible for receiving and entering daily acreage updates into the SIT application (i.e. Daily Fire Statistics tab).*
- *If an IMT departs before 100% containment/completion, daily submission of the ICS-209 will be continued by local agency personnel or the dispatch center until the incident is declared 100% contained or completed.*

Ensure that handoffs are being made and that 209 reports are not missed due to transition to/from IMTs and local resources. Do not assume that one or another party will complete the 209 without the discussion to confirm it.

Interagency Situation Report

GACC Intelligence staff will ensure that all dispatch centers within their geographic area submit Situation Reports through the SIT/209 Application at different frequencies throughout the year. The reporting period for this report is 0001 to 2400. NICC Intelligence staff will retrieve situation reports from the SIT/209 Application by 0200 Mountain Time. Fires and acres shall be reported by protection responsibility.

SWA Interagency Standards for Resource Mobilization Supplement

Access to the SIT-209 Application is via FAMAuth (<https://iwfirp.nwccg.gov/>)

- *See the how to on the SWCC Intelligence page for instructions on obtaining access to SIT-209 as well as how to request appropriate roles for data entry in the Southwest Area.*

Requirements and Directions for Submitting an Interagency Situation Report (i.e. SIT Report):

- *From April 1 to September 30, unless otherwise noted (i.e., National PL is at 2 prior to or after this period), a SIT Report is required to be submitted DAILY, no later than 1900 (Dispatch Center Local Time). If local centers are not on 7-day staffing, there is no requirement that they submit the SIT on days the center is not staffed.*
 - *A report is due each day regardless of fire activity that day (or lack thereof).*
 - *If 2 or more days of reporting are missed and the number of fires is 10 or less and/or the number of acres is 100 or less, you will need to enter the data via the “Daily Fire Statistics” tab.*
 - *If 2 or more days of reporting are missed or skipped, and the number of fires is 11 or more and/or the number of acres is 101 or more, you will need to*

- enter the data directly into the “YTD Statistics” tab.*
- *When performing any catch-up operations regarding missed reports, fires or acres: enter details into the “Remarks:” box on the “Remarks” tab.*
 - *From October 1 to March 31, unless otherwise noted, a SIT Report is required to be submitted once per week on THURSDAY, no later than 1900 (Dispatch Center / Unit Local Time). Additional daily submissions will be required during this period if: Significant initial attack or large fire(s) (i.e., ICS-209 fires) occur.*
 - *Significant initial attack or large fire(s) (i.e. ICS-209 fires) occur.*
 - *A Type 1, 2 or Complex Incident Management Team (IMT) is committed to an incident.*
 - *When fire danger for 50% of the units within the dispatch area is in the “Very High” to “Extreme” level.*
 - *As requested by the SWCG or the SWCC.*
 - *TABS:*
 - *Daily Fire Statistics:*
 - *Enter the fire danger level, preparedness level, and the total number of new fires for the reporting period (i.e., generally the period between the last report and the new submission).*
 - *Remember that the SIT and 209 do not communicate - daily acreage from ongoing ICS-209 incidents does not roll over into the SIT Application. This daily acreage must be manually entered into the SIT Application each day. If an IMT is assigned to an incident, wait for the completion of the ICS-209 by an IMT and then enter the updated acreage.*
 - *Daily accomplished prescribed (Rx) fires and acres will be added to this tab in the same manner as wildfires, only under the “RX” Columns. Each Rx fire shall only be counted once, and as acres are added, only new acres will be counted on subsequent days. Local Centers are encouraged to track Rx Fires in their Master Fire Log similarly to Wildfires to allow seamless updating of the SIT report.*
 - *Planned Rx:*
 - *The Southwest does not utilize the Planned Rx tab. Planned Rx fires are to be reported by the unit performing the burn to their respective state Department of Environmental Quality or “Smoke” website.*
 - *Individual centers may use the Planned Rx tab if they wish, but DEQ webpages will be the official source for the SPFR.*
 - *Remarks:*
 - *Enter the preparedness level for the dispatch area.*
 - *Enter any comments about fire activity, weather, or clarification for “Daily Fire Statistics” or other tabs in the text block. Be concise and professional. Ensure to note if data entered in this report includes “catch-up” data from previous missing or incomplete reports.*

- *The “On Call” block should contain the overnight/24-hour phone number for the center.*
- *YTD Statistics:*
 - *Do not enter data on this tab until after completing the “Daily Fire Statistics” tab.*
 - *If data is entered daily in the “Daily Fire Statistics” tab, the “YTD Statistics” tab will be updated automatically.*
 - *If updates are completed on this tab, please note this via the “Remarks” tab.*
- *Incident Priority:*
 - *Prioritize all 209 incidents within the dispatch/coordination area.*

“1” will be the highest priority, and multiple fires being managed by the same team can be at the same level of priority.

Incident Management Situation Report

The National Incident Management Situation Report (IMSR) is issued at different frequencies throughout the year based on incident activity.

- The IMSR shall be issued weekly on Fridays at National Preparedness Level 1.
- The IMSR shall be issued daily, Monday through Friday, at National Preparedness Level 2.
- The IMSR shall be issued daily at National Preparedness Level 3 and above, or when incident activity and resource mobilization determine the need for a daily IMSR.

NICC Intelligence staff prepares the IMSR from information and data derived from the SIT/209 Application.

Large full suppression wildland fires are typically reported in the IMSR until:

- The incident is contained.
- The incident is 90% contained and has less than 100 personnel assigned.
- The incident is no longer demonstrating significant activity.
- The incident fails to submit an ICS-209 three (3) days in a row.

Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported on the IMSR when the event exceeds 100 acres in timber or slash fuel models, 300 acres in grass or brush fuel models, or a Complex, Type 1, or Type 2 Incident Management Team is assigned.

Large, long-duration fires will be reported in the IMSR until activity diminishes, and thereafter when significant activity occurs (i.e., acreage increase of 1,000 acres or more since last reported, significant resource commitment, or a significant event occurs, etc.).

The Active Incident Resource Summary is updated daily in the IMSR. It includes the total count of large fires and acres with resources assigned reported in the SIT-209 program within the last seven days.

SWA Interagency Standards for Resource Mobilization Supplement

Predictive Services Applications

FTP.NIFC.GOV

The official site for interagency wildland fire incident data (i.e. GIS layers, fire perimeter maps, IAPs, etc.) and associated or other documents is the NIFC (FTP.NIFC.GOV) Server information page at: <https://ftp.wildfire.gov/>

- *For the Southwest Area, information pertaining to uploading / downloading data via the NIFC.FTP.GOV server can be found via the SWCC website, Intelligence page:*
 - *On this page can be found information on “Getting Started” and “Setting Up Your FTP Program”*
 - *To upload to the FTP site, you will need an approved FTP program (i.e. WinSCP, etc.)*
 - *Two folders currently exist in the Southwest Area FTP site:*
 - *GACC Incident: This folder is the location for files deemed to contain “non-sensitive” data, such as fire perimeter maps, GIS layers, IR data, etc.*
 - *The GACC Incident folder can be found publicly at https://ftp.nifc.gov/public/incident_specific_data/southwest/GACC_Incident/*
 - *The data in this folder is downloadable by anyone. However, in order to upload files to the site, roles must be approved by the SWCC Intelligence Function, and an FTP program is required*
 - *GACC Support: This folder is the location for files deemed to contain “sensitive” data (i.e. IAPs, phone numbers, aviation assets, frequencies, etc.). Roles must be approved by the SWCC Intelligence Function and an FP client is required for downloading (i.e. viewing) and/or uploading files to this folder*
 - *For additional information on the FTP.NIFC.GOV program in the Southwest Area, contact the SWCC Intelligence Personnel*

FEMS – Fire Environment Mapping System

The FEMS application is meant to replace the National Fuel Moisture Database (NFMD) as well as the Weather Information Management System (WIMS). As of the time of this publication, the NFMD has been incorporated and the old system shut down. The WIMS portion is in progress and should be live summer of 2025.

FEMS includes a web-based query system that enables any unit to input sampled fuel moisture information into a centralized database. The system is routinely updated by fuels specialists and technicians.

IROC Reports - Interagency Resource Ordering (IROC)

The SWCC Intelligence Operations Section provides specific IROC reports throughout the year to the SWCC website. These reports can be found via the Intelligence page under the header “Resources” titled “SW Daily IROC Reports.”

- *A username and password are required to enter this section. This can be obtained via the “Obtain PW” link next to the main link.*
- *Reports are updated hourly throughout the year. Please note, these reports only represent*

a snapshot of the data in the production server at the time of the download (See "Run Date and Time in the bottom right corner of each report).

- *A resource must be assigned via IROC or Irwin to be displayed via IROC Reports, this will result in many local resources not showing assigned to their local unit's incidents.*

For additional information or if you have questions about IROC Reports contact the SWCC Intelligence Personnel.

IRWIN - Integrated Reporting of Wildland Fire Information

IRWIN is an "end-to-end" fire reporting system coordinating data exchange between a few applications and programs. As the central hub, IRWIN moves data from one program to another and reverse, passing pre-populated data and keeping the data synchronized and up-to-date. In the Intelligence community, primary wildland fire applications currently within the IRWIN environment include EGP, SIT209 Application, WildCAD-E, Inform, and WFDSS, among others. As the IRWIN environment continues to grow and progress, all dispatch centers must be familiar with the purpose, function, and methodologies of IRWIN as they relate to Intelligence operations.

- *Incident Workflows:*
 - *Incidents should always be created first in WildCAD-E with enough information to get an IRWIN ID*
 - *Upon receipt of IRWIN ID, the incident can be imported into other systems, such as IROC, 209, WFDSS, etc.*
 - *Each system should be used as intended, not all systems are authoritative*
 - *For the current version of Irwin, information entered in Inform will be fed to the other systems, in a way that it is visible but will not overwrite the fields those systems are authoritative on. Changes should be made in the authoritative data source (ADS), typically WildCAD-E or the ICS-209.*
 - *WildCAD-E can grant ADS permissions to the SIT-209, which must be done from before the Initial ICS-209 is entered, for the duration until after a "Final" ICS-209 has been submitted. ADS must be revoked from SIT-209 after the final ICS-209 has been submitted.*
- *IRWIN Observer*
 - *This program allows one to monitor all incident-related activity that is made available to IRWIN throughout the lifespan of an incident.*
 - *The program can be found via the SWCC website, Dispatch Operations page*
 - *For additional information or if you have questions about IRWIN Observer as it relates to Intelligence applications, please contact the SWCC Intelligence Section.*

CHAPTER 70

INCIDENT ADMINISTRATION

INCIDENT OVERVIEW

Local dispatch centers receive initial smoke reports from various entities and are responsible for coordinating an initial response to suspected wildland fires and other emergency incidents under appropriate authorities. The standard business practice is one ignition, one record, one authoritative data source and one centralized ordering point per incident.

INCIDENT CREATION

The dispatch center with delegated authority for the benefiting agency(s) and associated Protecting Unit will create incidents based on the incident's point of origin (POO). Unique Incident Identifiers are derived from the Protecting Unit Identifier and the Local Incident Identifier. Examples:

- MT-FNF-000567
- AZ-CRA-000231

The Unique Incident Identifier includes the calendar year but is only visible in some dispatch applications. Incident data and all ordering for the incident is tracked under the Unique Incident Identifier for the life of the incident.

Incident Record Creation and Data Integration

The Integrated Reporting of Wildland-Fire Information (IRWIN) service is designed to provide “end-to-end” fire reporting capability. IRWIN provides data exchange capabilities between integrated fire applications used to manage data related to wildland fire incidents. IRWIN focuses on the goals of reducing redundant data entry, identifying authoritative data sources, and improving the consistency, accuracy, and availability of operational data.

IRWIN can be thought of as a central hub that orchestrates data between integrated fire applications. Examples of integrated applications are various Computer Aided Dispatch (CAD) programs, the Interagency Resource Ordering Capability (IROC) program, the FireCode system, the SIT/209 application, the Wildland Fire Decision Support System (WFDSS), and the Interagency Fire Occurrence Reporting Modules (InFORM). Data is synchronized between participating applications to ensure the most current data is available in near-real-time. IRWIN supports conflict detection and resolution on all new wildland fire incidents to support a unique record for each incident.

Local Dispatch Centers are primarily responsible for creating incidents within an integrated fire application or program. For incident information to flow properly through IRWIN, incidents shall be created in one of the following ways:

- If there is a CAD present - Create the record in the CAD.
- If a CAD is not present - Create the record in InFORM.
- If neither option is available, coordinate with the local dispatch center to create the incident utilizing standard operating procedures.
- Creating an incident within FireCode should be rare.

NWCG Event Kind and Event Categories (Incident Type)

NWCG Event Kind and Event Category data standards specify general, high-level codes and descriptions to use when categorizing incident types and planned events. Standard data values ensure consistency and accuracy within a given application and across multiple applications.

Although an event can trigger multiple types of conditions requiring response, the primary focus should be identified when specifying the Event Kind and/or Event Type. For example, a hurricane may cause flooding, search and rescue operations, and hazardous waste spills. The Event Kind and Event Category should be “Severe Weather and Natural Disaster” and “Hurricane/Typhoon” since the hurricane was the triggering event.

Multiple Events

Multiple event records will not be created when an incident burns onto or crosses jurisdictional boundaries. When duplicate records are inadvertently created, staff will make every effort to rectify by aligning incident and resource data associated with multiple records to the correct record.

Unprotected Lands

Areas for which no fire organization has responsibility for management of a wildland fire authorized by law, contract, or personal interest of the fire organization (e.g., a timber or rangeland association) are defined as unprotected. In the event a Protecting Unit cannot be determined for the POO, there are two acceptable rationales for incident creation.

- The responding organization determines it a threat to protected lands.
- The responding organization determines the incident has already burned onto protected lands.

The responding agency fire management or duty officer will determine if either criterion is met, resulting in the creation of an incident and associated response. The responding organization assumes responsibility for the incident and the responding organization’s Unit ID will serve as the Protecting Unit.

Incident Naming Protocols

When naming a wildland fire, thought should be given to ensure it is relevant and appropriate. Most land management agencies recommend that fires are named after geographic locations or landmarks. Use sensitivity when selecting an incident name that will not reflect negatively on the unit, fire organization or agency. What may seem to be a purely innocent name to the local unit may in fact have negative repercussions far beyond the fire itself.

Be mindful of naming a fire something that may be construed as offensive, derogatory, or inappropriate to any ethnic, religious, or political group. Avoid using names that are considered slang or may be construed as unprofessional.

The following should be avoided when naming a wildland fire:

- Including “Fire” in the incident name.
- Naming a wildland fire after a person.
- Naming a wildland fire after private property or company.
- Naming a wildland fire that includes the phrase "Dead Man" or "Deadman."

- Naming a wildland fire after another catastrophic fire (one that experienced fatalities, high property losses, etc.).
- Naming a wildland fire after a well-publicized event that could cause confusion.

Fire applications and programs that send and receive information through IRWIN have incident naming standards. Validation rules ensure that only certain naming conventions flow properly through IRWIN. The following validation rules apply to incident naming conventions and their associated NWCG Event Code or Event Category:

- An Incident Complex (CX) record will have the word Complex in the naming convention.
- A Prescribed Fire record (RX) will have RX in the naming convention.
- An Emergency Stabilization/BAER (BR) record will have BAER in the naming convention.
- Fire Rehabilitation (FR) record will have FR in the naming convention.
- The Incident Name must be two or more alpha-numeric characters in length, limited to 55 characters.
- The Incident Name may be comprised of any combination of letters, numerals, and limited special characters.

Unit Identifiers

NWCG Standards for Unit Identifiers, PMS 931 outlines business rules and practices for developing and utilizing NWCG Unit Identifiers. Additional information and instruction regarding appropriate creation, maintenance and application of wildland fire Unit Identifiers for incident management as it relates to land-based and non-land-based record creation, cooperator resource providers and incident support functions (i.e., dispatch, equipment/ radio cache and training centers) are available within the standards.

Each Geographic Area Coordination Center Manager shall designate a Unit Identifier Data Custodian (GACC Data Custodian) and an alternate. GACC Data Custodians are responsible for ensuring each agency's internal process has been completed and have the authority to ensure appropriate NWCG Organizational Unit Codes are created.

Upon receipt of written requests, GACC Data Custodians are responsible for entering modified or newly created Unit Identifiers, and associated information, into the System of Record (SOR). The NWCG Unit Identifier Board Chair/Co-Chair publishes monthly changes to NWCG Unit Identifiers after approval by the NWCG Unit Identifier Board.

CHAPTER 80

FORMS

Below are links to commonly used forms listed on the [NICC](#) website. Units should download and save these forms to ensure access when internet service is unavailable. Units should also download them regularly to ensure they use the most current versions.

- *Resource Order Form*
- *Mobile Food and Shower Service Request Form*
- *Cooperator Aircraft Use Validation Form*
- *Non-Federally Approved Cooperator Aircraft Use Approval Form*
- *Passenger and Cargo Manifest Form*
- *Aircraft Flight Request/Schedule Form*
- *FAA Temporary Tower Request Form*
- *Request for a Temporary Flight Restriction Detail Request Form*
- *Wildland Fire Fatality and Entrapment Form*
- *Assignment Extension Requirements and Documentation Form*
- *Request for Complex Incident Management Team Assignment or Extension*
- *Checklist for Large Aircraft Mobilization*
- *Prohibited Items in Accordance with FAA & TSA Regulations*
- *ICS-209 Incident Status Summary*
- *Fuels and Fire Behavior Advisory Template*
- *NWCG Aircraft Conflict Initial Report Form*
- *NWCG Hazard Relief Participant Request Form*

CHAPTER 90 FIRE ORGANIZATION DIRECTORY

GEOGRAPHIC AREA COORDINATION CENTERS (GACCS)

National Interagency Coordination Center (NICC)

Alaska Interagency Coordination Center (AICC)

Eastern Area Coordination Center (EACC)

Great Basin Coordination Center (GBCC)

Northern California Coordination Center (ONCC)

Northern Rockies Coordination Center (NRCC)

Northwest Area Coordination Center (NWCC)

Rocky Mountain Area Coordination Center (RMCC)

Southern Area Coordination Center (SACC)

Southern California Coordination Center (OSCC)

Southwest Area Coordination Center (SWCC)

National Interagency Support Caches (NISC)

National Interagency Coordination Center (NICC)

UNIT AND CONTACT INFORMATION	
<p>National Interagency Coordination Center Main Line (24 hours): (208) 387-5400</p> <p>Functional Area Desks: (208) 387-5400 FIXED WING AIRCRAFT: Option 1 ROTOR WING AIRCRAFT: Option 2 CREWS: Option 3 OVERHEAD/IMTs: Option 4</p>	<p>3833 Development Ave. Boise, Idaho 83705 Flight Following: (800) 994-6312 Electronic Mail: nicc.cod@firenet.gov</p> <p>Functional Area Desks: (208) 387-5400 EQUIPMENT/SUPPLIES: Option 5 INTERNATIONAL/MILITARY: Option 6 COD (Coordinator on Duty): Option 7</p>

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
PETERSON, Sean Center Manager	Boise, ID	(208) 387-5418	(208) 407-8154
MAUGHAN, Maegan Deputy Center Manager	Boise, ID	(208) 387-5662	(208) 780-9435
VACANT Deputy Center Manager	Boise, ID		
JOHNSTON, Nicki Administrative Assistant	Boise, ID	(208) 387-5002	N/A
BENOIT, Rob Emergency Operations Coordinator	Boise, ID	(208) 387-5657	(208) 387-5439
DUNN, Sean Emergency Operations Coordinator	Boise, ID	(208) 387-5654	(208) 809-0331
LEE, David Emergency Operations Coordinator	Boise, ID	(208) 387-5655	(208) 617-9517
CLACK, Wade Emergency Operations Coordinator	Boise, ID	(208) 387-5661	(208) 841-9994
HUNT, Will Lead Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 841-9993
BREITENSTEIN, Perry Lead Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 954-9136
KENNEDY, Ty Lead Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 972-2621
VANHOOZER, Dane Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 949-8125

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
MUNGUIA, Jose Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 994-1452
MOORE, Jason Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 200-2492
MACKEY, Troy Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 217-2197
ALEXANDER, MORGAN Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 213-2440
RIKER, Mike Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 290-5080
DOYLE, Darcy Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 217-5061
KENNEDY, Carly Logistics Coordinator	Boise, ID	(208) 387-5400	(435) 260-7835
OWCZARZAK, Kim Airspace Program Manager	Boise, ID	(208) 387-5567	(208) 296-9818
SORENSEN, Kat IR Coordinator	Boise, ID		(406) 499-2701
VACANT Meteorologist	Boise, ID	(208) 387-XXXX	N/A
WALLMAN, Jim Meteorologist	Boise, ID	(208) 387-5449	(208) 661-8389
LARRABEE, Steve Fire Analyst	Boise, ID	(208) 387-5586	(208) 484-9398
KEPHART, Megan Intelligence Coordinator	Boise, ID	(208) 387-5093	(208) 914-4302
OROZ, Teri Intelligence Officer	Boise, ID	(208) 387-5093	N/A
MAYER, Scott Intelligence Officer	Boise, ID	(208) 387-5093	(208) 954-6133

Alaska Interagency Coordination Center (AICC)

UNIT AND CONTACT INFORMATION	
Alaska Interagency Coordination Center Main Line (24 hours): (907) 356-5680 Flight Following: (800) 237-3633	1541 Gaffney Road Ft. Wainwright, Alaska 99703 Mailing Address: PO Box 35005 Ft. Wainwright, AK 99703 Electronic Mail: akacc@firenet.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
CROWE, Ray Center Manager	Fairbanks, AK	(907) 356-5677	(907) 370-6728
HUMPHREY, Jennifer Deputy Center Manager	Fairbanks, AK	(907) 356-5685	(907) 378-0840
COLLET, Karis Deputy Center Manager/Intelligence Coordinator	Fairbanks, AK	(907) 356-5671	(907) 388-0732
KELLEY, Katie Coordinator, State of Alaska	Fairbanks, AK	(907) 356-5682	(907) 799-5022
DECK, Brooke Logistics Management Specialist	Fairbanks, AK	(907) 356-5684	(907) 482-0523
FUGLE, Ali Emergency Operations Coordinator	Fairbanks, AK	(907) 356-5690	(907) 370-7038
ELLIOTT, Jennifer Aircraft Coordinator	Fairbanks, AK	(907) 356-5689	N/A
TAYLOR, Christine Equipment Coordinator	Fairbanks, AK	(907) 356-5687	(907) 370-9378
VACANT Overhead/Crew Coordinator	Fairbanks, AK	(907) 356-5684	N/A
STRADER, Heidi Fire Weather Program Meteorologist	Fairbanks, AK	(907) 356-5691	N/A
CHRIEST, Jonathan Fire Weather Program Meteorologist	Fairbanks, AK	(907) 356-5691	N/A
PERRINE, Nate Fire Behavior Analyst	Fairbanks, AK	(907) 356-5673	(907) 483-0496

Eastern Area Coordination Center (EACC)

UNIT AND CONTACT INFORMATION	
Eastern Area Coordination Center Main Line (24 hours): (651) 381-1462	Electronic Mail: wieacc@firenet.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
PARRISH, Jennifer Center Manager	Milwaukee, WI	(651) 381-1462	N/A
HAMMAN, Amanda Deputy Center Manager	Redmond, OR	(651) 381-1462	N/A
SELLNER, Samantha Aviation Coordinator	St. Paul, MN	(651) 381-1462	N/A
WATSON, Roman Logistics Coordinator	Milwaukee, WI	(651) 381-1462	N/A
HECKEL, Matt Intelligence Coordinator	Taos, NM	(651) 381-1462	N/A
VACANT Fire Weather Program Manager		(651) 381-1462	N/A
BRIGHT, Cheryl Fire Analyst	Spooner, WI	(651) 381-1462	N/A

Great Basin Coordination Center (GBCC)

UNIT AND CONTACT INFORMATION	
<p>Great Basin Coordination Center</p> <p>Main Line: (801) 531-5320</p> <p>Toll Free: (800) 844-5497</p> <p>Facsimile Number: (801) 531-5321</p>	<p>401 Jimmy Doolittle Road, Suite 202 Salt Lake City, Utah 84116</p> <p>1st on-call, after hours: (801) 556-0647</p> <p>2nd on-call, after hours: (801) 556-1698</p> <p>Electronic Mail: utgbc@firenet.gov</p>

IF NO ANSWER AT ABOVE NUMBER, CALL IN ORDER LISTED BELOW

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
STRINGER, Kara (Acting) Center Manager	Salt Lake City, UT	(801) 531-5320	N/A
McINTOSH-HARRIS, Shauna Deputy Center Manager	Salt Lake City, UT	(801) 531-5320	N/A
STUCKI, Sarah Intelligence Coordinator	Salt Lake City, UT	(801) 531-5320	N/A
JASBERG, Jeff Operations Coordinator – Aircraft	Salt Lake City, UT	(801) 531-5320	N/A
JONES, Jeremiah Operations Coordinator – Crews	Salt Lake City, UT	(801) 531-5320	N/A
TALLON, Megan Operations Coordinator – Equipment	Salt Lake City, UT	(801) 531-5320	N/A
PLATT, John Operations Coordinator – Overhead	Salt Lake City, UT	(801) 531-5320	N/A
NEWMERZHYCKY, Basil Fire Weather Program Manager	Salt Lake City, UT	(801) 531-5320	N/A
LAW, Shelby Fire Weather Assistant	Salt Lake City, UT	(801) 531-5320	N/A
PALMA, Gina Fire Weather Assistant	Salt Lake City, UT	(801) 531-5320	N/A
TIPPETS, Ryan Webmaster	Salt Lake City, UT	(801) 531-5320	N/A
MARTINEZ, Ana Intelligence Assistant	Salt Lake City, UT	(801) 531-5320	N/A
LOSO, Virginia Logistics Coordinator	Salt Lake City, UT	(801) 531-5320	N/A
NIELSEN, Rachel Logistics Coordinator	Salt Lake City, UT	(801) 531-5320	N/A
ANDERSON, Richard Administrative Assistant	Salt Lake City, UT	(801) 531-5320	N/A

Northern California Coordination Center (ONCC)

UNIT AND CONTACT INFORMATION	
<p>Northern Operations Coordination Center Main Line (24 hours): (530) 226-2800 Main Line: (530) 226-2801 Facsimile Number: (530) 223-4280</p>	<p>6101 Airport Road Redding, California 96002 Electronic Mail: caoncc@firenet.gov Logistics: SM.FSonclogistics@usda.gov Aviation: onc-aviation@usda.gov Intelligence: SM.FS.oncintell@usda.gov Expanded: caoncc_expanded@firenet.gov</p>

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
MICHAEL, Daniel Assistant Director Operations	Redding, CA	(530) 226-2700	530-551-1708
HACKETT (FORNI), Laurie Center Manager	Redding, CA	(530) 226-2839	(530) 227-9102
BAVETTA, Chris Deputy Center Manager	Redding, CA	(530) 226-2800	(530) 510-1840
COMPTON, Shawn DOI Deputy Center Manager	Redding, CA	(530) 226-2831	(530) 640-0420
WILLIAMSON, Kerri Geographic Area Training Rep.	Redding, CA	(530) 226-2719	(530) 355-7422
MOORE, Juel Mobilization Coordinator	Redding, CA	(530) 226-2800	(530) 215-9039
CLOUGH, Ed Aviation Coordinator	Redding, CA	(530) 226-2800	(530) 605-9895
VAUGHN, Kenneth Aircraft Dispatcher	Redding, CA	(530) 226-2800	(530) 440-5029
PUCKETT, Matt Aircraft Dispatcher	Redding, CA	(530) 226-2800	(530) 440-6160
WILLMON, Steff Aircraft Dispatcher	Redding, CA	(530) 226-2800	N/A
MCMAHAON, Jennifer Aircraft Dispatcher	Redding, CA	(530) 226-2800	(530) 710-4698
MADDEN, Lucas Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 510-3951
MILOVICH, Rob Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 440-4162
WHEELER, Ryan Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 410-8441
WILLIAMS, David Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 355-4662

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
VACANT Logistics Coordinator	Redding, CA	(530) 226-2800	N/A
GARDUNIO, Billy Fire Management Specialist	Redding, CA	(530) 226-2730	(530) 604-8643
VACANT Fire Management Specialist	Redding, CA	(530) 226-2730	N/A
LUTZ, Brett DOI Meteorologist / Forecaster	Redding, CA	(530) 226-2730	(541) 218-5203
RUTHFORD, Julia Meteorologist / Forecaster	Redding, CA	(530) 226-2730	(971) 221-6728
WACHTER, Brent Meteorologist / Forecaster	Redding, CA	(530) 226-2730	(505) 414-0227
VACANT Meteorologist / Forecaster	Redding, CA	(530) 226-2730	N/A
RUSSELL, Troy Intelligence Coordinator	Redding, CA	(530) 226-2811	(530) 768-4943
EISZELE, Dan Intelligence Officer	Redding, CA	(530) 226-2810	(530) 941-3068
MEANS, Ryan Intelligence Officer	Redding, CA	(530) 226-2811	(530) 410-2121
KINGSBURY, Jessie Intelligence Officer	Redding, CA	(530) 226-2811	(530) 410-4033

Northern Rockies Coordination Center (NRCC)

UNIT AND CONTACT INFORMATION	
Northern Rockies Coordination Center Main Line (24 hours): (406) 329-4880	Aerial Fire Depot, 5765 W. Broadway, Bldg C Missoula, Montana 59808-9361 Northern Rockies Fire Cache: (406) 329-4962 Electronic Mail: mtnrc@firenet.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
BUHL, Corey Northern Rockies Operations Specialist	Billings, MT	(406) 868-7419	N/A
HOLSAPPLE, Kate Center Manager	Missoula, MT	(406) 329-4709	N/A
VACANT Center Manager	Glasgow, MT	(406) 329-4995	N/A
CARR, Holly DNRC Direct Protection Coordinator	Missoula, MT	(406) 329-4881	N/A
PAGE, Hannah Logistics Coordinator – Aircraft	Missoula, MT	(406) 329-4883	N/A
BAUER, LIZ Assistant Logistics Coordinator – Aircraft	Missoula, MT	(406) 329-4882	N/A
BROOKS, Alex Intelligence Coordinator	Missoula, MT	(406) 329-4888	N/A
FINE, DJ Intelligence Coordinator	Missoula, MT	(406) 329-4884	N/A
WALKS, David Operations Coordinator - Equipment	Missoula, MT	(406) 329-4953	N/A
RICHARDSON, Beau Logistics Coordinator - Overhead	Missoula, MT	(406) 329-4885	N/A
VACANT Logistics Coordinator – Crews	Missoula, MT	(406) 329-4996	N/A
COUGH, Chelsea Asst Logistics Coordinator	Missoula, MT	(406) 329-4967	N/A
BORSUM, Daniel Predictive Services Meteorologist	Billings, MT	(406) 591-0508	N/A
VACANT Predictive Services Meteorologist	Billings, MT		N/A
NOONAN-WRIGHT, Erin Fire Analyst	Missoula, MT	(406) 241-3993	N/A
PHILLIPS, Billy RIST Program Manager	Missoula, MT	(406) 370-4516	N/A
JOSON, Kristian Administrative Support	Missoula, MT	(406) 329-4880	N/A

Northwest Area Coordination Center (NWCC)

UNIT AND CONTACT INFORMATION	
Northwest Area Coordination Center Main Line (24 hours): (503) 808-2720 Facsimile Number: (503) 808-2750	150 SW Harrison St, Suite 400 Portland, Oregon 97201 Electronic Mail: ornwc@firenet.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
PIERCE, Ted Center Manager	Portland, OR	(503) 808-2732	(503) 307-4171
WALTHER, Jeff Emergency Operations Manager	Portland, OR	(503) 808-2722	(928) 864-6036
POE, Brandon Asst. Emergency Operations Manager	Portland, OR	(503) 808-2724	N/A
JONES, Inez Asst. Emergency Operations Manager	Portland, OR	(503) 808-2725	N/A
MOORE, Evan Asst. Emergency Operations Manager	Portland, OR	(503) 808-2720	N/A
WILD, Amy Aircraft Coordinator	Portland, OR	(503) 808-2720	N/A
LUARCA, Kira Overhead/Crew Coordinator	Portland, OR	(503) 808-2720	N/A
WILLIAMS, Shane Aviation/Airspace Specialist	Portland, OR	(503) 808-2730	N/A
VACANT Public Affairs Specialist	Portland, OR	(503) 808-2764	N/A
Christopher Meeker Deputy Center Manager – Predictive Services	Portland, OR	(503) 808-2773	(503) 545-7970
MOORE, Chris Fire Management Analyst	Portland, OR	(503) 808-2733	N/A
VACANT Fire Weather Program Manager	Portland, OR	(503) 808-2737	N/A
BONK, Jonathan Fire Weather Meteorologist	Portland, OR	(503) 808-2756	N/A
GRELL, Jonathan DNR Intelligence Coordinator	Portland, OR	(503) 808-2734	N/A
ASSALI, Desraye GIS Specialist	Portland, OR	(503) 808-2741	N/A

Rocky Mountain Area Coordination Center (RMCC)

UNIT AND CONTACT INFORMATION	
<p>Rocky Mountain Area Coordination Center Main Line (24 hours): (303) 445-4300 Toll Free (24 hours): (800) 494-2073 Facsimile Number: (303) 445-4300</p>	<p>Denver Federal Center Building 40 Lakewood, Colorado 80225 Mailing Address: PO Box 151029 Lakewood, CO 80215 Electronic mail: cormc@firenet.gov</p>

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
HARTSBURG, Travis Center Manager	Lakewood, CO	(303) 445-4302	N/A
PEREA, Marco Deputy Center Manager	Lakewood, CO	(303) 445-4301	N/A
YOUNG, Aaron Keith Operations Coordinator- Crews	Lakewood, CO	(303) 445-4300	N/A
MALCOLM, Brooke Operations Coordinator- Aircraft	Lakewood, CO	(303) 445-4300	N/A
VACANT Operations Coordinator- Aircraft	Lakewood, CO	(303) 445-4300	N/A
DRAPEAU, Bruce Operations Coordinator- Overhead	Lakewood, CO	(303) 445-4300	N/A
JUHOLA, Rob Operations Coordinator- Equipment	Lakewood, CO	(303) 445-4300	N/A
COURNOYER, Bennett Intelligence Coordinator	Lakewood, CO	(303) 445-4303	N/A
REIMER, Nickolai Fire Weather Meteorologist	Lakewood, CO	(303) 445-4309	N/A
VACANT Fire Weather Meteorologist	Lakewood, CO	(303) 445-4308	N/A
HAGLUND, Mikaela Dispatcher	Lakewood, CO	(303) 445-4322	N/A

Southern Area Coordination Center (SACC)

UNIT AND CONTACT INFORMATION	
Southern Area Coordination Center Main Line (24 hours): (678) 320-3000	1200 Ashwood Parkway, Suite 230 Atlanta, Georgia 30338 Electronic Mail: gasac@firenet.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
ELLSWORTH, Nancy Center Manager	Atlanta, GA	(678) 320-3001	(775) 304-1037
MILLER, Calvin Deputy Center Manager	Atlanta, GA	(678) 320-3005	(404) 909-0238
VACANT Assistant Area Coordinator – Overhead & Teams	Atlanta, GA		
TURNER, Jesse Logistics Coordinator – Crews, Modules, Equipment & Supply	Atlanta, GA	(678) 320-3004	(404) 909-1197
BROADWAY, Hannah Assistant Logistics Coordinator	Atlanta, GA	(678) 320-3006	(501) 802-3188
NEAL, Sairy Operations Coordinator – Aviation	Atlanta, GA	(678) 320-3003	(505) 452-6327
PHILLIPS, Kasie Assistant Aviation Coordinator	Atlanta, GA	(678) 320-3010	(936) 285-5789
ROBBINS, Heather Intelligence Coordinator	Atlanta, GA	(678) 320-3007	(951) 295-8494
SNYDER, Andy Fire Weather Meteorologist	Atlanta, GA	(678) 320-3008	N/A
IPPOLITI, Steven Fire Weather Meteorologist	Atlanta, GA	(678) 320-3009	N/A

Southern California Coordination Center (OSCC)

UNIT AND CONTACT INFORMATION	
<p>Southern California Coordination Center Main Line (24 hours): (951) 276-6721 24hr Mobilization D.O.: (951) 276-6725 24hr Intelligence D.O.: (951) 214-6922 Functional Area Desks: (951) 276-6721 Aircraft: Option 1 Equipment/Supplies/Crews: Option 2 Overhead: Option 3 Facsimile - Business: (951) 782-4900</p>	<p>23300 Castle Street Riverside, California 92518 Toll-Free/Flight Following: (800) 995-3473 24hr Aviation D.O.: (951) 320-2093 24hr Duty Chief: (951) 214-6921 Weather D.O.: (951) 782-4852 Electronic Mail: caoscc@firenet.gov SM.FS.osc-aviation@usda.gov SM.FS.OSCIntel@usda.gov</p>

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
AHEARN, Matt Assistant Fire Director, Operations	Riverside, CA	(951) 315-5856	N/A
LANNEN-LITTLEFIELD, Andrea GACC Center Manager	Riverside, CA	(951) 269-9021	N/A
RAPHAEL, David Deputy GACC Manager, FS	Riverside, CA	(909) 518-4363	N/A
WILSON, Earl Deputy GACC Manager, BLM	Riverside, CA	(909) 708-6097	N/A
REYES, Steve Aviation Coordinator	Riverside, CA	(951) 295-6630	N/A
SALAS, Manny Mobilization Coordinator	Riverside, CA	(951) 532-2690	N/A
ALLISON, Kristen Fire Management Specialist Climate/Meteorology	Riverside, CA	(626) 590-6809	N/A
ST PIERRE, Chris Predictive Services Program Manager Intelligence	Riverside, CA	(818) 939-7596	N/A
GANDOLFI, Eric Intelligence Coordinator	Riverside, CA	(909) 486-1719	N/A

Southwest Area Coordination Center (SWCC)

UNIT AND CONTACT INFORMATION	
<p>Southwest Area Coordination Center</p> <p>Main Line (24 hours): (505) 842-3473</p> <p>Facsimile Number: (505) 842-3801</p>	<p>333 Broadway SE Albuquerque, NM 87102</p> <p>Electronic Mail: nmswc@firenet.gov</p>

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
JAYCOX, Kenan Center Manager	Albuquerque, NM	(505) 842-3473	(505) 250-7193
ORTIZ, Juan Deputy Center Manager	Albuquerque, NM	(505) 842-3473	(575) 534-7722
HAMMER, Dominic Area Coordinator	Albuquerque, NM	(505) 842-3473	(505) 218-2763
CAMPBELL, Anastasia Area Coordinator	Albuquerque, NM	(505) 842-3473	(425) 231-2532
TSADIASI, Bryant Area Coordinator	Albuquerque, NM	(505) 842-3473	(505) 697-0890
CARSON, Julianne Area Coordinator	Albuquerque, NM	(505) 842-3473	(505) 607-4238
SANTARIGA, Alexis Aircraft Dispatcher	Albuquerque, NM	(505) 842-3473	(505) 546-3382
SEDILLO, Oscar Asst. Coordinator	Albuquerque, NM	(505) 842-3473	N/A
POWELL, Carrie Intelligence Coordinator	Albuquerque, NM	(505) 842-3473	(505) 513-3091
BREITREITER, Bladen Predictive Services Program Manager	Albuquerque, NM	(505) 842-3473	N/A
KING, Krista Fire Weather Meteorologist	Albuquerque, NM	(505) 842-3473	N/A

National Interagency Support Caches (NISC)

NAME	CITY/STATE	OFFICE PHONE	FAX NUMBER
Alaska Incident Support Cache (AKK)	Ft. Wainwright, AK	(907) 356-5742	(907) 356-5754
State of Alaska Fire Warehouse (AKS)	Fairbanks, AK	(907) 451-2641	(907) 451-2669
Billings Interagency Incident Support Cache (BFK)	Billings, MT	(406) 896-2870	(406) 896-2881
Coeur D'Alene Incident Support Cache (CDK)	Coeur D'Alene, ID	(208) 666-8694	(208) 769-1534
Great Basin Area Incident Support Cache (GBK)	Boise, ID	(208) 387-5104	(208) 387-5573
La Grande Incident Support Cache (LGK)	La Grande, OR	(541) 975-5420	(541) 975-5478
Northern California Incident Support Cache (NCK)	Redding, CA	(530) 226-2850	(530) 226-2854
Northern Rockies Area Incident Support Cache (NRK)	Missoula, MT	(406) 329-4949	(406) 329-4962
Northeast Area Incident Support Cache (NEK)	Grand Rapids, MN	(218) 327-4579	(218) 327-4581
Northwest Area Incident Support Cache (NWK)	Redmond, OR	(541) 504-7234	(541) 504-7240
Rocky Mountain Area Incident Support Cache (RMK)	Lakewood, CO	(303) 202-4940	(303) 202-4965
Southern Area Incident Support Cache (SAK)	London, KY	(606) 878-7430	(606) 864-9559
Southern California Incident Support Cache (LSK)	Ontario, CA	(909) 930-3208	(909) 947-6391
Southwest Area Prescott Incident Support Cache (PFK)	Prescott, AZ	(928) 777-5630	(928) 777-5608
Southwest Area Silver City Incident Support Cache (SFK)	Silver City, NM	(505) 538-5611	(505) 388-5672

**APPENDIX:
ACRONYM GUIDE**

The following acronyms are used throughout the National Interagency Standards for Resource Mobilization:

AA	Agency Administrator
AD	Administratively Determined
AFF	Automated Flight Following
AGL	Above Ground Level
AIMS	At Incident Management Support
AMRS	All-Hazards Meteorological Response System
ARA	Air Resource Advisor
ASTAT	Aviation Safety and Technical Assistance Team
ASM1	Aerial Supervision Module
ATD	Actual Time of Departure
BAER	Burned Area Emergency Response
BIA	Bureau of Indian Affairs
BHA	Bureau for Humanitarian Assistance
BLM	Bureau of Land Management
BNML	Battalion Military Liaison
BPA	Blanket Purchase Agreement
BUYT	Buying Team
CDO	Communications Duty Officer
CIMT	Complex Incident Management Team
COD	Coordinator on Duty
COMC	Communications Coordinator
COML	Incident Communication Unit Leader
COP	Chief-of-Party
COR	Contracting Officer Representative
CORD	Expanded Dispatch Coordinator
CMAT	Community Mitigation Assistance Teams
CRWB	Crew Boss
CREP	Crew Representative

CRM	Crew Resource Management
CWN	Call-When-Needed
DASP	Disaster Assistance Support Program
DCO	Defense Coordinating Officer
DDP	Designated Dispatch Point
DLA	Defense Logistics Agency
DOW	Department of War
DOI	Department of Interior
EDSP	Expanded Dispatch Supervisory Dispatcher
EERA	Emergency Equipment Rental Agreement
EFTR	Emergency Firefighter Time Report
ESF	Emergency Support Function
EST	Emergency Support Team
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FAST	Fire and Aviation Safety Team
FFAST	Federal Fire and Aviation Safety Team
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FMO	Fire Management Officer
FOG	Field Operations Guide
FOR	Fixed Operating Rate
FRS	Family Radio Service
FS	Forest Service
FSS	Federal Supply System
FTA	Fire Traffic Area
FWS	Fish and Wildlife Service
GA	Geographic Area

GACC	Geographic Area Coordination Center
GACG	Geographic Area Coordinating Group
GMAC	Geographic Multi-Agency Coordinating Group
GSA	General Services Administration
HMGB	Helicopter Manager Single Resource
HSPD	Homeland Security Presidential Directive
HUCC	Host Unit Coordination Center
IA	Initial Attack
IAA	Incident Awareness and Assessment
IARR	Interagency Resource Representative
I-BPA	Incident Blanket Purchase Agreement
IC	Incident Commander
ICAC	Incident Commanders Advisory Council
ICS	Incident Command System
ICS-209	Incident Status Summary
IHC	Interagency Hotshot Crew
IMET	Incident Meteorologist
IMSR	Incident Management Situation Report
IMT	Incident Management Team
INBA	Incident Business Advisor
InFORM	Interagency Fire Occurrence Reporting Modules
IQCS	Incident Qualification Certification System
IQS	Incident Qualification System
IR	Infrared
IRAWS	Incident Remote Automatic Weather Station
IRIN	Infrared Interpreter
IROC	Interagency Resource Ordering Capability
IRWIN	Integrated Reporting of Wildland-Fire Information
ISO	Incident Support Organization
IWFAQRP	Interagency Wildland Fire Air Quality Response Program
JFO	Joint Field Office

MAC	Multi-Agency Coordinating Group
MAFFS	Modular Airborne Firefighting Systems
MAP	Mandatory Availability Period
MOU	Memorandum of Understanding
NAPM	National Aviation Program Manager
NASF	National Association of State Foresters
NCO	National Contracting Officer
NCR	National Contract Resource
NFES	National Fire Equipment System
NFPET	National Fire Prevention Education Team
NFWC	National Fixed-Wing Coordinator
NFWOC	National Fire Weather Operations Coordinator
NICC	National Interagency Coordination Center
NIFC	National Interagency Fire Center
NIMO	National Incident Management Organization Teams
NIICD	National Interagency Incident Communications Division
NIROPS	National Infrared Operations
NISC	National Interagency Supply Cache
NISRM	National Interagency Standards for Resource Mobilization
NMAC	National Multi-Agency Coordination Group
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRCC	National Response Coordination Center
NRF	National Response Framework
NSP	National Surge Package
NWCG	National Wildfire Coordinating Group
NWS	National Weather Service
OAS	Office of Aviation Services
OFDA	Office of Foreign Disaster Assistance
OSHA	Occupational Safety and Health Administration
PAX	Passengers

POE	Point of Entry
POO	Point of Origin
PPE	Personal Protective Equipment
PRAWS	Project Remote Automated Weather Station
RAO	Regional Aviation Officer
RAP	Review, Audit, Process Team
RAWS	Remote Automated Weather Station
RFA	Request for Assistance
RIST	Remote Incident Support Team
ROC	Regional Operations Center
RRCC	Regional Response Coordination Center
RSFWSU	Remote Sensing/Fire Weather Support Unit
SA	Situational Awareness
SAIT	Serious Accident Investigation Teams
SEAT	Single Engine Airtanker
SOR	System of Record
TFR	Temporary Flight Restriction
THSP	Technical Specialist
UAS	Unmanned Aerial Systems
UHF	Ultra High Frequency
USA	United States of America
USDA	United States Department of Agriculture
USFA	United States Fire Administration
USWFS	United States Wildland Fire Service
UTF	Unable to Fill
VHF	Very High Frequency
VOR	VHF Omnidirectional Range
VLAT	Very Large Airtanker
WFDSS	Wildland Fire Decision Support System
WUI	Wildland Urban Interface

2026 EXECUTIVE SUMMARY OF CHANGES

Throughout the 2026 NISRM, subject matter experts, NICC and NMAC have updated topics and descriptions to reflect current policy, improve clarity, and enhance conciseness.

References to specific DOI agencies (BLM, BIA, NPS, FWS) in certain contexts have been replaced or supplemented with references to the U.S. Wildland Fire Service (USWFS). Topics and descriptions are changed or updated by NICC and subject matter experts

Chapter 10: Objectives, Policy and Scope of Operations

Mission Statement

Removed *BLM, BIA, USFWS, and NPS*. Replaced with *U.S. Wildland Fire Service (USWFS)*.

NIFC Director's Delegations

Removed *BLM, BIA, USFWS, and NPS*. Replaced with *U.S. Wildland Fire Service (USWFS)*.

National Surge Packages

Removed. NMAC will issue an NMAC memo should they exercise surge packages in 2026.

Initial Attack Response Plans (New Section)

Response Plans

Each local area will maintain and follow a documented pre-planned response plan (e.g., run cards); developed in coordination with land management leadership and in conjunction with a Fire Danger Operating Plan (FDOP) or other preparedness operation plan as required. Plans must include notification protocols and identify initial attack resources. Local dispatch centers will implement the response plan by mobilizing resources followed by notification of identified Duty Officer.

Daily Resource Status

The status of all available initial attack resources must be updated daily in an integrated application by 1000 local time or within 30 minutes of the designated start time.

Operational Status Tracking

Resources and their parent units will be tracked throughout the incident lifecycle in an integrated application following the Operational Status workflow:

- *Daily availability ~ available/unavailable*
- *Reserved/Committed*
- *Mobilizing/En Route*
- *On Scene*
- *Demobilizing/Returning*
- *Returned from Assignment/Available Quarters*

Compacts

Removed *“Recognition of the need for consistency and continuity has led to the development of the Alliance of Forest Fire Compacts. The Alliance includes all eight forest fire compacts in the U.S. and Canada. More information is located at affcompacts.org.”*

Other Nations Support for Large Scale Mobilizations

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

Replaced with *“The NICC coordinates Requests for Assistance (RFA) for firefighting support from foreign countries that are under arrangements with the US Forest Service and Department of Interior, namely Canada, Mexico, Australia, and New Zealand. The NICC will also assist with requests for firefighting support to other foreign countries in coordination with the US Forest Service Disaster Assistance Support Program (DASP) through Department of State's Office of International Disaster Response.”*

Chapter 20: Overhead and Teams

NMAC Management of IMTs

Added *“NMAC should request a CIMT to become available before their 7-day unavailability period begins. Only in exceptional circumstances will NMAC ask a CIMT within the 7-day period to roster before the end of that period. A Geographic Area may extend a team's unavailability period to allow additional rest.”*

Added *“Rationales are required by NMAC at PL 5 and when situations warrant the need for a rationale.”* Added the following statement *“The rationale will be submitted by a Coordinating Group Representative or the GACC.”*

CIMT Configuration

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

Replaced with *“CIMTs will be considered unavailable for assignment without the minimum 24 positions that must be filled (which includes ordered, filled and enroute) at the time of CIMT mobilization. This minimum ensures every CIMT has the core capability to safely and effectively manage a complex incident from the initial transition period forward. Beyond the minimum of 24, the roster size will be based upon the incident complexities. Additional personnel, trainees, assistants, technical specialists and expanded Command & General (C&G) positions may be added through negotiations between the IC and ordering unit representative.”*

CIMT Configuration

Removed “Roster requests of above 75 personnel must be approved in writing by the host unit AA following roster negotiations through the Pre-Mobilization Incident Management Team (IMT) Call, found at <https://www.nifc.gov/nicc/logistics/reference-documents>.”

- Personnel may work virtually or on-site, as dictated by GA business rules and IC discretion; however, they still count towards the team’s total size.
- Supporting personnel and functions are not included in the team’s mobilization numbers (i.e., Resource Advisors, Air Resource Advisors, etc.).
- Local unit personnel assigned to work on the incident with the team are not considered team members but additional support.”

CIMT Configuration

Added the “Minimum CIMT Mobilization Configuration (24 Personnel) table.”

CIMT Roster Negotiation

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

CIMT National Rotation

Added “For 2026, all 38 interagency CIMTs are eligible for mobilization through the national rotation. Additional teams (such as state or local teams) may be integrated appropriately by the GA with NMAC coordination. (See section on Surge Capacity IMTs below.)

- GACCs will ensure their respective CIMTs are available for national rotation and their roster in IROC meets the mobilization configuration standards.
- The national rotation switches every seven (7) days on Thursday, effective 0001.
 - All GA internal rotations will rotate on Thursday.
- All nine GAs appear in the national rotation each week during the year.
- The starting order is alphabetical and continues indefinitely:
 10. Alaska
 11. California
 12. Eastern
 13. Great Basin
 14. Northern Rockies
 15. Northwest
 16. Rocky Mountain
 17. Southern
 18. Southwest
- The national rotation will be posted by April 1 annually.

- *The national rotation will be identified by GA. Each GA will determine which team fills the order based on internal rotations and availability.*
 - *GAs are expected to effectively manage workload distribution across all CIMTs to mitigate fatigue, enable team members to meet home unit responsibilities, provide experience opportunities for all CIMTs, meet training and workforce succession goals, and ensure availability of CIMTs nationally when competition exists.*
 - *NMAC strongly encourages GAs to consider utilizing the national rotation to ensure the distribution of assignments and days committed to incidents.*
 - *NMAC and the GAs has a management goal of three CIMT assignments per calendar year based on historical data.*

Seasonal Differences

May 1 – September 30 (Peak Season)

- *All 9 GAs rotate weekly in a rolling format.*
- *Normal movement: Position 1 → Position 9; all others move up one position.*
- *When a GA fills a national rotation order, that GA immediately moves to the bottom of the list (position 9).*
- *A GA filling an internal order will still maintain the GA position in the national rotation if they have additional CIMT availability.*
- *GAs that are unavailable are skipped for filling orders but retain their relative order in the list (shown as unavailable in the published rotation). This keeps the rotation moving during high-demand periods.*

October 1 – April 30 (Shoulder Season)

- *Only the top two GAs in the rotation are required to maintain an active CIMT roster (ad-hoc rosters are acceptable).*
- *Each Thursday, the top two GAs drop to positions 8 and 9; all others move up two slots.*
- *If a shoulder-season order is placed to NICC, the top available GA fills it. No additional coverage will be requested from GAs lower on the rotation.*

Filling Orders

- *All CIMT orders placed to NICC will be filled from the national rotation, in order, skipping unavailable GAs.*
- *If a GA cannot fill an order for the date/time needed, the order will be UTF'd back to NICC.*
- *GAs that know they will be unable to fill an order must notify the National CIMT Coordinator as soon as possible (ideally at least 3 days in advance) so their status can be updated.*

Assignment Limits and National Capacity Protection

- *After every CIMT within a single GA has received at least one assignment in a calendar year, replacement CIMT orders (and other orders approved by NMAC) will follow a 3:1 ratio*

- *Three assignments filled internally by that GA.*
- *Every fourth assignment filled via the national rotation, targeting long duration fires for CIMT replacement.*
- *Once a CIMT has received two assignments in a calendar year, it becomes ineligible for national-rotation assignments until every CIMT has also received two assignments. CIMTs with two assignments may remain eligible for in GA assignments at the GA's discretion.*
- *After every CIMT has two assignments, there are no further restrictions for mobilization.*
- *During limited CIMT availability this rule may be suspended.*

Prepositioning

- *Prepositioned teams are used before placing new orders to the rotation:*
 - *GACC-prepositioned teams are used first within that GA.*
 - *NICC-prepositioned teams are used first nationally.*
- *Prepositioning of 4 or more days counts as an assignment.*
- *Prepositioning longer than 7 days requires NMAC coordination.*
- *All prepositioned CIMTs may receive an extension up to 21 days to account for unassigned days.*
- *CIMTs ordered through NICC or prepositioned by NICC from the national rotation for staging within a GA will be prioritized for assignment to any new federal incident within that area or when a replacement team is needed within that area.*

Reassignments, Extensions and Cancellations

- *Reassignment before demobilization counts as one assignment.*
- *Out-of-GA reassignments require NMAC approval.*
- *Assignments that begin in one year and extend into the next count toward the initial calendar year assignment data.*
- *If an order is canceled, or the team is released within 3 days of the original order date, the GA returns to its original rotation position and the mobilization does not count as an assignment.*
- *Extension requests are submitted by the GA using established NMAC procedures.*
- *If the IC determines that the CIMT is underprepared for the incident due to experience or comfort levels of the Command and General Staff due to incident complexity, the GA may maintain their place in the national rotation without penalty and the next available GA will be requested to provide a CIMT.*

NICC CIMT Coordinator

Removed *NICC CIMT Coordinator* and *NMAC CIMT Coordinator* sections, replaced with *National CIMT Coordinator* section.

National CIMT Coordinator

Updated the following standard practices:

- *All requests (including extension requests) for CIMTs and NIMOs must be approved by NMAC. This applies to all assignments, internal and external to the GA.*

- *NMAC requires GAs to submit the [Request for CIMT Extension or Assignment](#) for any CIMT request at PL5. These will be submitted by the GACC or a Coordinating Group representative.*
- *Reallocation of assigned CIMTs within the GA will be done in coordination with the NMAC liaison and the National CIMT Coordinator.*
- *When allocating CIMTs, NMAC will consider multiple criteria including, but not limited to: national rotation, availability, number of assignments, workload distribution, and travel/logistical considerations.*
- *Requests to NMAC for a CIMT to be available again prior to the 7-day unavailability period should occur prior to the start of the 7 days. Only in exceptional circumstances will a CIMT be asked by NMAC within the 7-day period to roster prior to the end of the 7 days.*
- *Surge capacity CIMTs (which may include state, local government, or ad hoc IMTs) will be part of the allocation and factored in with the above criteria as appropriate.*
- *CIMTs may be allocated to incidents up to 3 days prior to their availability.*
- *To remain flexible in case a higher priority arises and the CIMT needs to be reassigned, CIMTs will not be filled in IROC until they are available or until it's necessary to begin travel.*
- *If CIMT availability is insufficient for potential emerging incidents. As part of the daily prioritization process:*
 - *GAs with multiple committed CIMTs, in coordination with the National CIMT Coordinator, will reprioritize internally to meet any emerging needs.*
 - *GAs with multiple committed CIMTs may be asked to identify CIMT(s) to be reassigned for emerging and exigent needs in a bordering GA.*
 - *All Gas will assure appropriate use of IMTs.*
- *CIMT extensions should be considered and utilized to manage the number of transitions on an incident, to mitigate limited availability of CIMTs, and to reach suppression objectives.*
- *NMAC supports internal GA reallocation. A request is still required when reallocating to ensure the CIMT goes to the highest priority need, which could be outside the GA.*

CIMT Assignments for Suppression Repair

Removed, duplicate language.

Interagency Buying Teams (BUYT)

Removed. See [NMAC Memo](#) regarding 2026 incident procurement guidance.

Payment Teams

Removed, no longer used.

Chapter 30: Crews

U.S. Forest Service Contract Crews

Added “*Type 2 contract crews and Type 2 Initial Attack contract crews must be ordered to a specific reporting location, identified by a physical address such as a designated incident, forest or district office, or other government-specified location.*”

Type 2 and Type 2IA Crews

Added two tables describing minimum mobilization standards for each crew type.

Chapter 40: Equipment and Supplies

Radio Ordering

Added *“If the ICP or base camp is unknown, the requested equipment must be shipped to the closest field office, ranger station, or other designated government building.”*

Chapter 50: Aircraft

Sterile Cockpit

Added *“Sterile cockpit rules apply within a 5-mile radius of the airport. The flight crew will not perform radio or cockpit communication during that time that is not directly related to safe flight of the aircraft from taxi to 5 miles out and from 5 miles out until clearing the active runway. This would consist of reading checklists, communication with ATC, flight service stations, Unicom, or other aircraft with the intent of ensuring separation or complying with ATC requirements. Communications by passengers or air crew members can be accomplished when the audio panels can be isolated and do not interfere with flight operations of the flight crew.”*

Exception: *When conducting firefighting missions within 5 miles of an uncontrolled airport, maintain a sterile cockpit until departing the traffic pattern and reaching final altitude. Monitor common traffic advisory frequency (CTAF) frequency if feasible while engaged in firefighting activities. Monitor CTAF as soon as practical upon leaving the fire and returning to the uncontrolled airport. When conducting firefighting missions within class B, C, or D airspace, notify dispatch that ATC communications will have priority over dispatch communications.”*

Non-Federally Approved Cooperator Aircraft

Added a link to the new Non-Federally Approved Cooperator Aircraft form.

FS CWN Helicopters

Added *“The incident or dispatch office will communicate any intent to fully demobilize and release a CWN helicopter from an incident to NICC, who will relay the information to the National Rotor-Wing Coordinator as soon as practicable. If the release is anticipated 24 hours or more in advance, notification will be made at that time.”*

FS EU Helicopters

Added *“Any intent to release EU helicopters from a contract extension will be coordinated with the National Rotor-Wing Coordinator, no less than 24 hours prior to release. Only the Contracting Officer and COR have the authority to release any FS helicopter from contract.”*

MATOC Payload Category Tables

Updated for 2026.

Rappellers

Added *“When existing border agreements exist between GACCs, IA loads may be placed forest to forest, if the resource is the closest available. Courtesy notification shall be made to the GACC(s) and NICC at the time the order is placed.”*

Frequencies

Removed *“Frequencies are ordered on an Aircraft “A” request.”* Replaced with *“Frequencies are ordered on a Frequency “F” request.”*

Temporary Flight Restrictions

Added *“Temporary Flight Restrictions (TFRs) regulate the National Airspace System (NAS). The Geographic Area Coordination Center or an assigned Airspace Coordinator (ASCO) will originate TFRs. TFRs are not an administrative function of a local dispatch center.”*

Airspace Coordination

Added *“The National Airspace Coordinator will coordinate Airspace Coordinator (ASCO) assignments to support regional and geographical airspace coordination.”*

Chapter 60: Predictive Services

No changes for 2026.

Chapter 70: Incident Administration

Cost Coding

Removed entire section.

Chapter 80: Forms

Added: Non-Federally Approved Cooperator Aircraft Form