Southwest Interagency Standards for Resource Mobilization

2024

Includes the National Interagency Standards for Resource Mobilization with Supplemental Guidance

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 - Vice-Chair

CHAPTER 10
OBJECTIVES, POLICYAND 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, we will also meet the requirements of all-hazard incidents as directed by the NRF or Presidential and Secretarial direction. This is accomplished through planning, situation monitoring, and expediting resource orders between the Bureau of Indian Affairs (BIA) Areas, Bureau of Land Management (BLM) States, National Association of State Foresters (NASF), Fish and Wildlife Service (FWS) Regions, Forest Service (FS) Regions, National Park Service (NPS) Regions, National Weather Service (NWS) Regions, Federal Emergency Management Agency (FEMA) Regions through the United States Fire Administration (USFA) and other cooperating agencies.

PURPOSE

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

TOTAL MOBILITY CONCEPT

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

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

SWA Interagency Standards for Resource Mobilization Supplement

Southwest Area Dispatch/Coordination System
Definition, roles, and responsibilities of the Southwest Area Coordination Center (SWCC) and the interagency dispatch centers were established in June 1986 by an interagency task force. This study defined uniform roles and responsibilities and the dispatch/logistical coordination system for a National multilevel dispatch/coordination organization. Specific roles and responsibilities of the SWCC have been developed and identified, based on national definitions. The roles and responsibilities of the local interagency dispatch centers have also been specifically identified to fully understand the dispatch/coordination system for the Southwest Area.

The Southwest Area wildland fire dispatch and coordination system operate within a three-level (tier) system as identified in the Interagency Standards for Fire and Fire Aviation Operations.

Federal and State land management agencies within the States of Arizona and New Mexico make up the primary participants in wildland fire management in the Southwest Area.

PRIORITIES

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

The delegation of authority for NMAC states:

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

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

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

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

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

Resource allocation decisions are based on the following considerations:

Wildfire suppression.
Emergency Support Function (ESF) / National Response Framework.
Agency Prescribed Fire operations.
International cooperation.

NATIONAL RESOURCES

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

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

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

LOCAL AND GEOGRAPHIC AREA DRAWDOWN LEVELS

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

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

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

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

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

NATIONAL SURGE PACKAGES

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

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

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

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

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

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

NATIONAL READY RESERVE

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

National Ready Reserve implementation responsibilities are as follows:

NMAC establishes National Ready Reserve requirements by resource category, type, and quantity.

NICC implements NMAC intent by directing individual GACCs to place specific categories, types, and quantities of resources on National Ready Reserve.

GACCs direct local dispatch centers and/or assigned IMTs to specifically identify resources to be placed on National Ready Reserve.

NICC mobilizes National Ready Reserve resources through established ordering channels, as necessary.

National Ready Reserve resources must meet the following requirements:

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

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

SCOPE OF OPERATION

National Response Framework (NRF)

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

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

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

U.S. Agency for International Development (USAID) Bureau for Humanitarian Assistance

USAID Bureau for Humanitarian Assistance Requests for support from foreign countries other than those countries with which the Departments of Agriculture and Interior have agreements (Canada and Mexico) and arrangements (Australia and New Zealand) will come to NIFC from the Forest Service International Programs' Disaster Assistance Support Program (DASP) through the USAIDs Bureau for Humanitarian Assistance (USAID/BHA). BHA is the U.S. Government's lead coordinator for international humanitarian assistance. Refer to the International Emergency Assistance Response Process, Operating Plan for USDA Forest Service.

More Information about the mission of BHA and how it organizes and responds can be found at following web site:
https://www.usaid.gov/who-we-are/organization/bureaus/bureau-humanitarian-assistance

More Information about DASP can be found at the following website:
https://www.fs.usda.gov/about-agency/international-programs/program-topics

SWA Interagency Standards for Resource Mobilization Supplement

The Southwest Area (SWA) wildland fire management agencies are obligated through departmental policy and interagency agreements to respond primarily to wildfire emergencies but are also capable of response and support for other emergency incidents, i.e., floods, earthquakes, hurricanes, etc. The management policies for all agencies also require that agreements be pursued with cooperators at all levels "...to facilitate efficient fire management activities within and adjacent to the agency." A cost-effective sharing of resources among public agencies is expected by the taxpaying public, and the agencies fully support this concept.

The Southwest Coordinating Group (SWCG)
The mission of the SWCG is to enhance the safety, efficiency, and effectiveness of interagency fire management activities, and response and support of non-fire emergencies. This is accomplished through interpretation of agency policy, providing direction to the Zone Management Groups and the Southwest Coordination Center (SWCC) for cooperative fire management activities, developing Information exchange between agencies, and monitoring and evaluating the performance of the interagency dispatch centers and the SWCC. The Southwest Coordinating Group (SWCG) consists of Fire Directors or their representatives from the USDI Bureau of Indian Affairs, UDSI Bureau of Land Management, USDI National Park Service, USDI Fish & Wildlife Service, USDA Forest Service, and the States of Arizona and New Mexico. Roles and responsibilities of the SWCG, the SWCC, the Zone Coordinating Groups, and interagency dispatch centers are included in the Southwest Coordinating Group Operating Guide which can be found on the SWCC website.

MOBILIZATION/DEMOBILIZATION

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

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

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

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

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

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

WORK/REST

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

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

Personnel will resume 2:1 work/rest ratio as quickly as possible.

The IC or agency administrator will justify work shifts that exceed 16 hours and/or consecutive days that do not meet 2:1 work to rest ratio. Justification will be documented in the daily incident records, made available to the employee by the finance section/local unit, and must include mitigation measures used to reduce fatigue.

The time officer's/unit leader's approval of the Emergency Firefighter Time Report (OF-288), or other agency pay document, certifies that the required documentation is on file and no further documentation is required for pay purposes.

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

LENGTH OF ASSIGNMENT

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

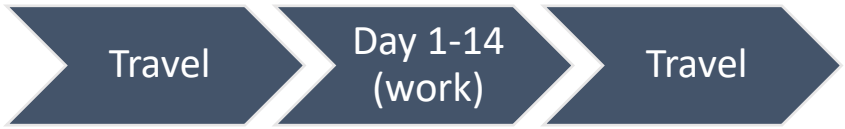
Assignment Definition

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

Length of Assignment

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

14-day Scenario



Days Off

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

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

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

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

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

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

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

Assignment Extension

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

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

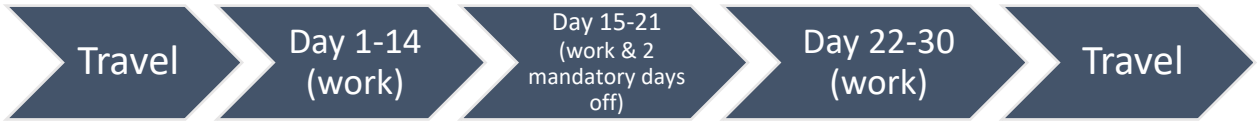
The assignment is a planned event (e.g., fuels treatment, prescribed fire implementation) with fatigue mitigations (e.g., shorter workdays, adequate rest in hotels, etc.).

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

21-day Scenario

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

30-day Scenario



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

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

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

Single Resource/Kind Extensions

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

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

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

CIMT Length of Assignment and Mandatory Unavailability

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

Day 1 will be the first full day following IC travel to the reporting location on the original resource order, whether it is staging/preposition, to shadow, or the first day in command of the incident.

For a 14-day assignment, transfer of command may happen on day 14 or the morning of day 15, provided travel back to the home unit begins on day 15. Closeouts, evaluations, and other final processes should be conducted prior to day 15.

Should an extension be approved, the transfer of command will occur no later than the final extension date.

Requests to NMAC for a CIMT to be available again prior to the 7-day unavailability period should occur prior to the start of the 7 days. Only in exceptional circumstances will a CIMT be asked by NMAC within the 7-day period to roster prior to the end of the 7 days.

The day following return travel by the IC will be day 1 of the CIMT unavailability period. The CIMT will be available to roster after a full 7 days have passed. Agency approved days off are included in the 7-day unavailability period.

Tracking of these days will be accomplished by the Geographic Areas and shared with the NICC CIMT Coordinator for planning purposes.

Incident Management Team Extensions

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

Maximum Consecutive Days Worked – Home Unit

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

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

INCIDENT OPERATIONS DRIVING

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

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

No driver will drive more than 10 hours (behind the wheel) within any duty day.

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

A driver shall drive only if they have had at least 8 consecutive hours off-duty before beginning a shift. Exception to the minimum off-duty hour requirement is allowed when essential to:

- Accomplish immediate and critical suppression objectives, or
- Address immediate and critical firefighter or public safety issues.

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

INITIAL ATTACK DEFINITION

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

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

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

Resources dispatched are identified in formalized Agreements, Operating Plans, or Memoranda of Understanding and are located on/or adjacent to mutual jurisdictional wildland fire management boundaries.

At the time it becomes evident the incident will not be contained during the first operational period, at the request of the sending unit, resources assigned will be formally ordered through established ordering channels.

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Agencies may be more restrictive to these guidelines. Employees and supervisors must be familiar with their own host agency policy and any additional guidance within the Interagency Standards for Fire and Fire Aviation Operations.

The Southwest Area discourages any travel taking place between the hours of 2200 and 0500 unless there are extenuating circumstances to justify travel between these hours. These circumstances are situations where life and/or property are imminently threatened, or the incident is occurring within the resource's general response area and minimal travel distance is required to reach the incident. Ultimately, the responsibility for preventing and managing fatigue rests with the supervisor and resources involved.

Rental Vehicle Guidelines

Rental Vehicles for incident use can be obtained by normal Agency travel reservation procedures (e.g. ETS2, Concur, etc.) or using the National Emergency Rental Vehicle (NERV) Agreement through SWA Dispatch Centers. When Federal Agency personnel rent vehicles through their normal travel reservation procedures, this is done through a Department of Defense Agreement. There are differences in coverages and procurement mechanisms depending on which agreement is used. These are discussed below.

Department of Defense Agreement

Federal employees in official travel status who are authorized to rent vehicles from participating rental car companies are covered under an agreement administered by the Department of Defense. This agreement provides a government employee with such things as Government rates and loss or damage coverage (when operating legally and within the scope of government duties). A Government Administrative Rate Supplement (GARS) fee is included as part of the contract with the renter when the reservation is made under the government rate.

Rental car authorizations must be documented in the "Special Needs" or documentation portion of an individual's resource order. All rental car costs must be the least expensive class of vehicle unless otherwise justified in the resource order.

Operation of a rental vehicle under this agreement occurring off paved, graded, Federal, state, or professionally maintained roads which results in loss or damage is not covered unless the company has agreed to such operation in writing at the time of rental. The AGENT AT THE RENTAL COUNTER CAN APPROVE OFF-ROAD USE and it MUST BE DOCUMENTED IN WRITING on the rental agreement. Typically, incident camps are located on graded or paved roads, therefore, loss or damage would be covered; however, spike camps or unimproved "two- track" roads on incidents may not be automatically covered under the provisions of the agreement, unless agreed and documented at the time of rental.

National Emergency Rental Agreement (NERV)

The NERV BPA is for use on incidents where one of the following needs are present:

- *Any single resource responding to an incident whose position requires a vehicle with 4x4 high ground clearance and HD tires to meet the needs of the assignment (3/4-ton and 1- ton trucks approved for off-road use tires).*
- *Any single resource that is responding to an incident who needs a rental vehicle to meet the needs of the mission and is NOT self-sufficient or able to procure a vehicle (such as Administratively Determined or Casual Pay employees who do not have an agency travel card).*
- *Incident Pool vehicles that will be managed by a ground support, buying team, dispatch or other units and will be utilized by multiple resources or multiple incidents.*

Each vehicle rented through the NERV BPA MUST:

- *Be requested electronically through this site by Dispatch Only with a valid resource order.*
- *The resource order used for reservation must be e-mailed to the NERV Program upon picking up the vehicle.*
- *Have the following documents completed and e-mailed to the NERV Program (sm.fs.nerv@usda.gov) once the vehicle has been returned, reassigned by Dispatch or every 30 days for payment processing.*
- *Payment Cover Sheet*
- *Resource order(s) (All resource orders the vehicle was assigned to)*
- *Commercial rental agreement (May have been e-mailed to user/users from Enterprise upon vehicle pick up)*
- *Any and all other documents pertaining to the rental (pre/post inspection sheet, accident reports, etc.)*
- *(Dispatch Only) Dispatch Rental Vehicle Log*

More detailed Information and rental procedures can be found at: https://nerv.firenet.gov/

Defensive Driving Training Requirement

Federal employees and Federal ADs are required to take a defensive driving when driving Federal fleet vehicles or rental cars. State agencies and cooperators have required guidelines as well and these requirements must be followed when driving on incidents. There are several approved defensive driving courses available; some are instructor-led and others are available online. Check with your agency for approved courses.

Privately Owned Vehicle (POV) Use/Cost Comparison Requirements

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

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

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

A Cost Comparison Tool can be found on the SWCC website: POV vs. Rental Cost Comparison Tool.

RESOURCE MOBILIZATION

To ensure safe and efficient mobilization of resources to incidents, resources are requested and mobilized using the Interagency Resource Ordering Capability (IROC). Standard interagency

mobilization processes are identified within the *Interagency Standards for Resource Ordering Guide (ISROG)* located at the following link:

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

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

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

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

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

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

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

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

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

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

Compacts

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

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

The purpose of forest fire compacts is to facilitate the sharing and coordination of resources, Information, prevention efforts, training, fire management knowledge, and lessons learned. Compacts allow for the exchange or 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.

SWA Interagency Standards for Resource Mobilization Supplement

Southwest Area Zone Operating Plans, Initial Attack, and Mutual Aid Agreements
Specific agreements and memorandums of understanding (MOU) with each Southwest Area Zone are kept on file with that zone/dispatch center. The purpose of this section is to outline the minimum requirements for the operation of fire management activities within a zone/dispatch center. These are as follows (but are not limited to):

- *Memorandum of understanding for the operation and management of the zone and the formation of a Zone Coordinating Group.*
- *Operating plan for the dispatch center(s) within the zone to include agreements between the agencies in how the center is to be funded and dispatch support to the agencies within the zone.*
- *Mutual Aid/Initial Attack Agreements between the agencies/cooperators within the zone for fire suppression (where applicable).*
- *Delegation of Authority to the Dispatch Center Manager signed by the Zone Coordinating Group outlining authorities within the center.*
- *Radio Frequency Use Agreements (where applicable).*
- *Facilities Agreements as necessary to include dispatch centers, agency facilities, aviation/crew facilities, mobilization centers, lookouts, etc.*

AZ / NM Master Cooperative Agreements
The purpose of the Master Cooperative Agreements is to document the agencies' commitment to improving efficiency by facilitating the coordination and exchange of personnel, equipment, supplies, services, and funds among the agencies for the management of wildland fires, presidentially declared emergencies, and disasters or other emergencies under the Federal Emergency Management Agency's authority. The States of Arizona and New Mexico each have agreements in place with Federal agencies.
These agreements are located on the SWA Web site at:

https://gacc.nifc.gov/swcc/management_admin/incident_business/incident_business.htm.

BLM Direct Exchange of Resources
Direct exchange of resources is made between BLM districts throughout the West. Response areas vary but will usually involve the movement of resources from areas of low risk to areas of high fire danger. The BLM sending units are responsible for notifying the next higher dispatch level of resource commitment as soon as possible after dispatch.

BIA Direct Exchange of Resources
The BIA Director, National Interagency Fire Center (NIFC) is delegated authority for the assignment and movement of Bureau personnel and equipment to meet fire emergency needs and is authorized to

approve expenditures chargeable to emergency fire suppression and rehabilitation funds. The BIA Regional Directors for the Western Region (Phoenix), Navajo Region, and Southwestern Region (Albuquerque) have delegated authority to transfer personnel and equipment to reservations where the fire load is temporarily excessive for the local personnel. The Western, Navajo, and Southwestern Regions encompass New Mexico, Arizona, Utah, Nevada, and Colorado. The movement of resources to meet agency needs should flow from the regional office to the agency, where resource orders will be initiated and processed through normal channels.

NPS Dispatching Procedures
Dispatch of individual park suppression personnel and equipment to locations out of the initial attack area will be through the appropriate dispatch center in response to specific resource orders. On rare occasions, the NPS Regional FMO may request the dispatch of resources directly through a park. In these instances, the FMO will be responsible for notifying the appropriate dispatch center of the movement of NPS resources.

WILDLAND FIRE ENTRAPMENT/FATALITY

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

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

NICC COD: nicc.cod@firenet.gov

The form is located at the following web site:

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

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

UNABLE TO FILL (UTF) PROCEDURE

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

STANDARD CUBES, WEIGHT, AND GEAR POLICY FOR ALL PERSONNEL

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

One frameless, soft pack, not to exceed 45 pounds.
Web gear or briefcase (not both), not to exceed 20 pounds.
Maximum allowable crew weight, including equipment, is 5,300 pounds (6,625 pounds for 25 person crews).

All personnel baggage weights must be displayed separately from individual weights on flight manifests.

Pre-identified Complex Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. The Incident Commander must designate, in advance, which team members are authorized additional weight and make this a matter of record.

NATIONAL FIRE PREPAREDNESS PLAN

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

WHY PREPAREDNESS LEVELS ARE ESTABLISHED

Preparedness Levels are established to:

Identify the level of wildland fire and non-fire activity, severity, and resource commitment nationally.

Identify actions to be taken at NIFC and Geographic Areas to ensure an appropriate level of preparedness/readiness for the existing and potential situation.

Guide and direct Geographic Area Fire Management activities when essential to ensure national preparedness or in response to the national situation.

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

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

GEOGRAPHIC AREA PREPAREDNESS LEVELS

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

PREPAREDNESS LEVEL DESCRIPTIONS

Preparedness Level 1

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

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

Preparedness Level 2

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

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

Preparedness Level 3

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

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

Preparedness Level 4

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

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

Preparedness Level 5

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

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

PREPAREDNESS LEVEL ACTIONS TAKEN BY NICC/NMAC

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

Preparedness Level 1

NICC produces the Incident Management Situation Report (IMSR) weekly on Fridays or as needed based on significant activity.

NMAC meets as needed to accomplish administrative and procedural business.

NICC manages national resource allocations as coordinated with NMAC based on pre-established prioritization criteria and resource mobilization guidelines.

NICC CIMT Coordinator will monitor and coordinate CIMTs.

Preparedness Level 2

NICC produces the IMSR daily Monday through Friday.

NMAC meets on a regular basis to ensure situational awareness nationally as well as assessing resource commitment and availability.

NICC manages national resource allocations as coordinated with NMAC based on pre-established prioritization criteria and resource mobilization guidelines.

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

Preparedness Level 3

NICC produces the IMSR daily.

NMAC will assume management of Type 1 and Type 2IA Crew assignments.

NMAC will monitor CIMT assignments and may engage with GAs as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.

NMAC activates the following support functions:

- Crew Coordinator
- CIMT Coordinator
- SMKJ Coordinator

NMAC implements a formal meeting schedule to align with the national situation.

Preparedness Level 4

NMAC will manage all crew assignments.

NMAC will manage all CIMT assignments. CIMT rationale forms may be required for all requests.

NMAC will evaluate the need for activations of military and/or international assistance.

NMAC meets daily Monday through Friday and on weekends as needed.

Preparedness Level 5

NMAC may activate additional support functions as needed:

NMAC receives requests for and assembles/allocates surge packages.

NMAC may activate military and/or international assistance.

NMAC has the delegated authority and may actively manage all suppression resources as needed.

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 is 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 monitor 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 prepositioning resources as appropriate.*
- *SWCG prepare for activation of Southwest MAC Group (if continued escalation is forecasted).*
- *SWCC consider Communications and Airspace Coordinator activation.*
- *SWCG consider activation of Decision Support Group.*

Southwest Preparedness Level 4 (includes all previous actions)

- *SWCG consider 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 consider limiting or discontinuing prescribed fire activities.*
- *SWCG continue 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 level should be activated in accordance with needs found in the National or Geographic Area Mobilization Guides.

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

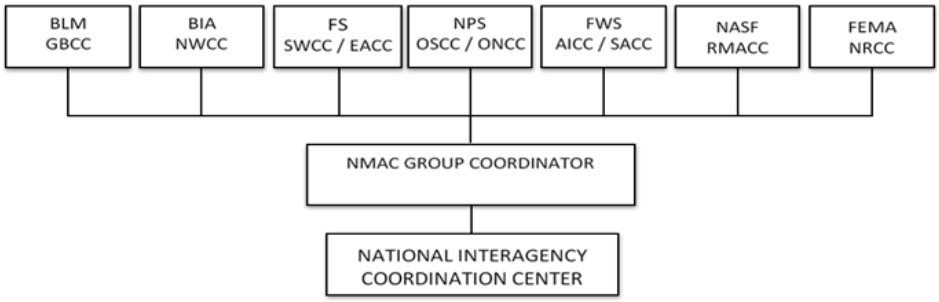
There may be a need for Geographic Areas to activate their MAC Groups when the National Preparedness Level is at 5, enabling geographic area response to requests and direction from NMAC.

National Multi-Agency Coordinating Group (NMAC) Organization

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

For Information regarding NMAC go to:

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



NIFC Directors' Delegations

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

NMAC Roles/Responsibilities:

Establish national priorities among the Geographic Areas.

Direct, allocate or reallocate resources among or between Geographic Areas to meet national priorities.

Anticipate and identify future national fire management resource requirements (prepositioning).

Provide oversight of general business practices between NMAC and GMAC groups.

Distribute and archive decisions, direction, and best management practices.

Provide an NMAC member as the media spokesperson assisting NIFC External Affairs for issues of national importance (as requested).

NMAC members serves as liaisons to specific Geographic Areas.

NMAC members are responsible for dissemination of written correspondence to their respective agencies.

Determine National Preparedness Levels (PLs).

Determine national fire resource availability to support non-fire/all-hazard operations (Reference Support to the National Response Framework).

Determine activation, coordination, and involvement of military and international resources.

- Requests for assistance from the military that may include MAFFS, military ground support, etc.
- Requests for assistance from foreign countries such as New Zealand, Australia, Canada, Mexico, etc.

Manage Area Command Teams.

Provides liaison and oversight to the Incident Commanders Advisory Council (ICAC).

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

NMAC Support Function Responsibilities:

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

Incident Management Team Coordinator:

Coordinates with NICC and the GA to implement NMAC decisions.

Tracks all IMT utilization.

Provide recommendations to NMAC for team assignments.

Crew Coordinator:

Coordinates with NICC and the GA to implement NMAC decisions.

Tracks all Type 1 and 2IA crew assignments.

At PL 4 and 5, NMAC may delegate tracking of all crew types.

Provides recommendations to NMAC for crew allocations.

Works directly with GAs to track crew needs and availability.

Smokejumper Coordinator:

Coordinates with NICC and the GA to implement NMAC decisions.

Tracks all smokejumper movement and availability.

Assists NMAC and the NICC in prioritizing competing booster requests.

Responsibilities of GMACs:

Determine and set Geographic Area priorities.

Acquire, allocate, and reallocate resources.

Issue coordinated Situation Assessment Statements.

MAC Group Coordinator

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

Responsibilities of the MAC Group Coordinator:

Ensure MAC Group decisions are communicated and implemented through established channels.

Arrange for and manage facilities and equipment necessary to support the MAC Group function.

Facilitate the MAC Group decision process by ensuring the analysis and display of Information that will assist the MAC Group, or their representatives, in keeping abreast of the total situation.

Provide the data necessary for setting priorities, resource allocation and other collective decisions.

Complexity

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

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

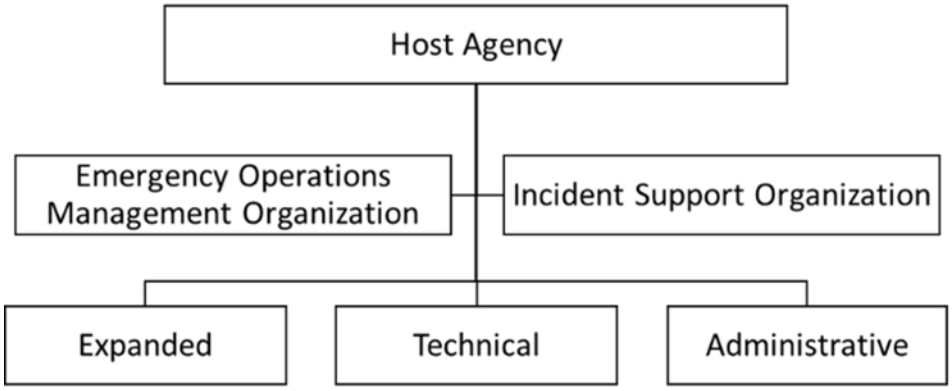
INCIDENT SUPPORT ORGANIZATION (ISO)

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.

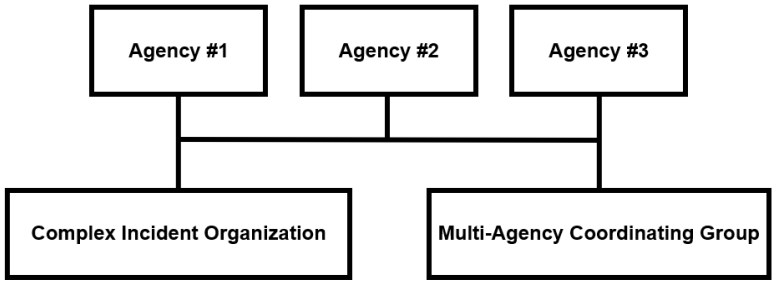
Administrative Support

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.

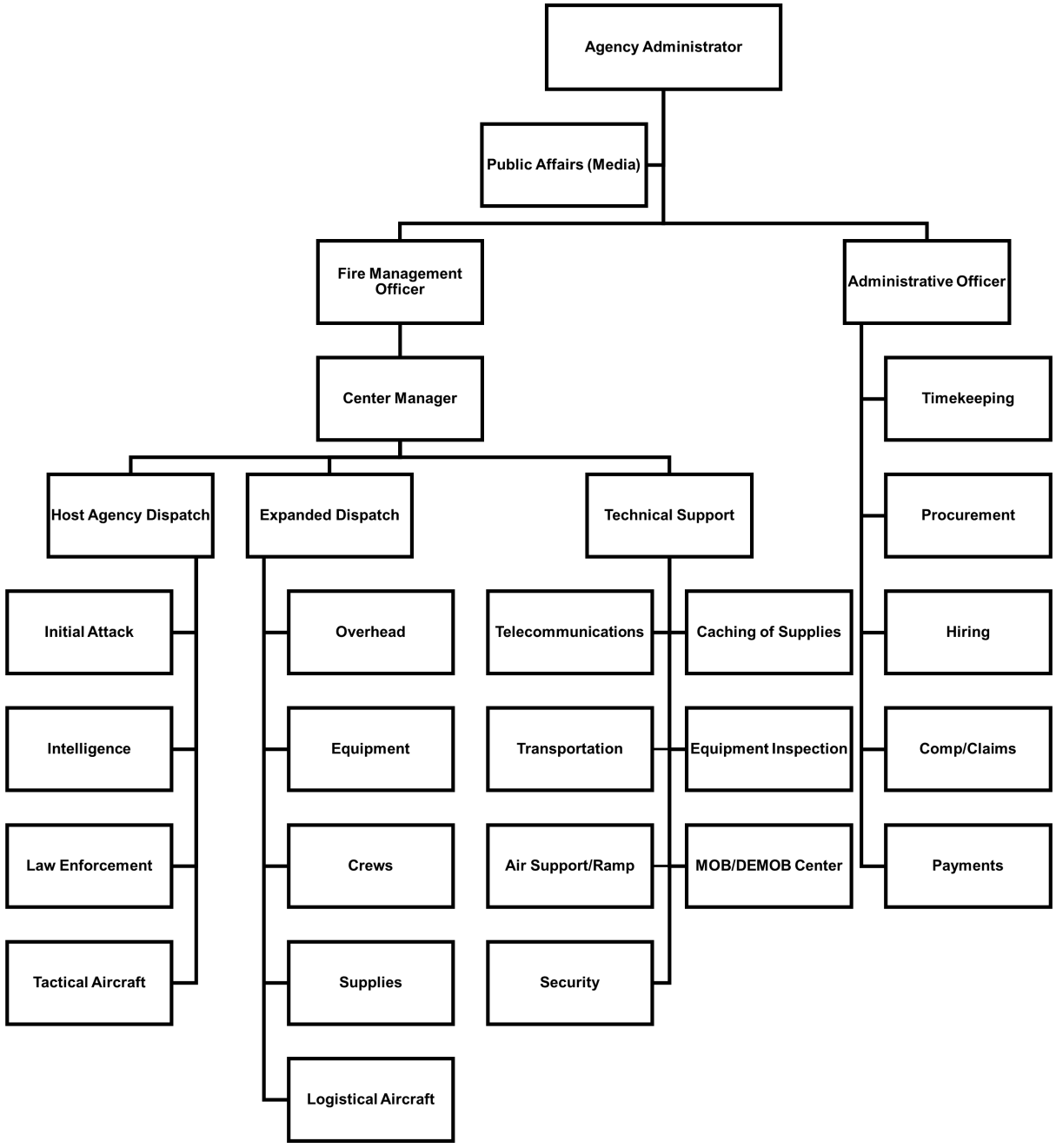
An Incident Business Advisor (INBA) may be ordered by the Agency Administrator to assist with incident business.Example Organizations

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*, located at:

https://www.nifc.gov/sites/default/files/document-media/Military_Use_Handbook.pdf

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 at:

https://www.nifc.gov/nicc/logistics/reference-documents
https://www.nifc.gov/nicc/logistics/International Agreements.html

Canada Support

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

Australia and New Zealand Support

Mobilizations involving the USA, Australia, and New Zealand are coordinated through NICC, and are defined in the Wildfire Arrangements between the Department of the Interior and Department of Agriculture of the United States and the Australian and New Zealand Participating Agencies and in the Annual Operating Plan for these Arrangements. Request to Australian and New Zealand

Participating Agencies will normally be made after USA resources are depleted, shortages are projected, or reasonable timeframes cannot be met.

Mexico Support

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

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

Other Nations Support for Large Scale Mobilizations

DASP responds to requests from USAIDs Bureau for Humanitarian Assistance (USAID/BHA). BHA 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, BHA will go to DASP, DASP will place requests through NICC, which will also be coordinated through the DASP liaison located at NIFC. Small scale requests for disaster assistance or technical assistance are coordinated directly by DASP through the home units of the requested individuals.

Processes for International Mobilization of Federal Resources

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

Dispatch Procedures for International Mobilization

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

Ensure the resource is aware of all attached documentation within the order (i.e.: briefing packets, Special Needs documents, etc.)

International Manifest is accurately completed and returned in a timely manner. The manifest must be submitted to NICC no later than **72 hours** before the Needed Date and Time on the Resource Order Form.

- Failure to meet the 72-hour timeframe will result in the order being canceled.

Vehicle Information is completed (if applicable) within the manifest.

Travel can be arranged but not implemented until notification is received from the NICC International Coordinator that they are cleared for travel. (This process may be different based on which country we are providing assistance/support.)

- A copy of the itinerary is required to be submitted with the international manifest.

Once the manifest is received by the NICC, it is sent to be reviewed for international travel clearance. (This may take 48 hours or longer)

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

No travel can occur until this confirmation is received.

ORDERING PROCESS AND PROCEDURES

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

Geographic Area Coordination Centers (GACCs)

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

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

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

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

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

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

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

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

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

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

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

Name Requests

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

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

Name Requests on Budgeted, Severity or Non-Suppression Funds

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

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

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

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.

INCIDENT

↕

DISPATCH CENTER

↕

GEOGRAPHIC AREA COORDINATION CENTER

↕

NATIONAL INTERAGENCY COORDINATION CENTER

↕

GEOGRAPHIC AREA COORDINATION CENTER

↕

DISPATCH CENTER

↕

SENDING AGENCY

Support to Border Fires

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

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

A single ordering point will be designated to ensure proper assignment and demobilization of resources. The incident will remain with the originating unit for situation reporting and prioritization.

The dispatch organization designated as the single ordering point may place orders to either GACC using established ordering channels, however only the GACC of the originating unit dispatch is authorized to place orders with NICC.

Prior to initiating border fire support operations, concurrence and agreement must occur between the two GACCs and NICC. To maintain effective coordination and ensure that the appropriate resources are mobilized, communication will be necessary between both GACCs and the ordering unit dispatch organization.

SWA Interagency Standards for Resource Mobilization Supplement

Southwest Area Dispatch Center Neighborhood Ordering

Interagency dispatch centers within the Southwest Area can engage in resource ordering via the neighborhood, regardless of Preparedness Level. This applies to initial attack, extended attack, project fires, prescribed fire, all risk, and other types of incident ordering.

Neighborhood ordering will not be used for the following:

- *National Resources*
- *Crew Resources (except Department of Corrections)*

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:

Dispatch Center	***Can Order Directly From . . .***
Alamogordo	*Albuquerque, Santa Fe, Silver City*
Albuquerque	*Alamogordo, Flagstaff, Santa Fe, Springerville, Silver City, Taos*
Arizona	*Flagstaff, Phoenix, Prescott, Springerville, Tucson, Williams*
Flagstaff	*Albuquerque, Arizona, Phoenix, Prescott, Springerville, Williams*
Phoenix	*Arizona, Flagstaff, Prescott, Springerville, Tucson*
Prescott	*Arizona, Flagstaff, Phoenix, Tucson, Williams*
Santa Fe	*Alamogordo, Albuquerque, Taos*
Silver City	*Alamogordo, Albuquerque, Springerville, Tucson*
Springerville	*Albuquerque, Arizona, Flagstaff, Phoenix, Silver City, Tucson*
Taos	*Albuquerque, Santa Fe*
Tucson	*Arizona, Phoenix, Prescott, Sprungerville, Silver City*
Williams	*Arizona, Flagstaff, Prescott*

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

The sending GACC must grant approval to the local center before any National or Geographic type resources are sent across 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. In some geographic areas, initial attack resources may require a resource order if extended beyond the first operational period.

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

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.

SWA Interagency Standards for Resource Mobilization Supplement

The SWCC will accept requests for non-suppression incidents (i.e. severity, preparedness, RX fire, natural disasters, homeland security/defense, etc.).

Southwest dispatch centers will forward a detail request form for preparedness and severity to their respective dispatch center when assignments will exceed 14 days or special instructions exist (i.e. fiscal considerations, special equipment needed, etc.).

CHAPTER 20
OVERHEAD AND TEAMS

OVERHEAD AND TEAMS OVERVIEW

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

Standards for Wildland Fire Position Qualifications

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

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

Overhead Mobilization and Demobilization

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

Supplemental Fire Department Resources

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

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

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

Name Requesting Single Resource Overhead

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

SWA Interagency Standards for Resource Mobilization Supplement

The SWCC will generally process name requests for agency personnel within the geographic area; however, name requests for ADs may be denied if there are agency personnel available with like qualifications.

Name requests for trainee positions will be justified with special needs and will be processed however, name requests for priority trainee positions will be adjudicated through the priority trainee duty officer (See below).

Trainee Requests

Name request for geographic area priority trainee positions will be justified withing the special needs as being approved by the GATR and will be processed without delay.

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.

SWA Interagency Standards for Resource Mobilization Supplement

The SWCC will generally process name requests for agency personnel within the geographic area; however, name requests for ADs may be denied if there are agency personnel available with like qualifications.

Name requests for trainee positions will be justified with special needs and will be processed however, name requests for priority trainee positions will be adjudicated through the priority trainee duty officer (See below).

Trainee Requests

Name request for geographic area priority trainee positions will be justified withing the special needs as being approved by the GATR and will be processed without delay.

SWA Interagency Standards for Resource Mobilization Supplement

Overhead Trainees

The Southwest Area has a Priority Trainee Program that provides an avenue to mobilize priority trainees to incidents in support of interagency succession objectives. A SWA Priority Trainee reflects someone serving in a position that is in critical need of receiving on-the-job training to:

1. *meet a job requirement,*
2. *help fill a team shortage, or*
3. *career development.*

Annually, the SWCG will establish a process to prioritize and identify priority trainees. The Geographic Area Training Representative (GATR) will manage and maintain the Southwest list. Dispatch offices will use the Priority Trainee list first to fill requests prior to using personnel not on the master list. Any priority trainee position requests will be reviewed by the priority trainee Duty Officer to ensure the priority trainee guidelines are being followed.

More Information and how to apply to be a Priority Trainee can be found on the SWCC website: https://gacc.nifc.gov/swcc/management_admin/training/Priority_Trainee_Program/ptp.htm

Personnel with trainee qualifications outside of the priority trainee positions identified by the SWCG will still be mobilized using normal dispatching procedures.

If a trainee is available to mobilize with a qualified resource, the sending dispatch must get approval from the ordering dispatch and a separate request number (i.e. O-XXX) is required. Prior to sending a trainee with a qualified resource, dispatch offices will ensure the individual is the highest-ranking available trainee, or there are no Priority Trainees available.

Interagency Wildland Fire Modules

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

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

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

For minimum module standards for national mobilization, see:

Interagency Standards for Fire and Fire Aviation Operations (NFES 2724):
https://www.nifc.gov/standards/guides/red-book

NWCG Standards for Wildfire Module Operations, PMS 430:
https://www.nwcg.gov/sites/default/files/publications/pms430.pdf

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

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

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

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.

SWA Interagency Standards for Resource Mobilization Supplement

The Southwest Area Wildland Fire Modules are as follows:

- *Type 2 Wildland Fire Module - Saguaro (Saguaro National Park)*
- *Type 2 Wildland Fire Module – Apache Kid (Cibola NF)*
- *Type 2 Wildland Fire Module – Rio Puerco (Rio Puerco BLM)*

Helicopter Module

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

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

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

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

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

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

Helicopter Rappellers

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

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

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

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

SWA Interagency Standards for Resource Mobilization Supplement

Helicopter Rappellers

In the Southwest, the above guidelines will only be used if rappellers are specifically needed and the helicopter will not be retained by the incident for additional operations.

If rappellers are needed for an incident and the helicopter will be participating in additional firefighting operations, the ordering dispatch will place an order as Helicopter, Type 2 Standard with rappel capable in special needs. Additional mission-specific Information such as; multiple incident initial attack requests or bucket support shall be documented on the resource order. This specific Information will determine mission intent and prioritization, as rappel aircraft can support and staff multiple fires without returning to their host/operating unit.

Requests that cannot be filled through the host units shall be placed through the SWCC.

Preposition orders of aircraft and rappellers will be coordinated with the SWCC and placed through normal channels. At a minimum, preposition orders should be filled with (1) HERS + (8) HRAPS) Additional rappeller aircraft support needs shall be documented on the aircraft order in IROC.

Booster orders, if needed, will be placed by local Fire Managers with their host dispatch office. Available boosters will be mobilized through the SWCC in coordination with the host unit. If no rappellers are available in the SW, the SWCC will coordinate with the National Interagency Coordination Center for boosters available in other Geographic Areas. Booster orders will be placed on an overhead order as HRAP for rappeller and HERS for rappel spotter. Aerial transport of boosters may be ordered by the requesting unit.

Smokejumpers

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

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

Smokejumper boosters are utilized to increase smokejumper capability at a base or within a Geographic Area. Booster requests should be based on current and/or expected fire activity with an understanding that boosters should be released back to home or hosting unit(s) or made available to higher activity areas if activity does not develop at receiving unit.

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

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

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

Non-Standard Overhead Groups

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

SWA Interagency Standards for Resource Mobilization Supplement

The agencies within the Southwest Area can mobilize smaller groups of fire qualified personnel configured as Suppression and/or Fuels Modules. Each agencies' configuration standards may differ slightly, but the following is an example configuration standard of a BLM Suppression Module (Reference – Interagency Standards for Fire and Fire Aviation Operations Chapter 2):

- *Crew size 5-10 personnel*
- *1 SRB/ICT5, 2 FFT1, 2 FALA*
- *Agency only*
- *2 programmable radios*
- *Self-sufficient and transportation*

Units may name request individual overhead positions from various units following standard ordering procedures for overhead requests and upon arrival, create modules locally based on mobilization needs and priorities.

Communications Coordinator (COMC)

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

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

NIICD Communications Duty Officer: (208) 387-5644

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

Duties and Responsibilities:

Manage the allocation of communications resources at the Geographic Area level. This includes communications equipment, personnel, and associated supplies. The COMC provides support to

the assigned Geographic Area and reports daily to the NIFC CDO. The COMC will not be assigned to specific incidents or to an Area Command Team. Situations may occur when communications coordination is required between multiple Geographic Areas. Under these circumstances, a COMC may be assigned to a NICC resource order to provide overall coordination and support to COMCs assigned to the affected Geographic Areas.

Manage the frequency resources for all incidents under assigned jurisdiction. This includes all frequencies for ground tactical, command, logistics, and air operations.

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

Field COMC Duties and Responsibilities:

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

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

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

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

Incident Meteorologist (IMET)

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

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

NWS Incident Response Desk: (877) 323-IMET

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

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

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

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

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

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

Air Resource Advisors

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

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

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

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

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

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

Cache Support Positions

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

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

SWA Interagency Standards for Resource Mobilization Supplement

Air Resource Advisor
All orders for Air Resource Advisors should be coordinated with Ron Sherron (ronald.sherron@usda.gov, 602-332-1099) in Arizona or Kerry Jones (kerry.jones@usda.gov, 505-414-4787) in New Mexico, where they will assist in obtaining the closest available resource and coordinate with the Wildland Fire Air Quality Response Program. If neither are available, the SWCC will contact the Interagency Wildland Fire Air Quality Response Program (IWFAQRP).

Interagency Resource Representative
An Interagency Resource Representative (IARR) may be assigned to incidents occurring outside the Southwest Area that have four or more Southwest Area crews or other equipment resources as the SWCC deems necessary. All Southwest Area IARRs are ordered by the SWCC and report directly to the Crew Coordinator.
More detailed Information including qualification and training requirements can be found at:

https://gacc.nifc.gov/swcc/dispatch_logistics/crews/IARR/IARR_Guide.pdf

Special Agents/Investigators
Special agents/investigators are employees assigned to handle cases or investigations on specific agency lands. The investigator conducts criminal and civil investigations arising from incident management activities. The investigator is trained, authorized, and equipped to conduct investigations, serve warrants, and make arrests, searches, and seizures. The investigator is a technical specialist and is assigned as needed.

Security Specialists
Security Specialists are generally ordered to provide base, camp, or field security for the incident. There are 3 established positions:

Security Manager (SECM)
The SECM position is responsible for providing safeguards needed to protect personnel, equipment, and facilities from loss or damage. The Security Manager supervises assigned incident security personnel.

Security Specialist Level 1 (SEC1)
The SEC1 Qualification requires I-100/700, a license to carry a gun, and the job is generally part of the persons' normal duties. The SEC1 qualification doesn't necessarily have any jurisdictional authority other than to "stop an action" if needed and call in the appropriate law enforcement who does have authority in that jurisdiction

Federal Agency SEC1 personnel do have more authorities (arresting, tickets, etc.) for crimes affecting Federal agency property and personnel regardless of the ground they are standing on. And certainly, there are many levels of authority and certification within Federal SEC1 LE personnel. Some are deputized, etc.

State/Cooperator SEC1 personnel are generally bound by their state law and "authority" within that state. These personnel have the authority to "stop an action," but may need to call jurisdictional assistance when writing tickets, arresting, etc.

Security Specialist Level 2 (SEC2)
The SEC2s provide base, camp, or field security for incidents. Qualified SEC2 personnel have knowledge and experience in security operations, however, are not trained, authorized, or equipped to make arrests, searches, and seizures, or serve warrants. The SEC2 reports to the SECM.

INCIDENT MANAGEMENT TEAMS (IMTS)

Incident Management Teams will be ordered by type using an Overhead Group Request in IROC.

NMAC Management of IMTs

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

When situations warrant (determined by NMAC), rationale is required by NMAC for assignment of Complex, NIMO, and Area Command Teams prior to mobilization.

To manage fatigue, promote mental health and well-being, and provide opportunities for CIMT members to attend to work and personal responsibilities, all IMTs will have 7 days of unavailability upon return from any assignment geographically or nationally (including preposition) of 7 days or more (exclusive of travel). (This applies to the IMT; individuals may have differing agency requirements.) During periods of elevated need, there may be a request by NMAC for earlier availability. This will be determined and communicated as early as practicable and prior to the start of the team's unavailability period. A GA may extend a team's unavailability period for additional rest.

Interagency Incident Management Teams (IMTs)

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

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

CIMTs will be requested through established ordering channels. When a GA cannot fill an CIMT order internally, the national rotation will be utilized. NMAC manages the national rotation and will 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 IMT. 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 for specific Information on IMT length of assignment and mandatory unavailability.

SWA Interagency Standards for Resource Mobilization Supplement

ALL SWA SUPPLEMENTAL GUIDANCE FOR IMTS CAN BE FOUND AT THE END OF THIS SECTION.

IMT Configurations - All

The Incident Commander positions on IMTs may only be filled by current agency employees.

It is recommended that the following positions also be filled by current agency employees:

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

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

Complex IMT Configuration

CIMTs are expected to be fully rostered when available. CIMTs will be considered unavailable for assignment if the IC or more than one Command & General (C&G) position is vacant.

All CIMT rosters shall follow the standard CIMT configuration:

Master CIMT roster will consist of 44 qualified personnel and 6 team trainees, for a total of 50.

- The following 7 positions must be filled with Complex or Type 1 qualified C&G responders: Incident Commander, Public Information Officer, Safety Officer, Finance/Administration Section Chief, Logistics Section Chief, Operations Section Chief, and Planning Section Chief.
- The remaining 37 qualified positions and 6 trainee positions may be filled at the IC's discretion.
- A 50-position CIMT roster will be used when a CIMT is made available for assignment in IROC.

CIMT Mobilization Roster

Upon receiving an order, the mobilization roster will be finalized based upon incident complexity and will consist of the 50-position master roster, up to 26 additional qualified personnel, and up to an additional 14 trainee positions for up to 90 personnel.

The IC shall negotiate the mobilization roster configuration through communications with the ordering Agency Administrators (AA). This communication should include an overview of fire activity and resource availability geographically and nationally, to Inform overhead and resource allocation, provided by a representative from the hosting GA. This representative may be one of the following:

GA coordinating group or operations group representative.

State/regional/equivalent-level Fire Management Officer (FMO) for the host agency.

Geographic Area Coordination Center (GACC) CIMT Coordinator, if in place.

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

CIMT Roster Negotiation

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

The RCA will Inform complexity by functional area and assist in identifying additional Incident Command System (ICS) position needs. Based on this discussion, the AA and IC may negotiate up to an additional 26 qualified and 14 trainee CIMT positions necessary to manage the incident.

Continued use of Wildland Fire Decision Support System (WFDSS) is equally important for those agencies who do so.

Document the agreed upon mobilization roster in the delegation of authority, with guidance for how further scaling will be communicated and accomplished during the team's assignment.

The additional negotiated positions will be immediately added to the roster for mobilization. ICs may provide names of qualified available personnel to fill these additional negotiated positions; these name requests will be honored.

Hosting GA representative will notify the receiving GA of any position shortages.

When a CIMT is ordered to preposition, ICs will negotiate any positions in addition to the master roster with the ordering GA coordinating group chair to determine the mobilization roster.

- Rosters for NICC preposition orders will be negotiated between the IC and NICC CIMT Coordinator based on direction from NMAC.

To support incident workforce development and succession, assignment of trainees is strongly encouraged. Up to 20 trainees may be initially mobilized with a CIMT, 6 on the master roster and an additional 14 through negotiations based on incident complexity.

- AAs and ICs should negotiate the number and types of trainees; consideration should be given to trainees critical to CIMT succession and to trainees in positions that are chronically difficult to fill nationally.
- ICs should utilize trainees in their trainee position, not in a position in which the individual is already qualified.
- Assignment of regular agency employees (including full time state and local agency personnel) deploying as trainees should be given priority over all other Administratively Determined (AD) trainees.

CIMT	Qualified	Trainees	Total
Master Roster (Calendar Year)	44	6	50
Mobilization Negotiation (Incident Specific Needs)	Up to 26	Up to 14	Up to 40
Incident Total	Up to 70	Up to 20	Up to 90

Mobilization rosters in IROC will be closed at either 90 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 90 total personnel.

CIMT National Rotation Process

For 2024, all interagency CIMTs are included in the national rotation. Additional teams (such as state or local teams) may choose to participate and will be integrated appropriately with NMAC coordination.

GACCs will ensure their respective CIMTs available for the national rotation are rostered in IROC.

The national rotation list rotates every seven (7) days.

The list will identify availability based on the GA, which will determine which of their teams fills the order based on availability and internal rotations. Each GA will receive a number of places in the national rotation based on the number of CIMTs they host (i.e., a GA with 3 teams receives 3 places in the national rotation).

Between January and April and October and December, the national rotation list will include two (2) available CIMTs each week, identified by the GA for a 7-day period.

SAMPLE	1st Out	2nd Out
January 1 – 7	GA 1	GA 2
January 8 – 14	GA 3	GA 4

- IMT rosters may differ from peak season rosters; ad hoc CIMT rosters are acceptable.

- If additional teams are needed beyond the two in rotation, the requesting GA will follow established ordering channels by placing an order to NICC. The NICC will coordinate with the Geographic Areas to fill based on closest forces.

- Between May and September, the national rotation list will include a minimum of four (4) available CIMTs each week, identified by the GA for a 7-day period.

SAMPLE	1st Out	2nd Out	3rd Out	4th Out
April 29 – May 5	GA 1	GA 2	GA 3	GA 4
May 6 – 12	GA 5	GA 6	GA 1	GA 3

  - If all four teams are mobilized, the next four GAs will be notified and asked to begin their 7-day availability period immediately.

GAs are responsible for managing their CIMT rotations and assignments to equitably spread assignments across teams.

- Historical data suggests a median of 3 assignments per calendar year per CIMT is an optimal goal for NMAC and GAs to manage towards.

At any time, NMAC may adjust the number of available CIMTs in the national rotation to meet demands.

Teams will be requested in order of the national rotation, provided they can meet the date and time needed. GAs must return a resource order as Unable to Fill (UTF) if no eligible CIMT can meet the date and time needed.

CIMTs remain on-call for the national rotation for a maximum of 7 days.

GAs unable to provide an CIMT when ordered for assignment from the national rotation list will be listed as unavailable on the national rotation.

If the IC determines that the CIMT is underprepared for the incident due to experience or comfort levels of the C&G due to incident complexity, they may maintain their place in the national rotation without penalty and the next available CIMT will be requested.

Prepositioned/staged CIMTs will be considered part of the rotation and will be the first utilized.

- CIMTs on GACC preposition will be first within the GACC.
- CIMTs on NICC preposition will be first nationally.
- Hosting units will not hold prepositioned/staged CIMTs longer than 7 days.
- Preposition will count as an assignment when assigned 96 hours or longer from the date and time needed.

A CIMT's first assignment, either internally or from the national rotation, will move them to Round 2 of the national rotation. Their second assignment will move them to Round 3.

- Reassignment of a committed CIMT prior to demobilization will be counted as a single assignment within the round they were mobilized.
- Teams mobilized in the previous calendar year and whose assignment extends into the new calendar year will not be shown as assigned in the new calendar year.
- If a CIMT is ordered but canceled, unassigned, or released within 72 hours, it will return to its position on the national rotation.

A rotation round ends when all available CIMTs have been exercised or are unavailable.

The GA will coordinate with NICC before reassigning an out-of-area CIMT to another incident.

CIMT extensions can be requested through existing approval processes.

The CIMT current national rotation list and assignment history is maintained throughout the calendar year at: https://www.nifc.gov/nicc/logistics/overhead.

Regardless of Preparedness Level, NMAC retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. This also includes the authority to amend the national rotation or proceeding to the next round, as necessary.

NICC CIMT Coordinator

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

NICC CIMT Coordinator: (208) 207-2859

NMAC CIMT Coordination Support

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

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

CIMT Assignment to All-Hazard Incidents

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

Planned events should be managed internally by the respective agency.
The planned length of assignment should not exceed fourteen (14) days without negotiated approval from the sending geographic area and NICC. A FEMA mobilization under the NRF will

be accomplished according to the national call-out procedures. The standard length of assignment of fourteen (14) days may be extended up to thirty (30) days after negotiated approval between the IC, Regional ESF #4 Coordinator and FEMA. Base hours for federal employees, in most cases, are not reimbursed by FEMA. Overtime, premium pay, and travel expenses may be paid by FEMA.

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 to the CIMTs will be according to the following priorities:

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

No primary member of a Southwest Area CIMT 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 (a request number with a decimal point). After concurrence with the host Agency Administrator, the SWCC will allow the adding of subordinate requests up to 90 CIMT total personnel (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

Designation	***IC Name***	***Last Year as IC***
Team 1	*Carl Schwope*	*2024*
Team 2	*John Truett*	*2026*
Team 3	*Matt Rau*	*2026*
Team 4	*Aaron Hulburd*	*2024*
Team 5	*Mike Spilde*	*2025*

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.

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.

A few things to pay attention to regarding preorders:

- *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).

IMT Trainees

- *Southwest ICs should attempt to roster an IC trainee at the time of mobilization (if available).*
- *Southwest IMTs 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, IMTs 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.*

Incident Management Team Freelance Guidelines

Southwest Agency Administrators intend that Southwest CIMTs be available for timely response during periods of likely team mobilization and large fire risk. It is the CIMT ICs responsibility to ensure that their essential team positions are available for the taking over command of major incidents promptly during their availability periods. "Freelancing" is the mobilization of individuals to fire assignments that have an association to team membership. Freelancing is desirable for individual experience and skill development, as well as providing resources to fill incident needs. If a CIMT callout occurs with CIMT member freelancers deployed, it is the freelancer's and CIMT IC's responsibility to ensure that the freelancer's mobilization to their new team callout is not detrimental or costly to the initial ongoing incident. The IC and freelancer need to carefully consider needs to not jeopardize team availability or the initial, ongoing incident. Southwest CIMT should consider the following guidelines to avoid conflicts mentioned above:

Legend

- *Unrestricted - Freelancing Allowed*
- *No - Freelancing Not Allowed*

Teams	***National Preparedness Level***					
Southwest Preparedness Level		*1*	*2*	*3*	*4*	*5*
	1	*Unrestricted*	*Unrestricted*	*Unrestricted*	*ON-LCOFF-SW*	*No*
	2	*ON-SW OFF-NA*	*ON-SW OFF-NA*	*ON-SW OFF-NA*	*ON-LC OFF-SW*	*No*
	3	*ON-LC OFF-SW*	*ON-LC OFF-SW*	*ON-LC OFF-SW*	*ON-LC OFF-SW*	*No*
	4	*ON-LC OFF-SW*	*ON-LC OFF-SW*	*ON-LC OFF-SW*	*ON-LC OFF-SW*	*No*
	5	*OFF/ON-LC*	*OFF/ON-LC*	*OFF/ON-LC*	*OFF/ON-LC*	*No*

ON - On-Call IMT *OFF - Off Call IMT*

SW - Southwest Only *NA - National OK LC - Locally Only*

Type 3 Incident Management Teams

The Southwest Area has both formalized standing Type 3 Teams and as-needed Type 3 capability within the dispatch areas. These teams are intended for fast response, generally, short-duration extended attack incidents, and can provide the needed overhead structure to manage small to moderately sized incident organizations. These Zone teams are hosted and ordered through the Local dispatch centers as follows:

- *Central West Zone – Prescott Interagency Dispatch Center*
- *Southeast Zone – Tucson Interagency Dispatch Center*
- *White Mountain Zone – Show Low Interagency Dispatch Center*
- *Northern Arizona – Flagstaff Interagency Dispatch Center*
- *Albuquerque Zone – Albuquerque Interagency Dispatch Center*
- *Pecos Zone – Alamogordo Interagency Dispatch Center*
- *Santa Fe/Taos Zone – Santa Fe Interagency Dispatch Center*

Type 3 Incident Management Team Mobilization Standards

The Southwest Coordinating Group has issued policy for mandatory use of the Incident Complexity Analysis, minimum NWCG qualifications standards, and maximum team roster configuration for "Out of Zone" or "Out of SW Area" IMT3 assignments. Below is the Southwest Area IMT3 policy:

Minimum Qualifications for Type 3 IMTs Command and General Staff

Functional Responsibility	***Minimum Qualification Standards out-of-zone and out of SW A 1/1/2018 – 9/30/2019***	***Minimum Qualification Standards for out zone and out of SW Area beginning 10/1/201***
Incident Command	*Incident Commander Type 3 (ICT3)*	*Incident Commander Type 3 (ICT3)*
Safety Officer	*Line Safety Officer (SOFR)*	*Line Safety Officer (SOFR)*
Information Officer	*Fire Information Officer (PIOF)*	*Fire Information Officer (PIOF)*
Operations	*Division Supervisor (DIVS) or (ICT3) or (OPS3)*	*Operations Section Chief Type 3 (OPS3)*
Division Supervisors	*Task Force Leader (TFLD)*	*Division Supervisor (DIVS) or Task Force Leader (TFLD)*
Plans	*Qualified as (SITL) or (RESL) or (ICT3) or completed the PSC3 PTB*	*Plans Section Chief Type 3 (PSC3)*
Logistics	*Qualified as (SPUL) or (FACL) (GSUL) or (ICT3) or completed LSC3 PTB*	*Logistics Section Chief Type 3 (LSC3)*
Finance	*Qualified as (TIME) or (COST) or (ICT3) or completed the FSC3 PTB*	*Finance Section Chief Type 3 (FSC3)*

Type 3 IMT Maximum Roster Configuration for "Out-of-Zone" and "Out of SW Area"

ICS Position	Number on active roster for deployment
Incident Commander Type 3	1
Safety Officer	1
Information Officer	1
Operations	1
Task Force Leader or Division Group Supervisor	2
Plans	1
Logistics	1
Finance	1
Primary Trainees*	3
Total	**12**

**Trainees will be negotiated with receiving unit and must have a currently qualified trainer per 2019 PMS 310-1 standards.*

All Southwest IMT3 rosters for out-of-zone responses should follow this standard configuration. Any requests for additional Southwest personnel beyond 12 must meet all the following requirements:

- *The ordering unit is requesting extra capacity.*
- *Confirmation these personnel are not available locally and/or within a closest forces concept.*
- *Name requests will follow guidelines outlined in the National Interagency Standards for Resource Mobilization.*
- *Additional personnel will be ordered on individual "O" numbers.*

Type 3 Incident Management Team Rotation

Within the Southwest Geographic Area, a closest forces concept will be used to determine team assignments. If assignment inequities develop, the SWCG and the SWCC will adjust as needed to give other IMT3s opportunities.

These guidelines intend to establish a common and impartial rotation process for mobilizing IMT3s to incidents outside the Southwest Area:

- *The rotation for Southwest Area Type 3 Teams to mobilize outside of the Geographic Area will be managed by the Southwest Coordination Center and will be displayed on the Overhead and Crews Tactical Resource Report.*
- *The rotation is carried over to the next year and does not change each spring.*
- *An unassigned, available IMT3 in the rotation list will have a status of Available Local (AL), Available GACC (AG), Available National (AN).*
- *An IMT3 must report availability as "AN" to be considered for out of area assignments.*
- *IMT3s returning from out of area assignments will be placed at the bottom of the rotation,*

ensuring that all other teams have had the opportunity for out of area assignments regardless of the date or length of the assignment.

- *Southwest Area assignments are not part of the rotation and do not cause an IMT3 to "drop" in the rotation.*
- *If an IMT3 goes unavailable or local only, they will not lose their rotation slot.*
- *The Out of Area Rotation Guidelines will be adhered to whenever possible. The SWCC Center Manager and/or SWCG Chair retains decision space to deviate from the rotation given certain condition and/or factors, such as date/time needed, National/Southwest needs, and Agency-specific requirements.*
- *Based on current fire condition or predicted needs, there may be occasions when SWCG may choose not to commit all IMT3s, thus putting a pause on the Out of Area Rotation.*
- *During periods of PL 4 and 5 within the Southwest Geographic Area, SWCG may restrict SWA IMT3s to mobilizing "in GACC only" incidents.*

NIMO Teams

There are four (4) National Incident Management Organization (NIMO) Teams. NIMO configuration may be negotiated by NMAC, the NIMO Coordinator, NIMO Incident Commander, and the requesting unit, up to the maximum number of positions. To increase personnel capacity and capability, trainees, apprentices, and/or technical specialists may be ordered for any or all positions. NIMO rosters will be held by NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.

Area Command Team

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

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

The Area Commander position may only be filled by a current agency employee.

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

All-Hazard Incident Management Teams

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

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

Incident Support Teams

Teams will be ordered using an Overhead Group Request in IROC. Overhead requests for specialized team members of non-standard teams, such as After-Action-Review teams, will be placed as Technical Specialist (THSP).

INTERAGENCY BUYING TEAMS (BUYT)

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

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

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

BUYT Configuration

National Interagency BUYTs are comprised of a leader and six (6) team members. One (1) of the six (6) members may be assigned as an assistant or deputy leader. In addition to the seven (7) member team, personnel from the incident host agency or alternate Buying Team members may be added as needed, to supplement the primary team. Two (2) members of the team must be Contracting Officers. National Interagency BUYTs will consist of the following positions:

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

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

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

SWA Interagency Standards for Resource Mobilization Supplement

The SWA currently sponsors two buying teams meeting national mobilization standards.

- *Comprised of 8-9 core positions, including one (1) qualified BUYL, 5-6 primary support buying team members, and two (2) trainees.*

- *At a minimum, five (5) primary buying team members (including the buying team leader) will have purchase authority, including two (2) members with at least $100,000 warrant authority.*
- *Two trainees with Purchase Card authority will be incorporated into every assignment; trainees will be added to each roster at the time of mobilization based on availability from the SWA priority trainee program.*
- *Whenever a team is ordered, the Buying Team Leader may negotiate with the Agency Administrator's approval for adding additional qualified members and/or trainees from the SWA priority trainee program.*
- *Virtual team members may be used; however, the Buying Team Leader cannot be a virtual position.*

BUYT Mobilization

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

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

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

BUYTs Rotation Process

BUYTs will remain on-call for a maximum fourteen (14) days.

At the time (clock hour and day of week) a BUYT from the BUYT Rotation list is requested, the next eligible BUYT in rotation will be notified and will remain in call status for the next fourteen (14) day period. The next two (2) BUYTs in rotation will also be notified of the schedule change.

Geographic Areas unable to provide a BUYT when ordered for a national assignment will be listed as unavailable on the BUYT Rotation and will not be considered until the designated Geographic Area slot rotates into position again.

Geographic Areas with more than one (1) BUYT may decide which "eligible" team responds to a national call. Geographic Areas must pass if no "eligible" BUYT can meet the needed date/time of the request.

BUYTs will be considered unavailable for a national assignment if more than two (2) procurement or support positions are to be filled with a substitute.

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

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

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

SWA Interagency Standards for Resource Mobilization Supplement

SWA BUYT dispatching will be maintained and coordinated by the SWCC.

- *Each Buying Team Leader will work with the SWCC for maintaining the team roster and a list of alternates.*

The SWA has two established National BUYTs

- *Team 1 - Lorrie Evans*
- *Team 2 - Melissa Tovar*

PAYMENT TEAMS

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

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

Julie Bennett	(775) 315-0465	julie_bennett@nps.gov
Stephanie Auten	(806) 275-0538	stephanie_auten@nps.gov

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

SWA Interagency Standards for Resource Mobilization Supplement

Communications Advanced Teams (CAT)

The CAT team is ordered by the SWCC on a 'yyyy' SWCC Support resource order. CAT teams are assembled from a list of qualified individuals which is compiled preseason and are deployed upon the ordering of an IMT. Ideal configuration of a team comprises of 2 COMT and a trainee. It is preferable to include a member who is COML qualified. The CAT is responsible for the initial setup of the Communications Unit on large fires and can be utilized to provide necessary communications support until replacements arrive with the team or soon after. Their primary concern is the setup of the Communications Starter Kit (04390) although they can be utilized in the deployment of additional repeaters and phone lines if other resources are not available to do so. The CAT Teams works for the SWCC and will be assigned and reassigned at the SWCC's discretion.

REMOTE INCIDENT SUPPORT TEAM (RIST)

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

As fire activity increases, virtual or remote RIST support personnel are placed onto a National or Geographic Area resource order in a call-when-needed status. Resources charge time worked to incident codes but may occasionally utilize a national/geographic support code depending on arrangements established with each geographic area. Personnel may transition to a full-time work schedule and may be supporting multiple incidents. Support is available year-round with increased

capacity during the months of May through October. In-season incident support begins immediately upon request while out-season support may have increased mobilization time depending on resource availability.

Program Management

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

RIST Configuration

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

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

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

Planning RISL
- Recommended RISL Quals: PSCC, PSC1, PSC2, PSC3, or RESL
- Supervises the following Remote/Virtual Support Positions:
  - PSC, RESL, SCKN, DMOB, DOCL, TNSP, HRSP

Situation RISL
- Recommended RISL Quals: PSCC, PSC1, PSC2, PSC3, SITL, or GISS
- Supervises the following Remote/Virtual Support Positions:
  - SITL, GISS

Finance RISL
- Recommended RISL Quals: FSCC, FSC1, FSC2, FSC3, TIME, or PROC
- Supervises the following Remote/Virtual Support Positions:
  - PTRC, EQTR, COMP, PROC, COST

Information RISL
- Recommended RISL Quals: PIOC, PIO1, PIO2, or PIO3
- Supervises the following Remote/Virtual Support Positions:
  - PIOF, THSP-ASL, THSP-CART

Expanded Dispatch RISL
- Recommended RISL Quals: CORD, or EDSP
- Supervises the following Remote/Virtual Support Positions:
  - EDSP, EDSD, EDRC, ORDM

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

Requesting RIST Support

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

RIST Coordinator: (480) 608-2175

Additional support Information and communication products are found at: https://linktr.ee/ristinfo.

BURNED AREA EMERGENCY RESPONSE TEAM (BAER)

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

Department of Interior (DOI) BAER

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

DOI National BAER Team Configuration

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

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

DOI Burned Area Emergency Response Team Mobilization Process

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

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

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

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

FWS	Lou Ballard	(208) 387-5584	lou_ballard@fws.gov
NPS	Jennifer Gibson	(458) 231-4342	jennifer_gibson@npd.gov
BIA	Cameron Paulk	(406) 672-0112	cameron.paulk@bia.gov
BLM	Jake Ferguson	(208) 373-4084	jferguson@blm.gov

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

USDA Forest Service BAER

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

SWA Interagency Standards for Resource Mobilization Supplement

Southwest DOI Emergency Stabilization and Restoration POCs

- *Department of Interior, Southwest Region, BIA: John Cervantes (NM-SWRO)*
- *Department of Interior, Western Region, BIA: Keith Burnette (AZ-WEA)*
- *Department of Interior, Region 6, 7, 8, NPS: Windy Bunn*
- *Department of Interior, Southwest Region FWS: Jeff Adams (NM-R2R)*
- *Department of Interior, Interior Region 8, BLM: Amelia Taylor (NM-NSO)*
- *USDA Forest Service: Region 3, Jeremy Kruger (NM-R03)*

NATIONAL FIRE PREVENTION AND EDUCATION TEAMS (NFPET)

The mission of National Fire Prevention and Education Teams (NFPETs) is to provide unit and agency managers with skilled and mobile personnel which have the ability to supplement or

enhance ongoing local wildfire prevention and education activities, where hazard or risk is, or is expected to be, elevated above normal.

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

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

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

NFPET Configuration

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

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

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

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

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

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

NFPET Coordinators

Geographic Area	Geographic Area Coordinator	Alternate
Great Basin	Dennis Fiore Phone: (971) 420-7050 dennis.fiore@usda.gov	Jennifer Hansen Phone: (435) 289-8966 jehansen@blm.gov
Eastern	Raymond Parrish Cell: (414) 323-0859 raymond.j.parrish@usda.gov	N/A
Northern Rockies	Chris Johnson Phone: (406) 529-7751 christopher.johnson5@usda.gov	N/A
Northwest and Alaska	Jacob Gear Phone: (541) 589-4669 jacob.gear@usda.gov	Stacy Long Phone: (541) 410-5311 stacy.lacey@usda.gov

California	Joe Labak Phone: (951) 202-0627 joseph.labak@usda.gov	Barbara Geringer-Frazier Phone: 202-577-4827 Barbara.geringer-frazier@usda.gov
Rocky Mountain	James White Phone: (970) 420-2726 james.a.white@usda.gov	Sam Strain Phone:: (224) 622-1492 samuel.strain@usda.gov
Southern	E.J. Bunzendahl Phone: (859) 556-2347 elizabeth.bunzendahl@usda.gov	N/A
Southwest	Matthew Engbring Phone: (928) 326-3753 matthew.engbring@usda.gov	Francisco Salazar Phone: (505) 842-3897 Alternate: (505) 239-2668 francisco.Salazar@usda.gov
National	Zach Ellinger Phone: (503) 798-5499 zellinger@blm.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 wildfire mitigation. This can be accomplished during high fire risk periods before, during or after a wildfire when awareness of the need for risk reduction and the likelihood of action is highest.

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

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

CMAT Configuration

Teams number 3 to 8 people depending on community need and deployment training opportunities.

Teams are comprised of a team lead, mitigation specialists and may include trainees. Additional support positions may be required and will be jointly determined by the team lead and the ordering unit.

Team members represent federal, state, local government and non-government partners who specialize in effective community wildfire risk reduction.

Team members are name requested as THSP - CMAT through established ordering channels.

Requesting a CMAT

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

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

FIRE AND AVIATION SAFETY TEAM (FAST)

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

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

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

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

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

FAST Configuration

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

FAST Mobilization Process

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

AVIATION SAFETY AND TECHNICAL ASSISTANCE TEAM (ASTAT)

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

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

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

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

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)

SWA Interagency Standards for Resource Mobilization Supplement

The Southwest Area Aviation Committee will recommend the activation of ASTAT to the Southwest Coordinating Group who is responsible for providing a delegation of authority to ASTATs assigned to the SWA. Reference the Interagency Standards for Fire and Fire Aviation Operations Chapter 16 for more Information. These Teams are assembled on an as-needed basis and comprise the specific knowledge and skills necessary for a particular assignment.

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

SWA Interagency Standards for Resource Mobilization Supplement

WFDSS Decision Support Center
If managers within a geographic area decide that fire activity is such that local analysts and regional decision support capabilities are becoming overwhelmed, the Wildland Fire Management Research, Development & Application (WFM RD&A) is available to mobilize to assist that area. The Geographic Area Editors should coordinate with the GACC and call the WFM RD&A On- Call Coordinator. The

WFM RD&A On-Call Coordinator will discuss the areas that needs to determine the number and type of specialists necessary to support the effort. Support may be provided on-site, in a virtual environment, or as a combination depending on the situation.

Southwest WFDSS Geographic Area Editors POCs

- *USDA Forest Service – Abie Carabajal/Richard Sinkovitz*
- *USDI National Park Service – Diane Abendroth, and Chip Collins*
- *USDI Fish and Wildlife Service – Jeff Adams*
- *USDI Bureau of Indian Affairs Navajo Region – Johnson Benallie*
- *USDI Bureau of Indian Affairs Southwest Region – Valdis Neha*
- *USDI Bureau of Indian Affairs Western Region – Reeve Armstrong*
- *USDI Bureau of Land Management AZ – Rance Marquez*
- *USDI Bureau of Land Management NM – RanceMarquez*

Specialty Services

Critical Incident Stress Management (CISM)
CISM is a comprehensive, integrated, systematic, and multi-component crisis intervention program that was developed to manage traumatic experiences. It is a package of tactics that are designed to mitigate the impact of a traumatic event, facilitate normal recovery processes, restore adaptive function, and identify people who would benefit from additional support services. CISM intervention services can be applied to wildland fire, law enforcement, or other emergency responses. CISM interventions should never be used for grief counseling, mediation, or a replacement for mental health care professionals. The Agency Administrator is responsible for identifying an event as a critical incident.

Critical Incident Peer Support (CIPS)
Critical Incident Peer Support (CIPS) is an intervention tactic designed for colleagues or people of "mutual respect" to help each other through difficult situations. It is the foundation of the interagency wildland fire CISM program since peers understand the unique traumas, fears, job- related stresses, and offer instant trust, respect, credibility, and empathy. The camaraderie among peers has credibility that academic training cannot create.

The Southwest Area has an established Interagency Critical Incident Stress Peer Support Program to aid personnel who have been involved in traumatic events. Procedures for activation of CIPS as well as other Information can be found in Appendix 23 and on the Southwest Area Web site at:

https://gacc.nifc.gov/swcc/management_admin/cism/cism.htm

To request CIPS, contact the SWCC at (505) 842-3473.

Emergency Medical Services
See: Chapter 40 Equipment and Supplies – Medical Resources

CHAPTER 30
CREWS

CREW STANDARDS FOR NATIONAL MOBILIZATION

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

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

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

TYPE 1 INTERAGENCY HOTSHOT CREWS (IHCS)

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

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

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

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

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

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

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

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

Interagency Hotshot Crews as T2IA, T2 or Suppression Modules

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

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

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

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

SMOD – Kern Valley IHC

TYPE 2 AND TYPE 2 IA CREWS

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

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

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

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

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

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

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 IHC's (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.

US FOREST SERVICE CONTRACTED CREWS

Type 2IA Crews

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

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

Type 2 Crews

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

For copies of the Type 2 Contract contact:

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

INTERAGENCY RESOURCE REPRESENTATIVE (IARR)

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

SWA Interagency Standards for Resource Mobilization Supplement

IARR
For further Information on IARR, see Overhead Ch20

Type 1 Interagency Hotshot Crew List				
Crew Name	**Unit**	**Superintendent**	**Cell Phone**	**Home Base**
Aravaipa	AZ-GID	Greg Smith	(520) 975-0874	Sierra Vista, AZ
Black Mesa	AZ-ASF	Cody Chartier	(530) 640-0438	Overgaard, AZ
Blue Ridge	AZ-COF	Megan Sherman	(406) 529-9391	Happy Jack, AZ
Carson	NM-CAF	Nate Draeger	(575) 741-0530	Taos, NM
Flagstaff	AZ-COF	Wade Laster	(406) 579-5048	Flagstaff, AZ
Fort Apache	AZ-FTA	Brian Quintero	(928) 205-9459	Whiteriver, AZ
Geronimo	AZ-SCA	Julius Hostetler	(928) 961-0570	San Carlos, AZ
Gila	NM-GNF	Mike Head	(575) 313-7611	Reserve, NM
Globe	AZ-TNF	Drew Maxwell	(928) 200-7944	Globe, AZ
Mesa	AZ-TNF	(Acting) Ty Nuanez	(575) 740-7294	Mesa, AZ
Mormon Lake	AZ-COF	(Acting) Juan Quiroga	(520) 784-4047	Flagstaff, AZ
Mt. Taylor	NM-CIF	Howard Kenny	(505) 240-3996	Grants, NM
Navajo	AZ-NAA	Vann Smith	(928) 205-1696	Fort Defiance, AZ
Payson	AZ-TNF	Steven Fairbank	(928) 710-8121	Payson, AZ
Prescott	AZ-PNF	Darin Fisher	(928) 713-1307	Prescott, AZ
Sacramento	NM-LNF	Matt Barone	(575) 921-9266	Sacramento, NM
Santa Fe	NM-SNF	David Simpson	(505) 231-4831	Santa Fe, NM
Silver City	NM-GNF	Justin Romero	(575) 654-3938	Silver City, NM
Smokey Bear	NM-LNF	JJ Rue	(575) 937-5105	Ruidoso, NM
Zuni	NM-ZUA	Rickey Booqua Jr.	(505) 870-8892	Zuni, NM

The current Chair of the SWA IHC Committee is Drew Maxwell (Globe IHC Superintendent) Type 1 IHC

Dispatch and Mobilization

Within 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 statused 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 statused 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 being 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.

Considerations for Mobilizing via Aircraft

When mobilizing via aircraft, the ordering unit will determine if they want the crew carriers to chase and catch up with the crew. If authorization is granted, the crew will mobilize maintaining the minimum Type 1/ IHC composition. If a crew is funded for more than 20 personnel, the communication shall occur between the local center, the SWCC, the NICC, and ordering GACC to determine if the remaining crew members will be allowed to mobilize. A request by the filling crew to send additional members via commercial airlines must be approved by the ordering unit.

When crews are mobilizing by the contracted large aircraft transport, the home dispatch center will be advised of the ready to load time (RTL) and the aircraft's estimated time of arrival when it becomes known. The SWCC will advise a report to location to allow time for manifesting, weighing, and flight preparation. This will typically be at the Phoenix Interagency Fire Center at Mesa Gateway Airport or an FBO facility at the Albuquerque Sunport. Crew resources may also be asked to RON in designated locations to meet specified RTL timeframes. Dispatch Centers and the SWCC must ensure self-sufficiency and/or coordinate purchasing authority for lodging and meals.

The crew or resource servicing dispatch center are responsible for obtaining transportation to and from the report to location unless instructed otherwise. The SWCC will relay the demobilization itinerary details to dispatch centers when it becomes known for crews and crew members returning to the southwest

area from an out of region incident assignment. If no transportation is available, the home dispatch will coordinate with the SWCC to obtain the transportation.

Type 2IA and Type 2 Crew Dispatch and Mobilization
Southwest T2 and T2IA crew resources include Federal land management agency regulars, the Southwest Fire Fighters SWFF (BIA Crew AD Sponsorship), New Mexico Forestry Division, and Arizona Department of Forestry and Fire Management. These resources can be ordered to be self- sufficient.

The administration guidelines for Southwest Fire Fighter (SWFF) crews are found in the SWFF Crew Management Handbook.

Arizona State Forestry Crews and New Mexico State Forestry Inmate Work Crews (IWC)
Administering guidelines for these T2 crews are found in the Arizona State Forestry and Fire Management and the New Mexico State Forestry Crew Management Guidelines. These crews are only available within their home state. They are dispatched with tools, transportation, and a Department of Corrections Security Officer. The crews abide by the length of assignment and work/rest guidelines.

The SWCC will place requests for the closest/most readily available crews based on date and time needed, special needs, and the urgency of the situation. The SWCC will strive to maintain equitable distribution of crew requests. Ordering unit may order a self- sufficient crew by identifying it in the Special Needs block on the IROC request.

The dispatch centers will fill the requests utilizing their available crew list and if applicable, a dispatch rotation. Crew bosses shall ensure compliance with crew qualification standards, safe transportation, and travel using a cost-efficient route to the incident. To facilitate compliance with the crew standards, each crew will consist of a minimum of 18 but not more than 20 persons including overhead, trainees, and firefighters. If a crew is going to exceed twenty (20) personnel, the SWCC must be notified, and the sponsoring agency fire staff shall justify.

The crew boss should have at least 6 copies of the passenger and cargo manifest and all other paperwork completed before departing recruiting unit. All crewmembers shall have an identification acceptable per Transportation Security Authority (TSA) policy. It shall be a government (Federal, State, or Tribal) issued identification card during the incident assignment.

Transportation and all equipment will be inspected, inventoried, and documented before mobilization. The transport must be inspected by a qualified inspector to ensure adherence to policy. Transportation of petroleum products and other hazardous fuels will be transported in compliance with the Interagency Hazardous Transportation Guide for Gasoline, Mixed Gas, Drip- Torch, and Diesel, PMS 442.

Within the Southwest Area, crews will be mobilized "with tools" unless specifically ordered not to bring tools and must be documented in the special needs block on the IROC crew request. If the crew is driving to an out of the geographical area incident, they will travel with tools, water, and MREs.

Crews ordered through the NICC are NOT dispatched with hand tools when they are transported by aircraft. If tools are needed, they should be ordered separately as a supply item. If they are driving to an incident, they shall travel with tools, unless the ordering unit documents on the IROC request not to bring tools. The tools will be transported in a manner, so they do not pose a hazard to personnel.

If the crew is mobilizing by air transport, chain saws or other equipment with fuel tanks and fuel carrying containers must be emptied and purged with an inert gas before arrival at the airport or mobilization center. Some commercial airlines may refuse to transport chain saws or hazardous material; be prepared to provide alternative shipping. NO combustible materials in motorized equipment, containers, or fusees may be loaded aboard an aircraft.

Camp Crews

Southwest Camp Crew composition and standards can be found in the SWFF Crew Management Handbook.

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). Redistribution of excess supply items will be coordinated by the designated NFES Cache Manager(s). Cache orders will be filled to meet timeframes specified, using the most economical service. All NFES cache items are shipped ready for use.

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 availably for the resources being ordered prior to placing the request. All name requests must include the resources current dispatch center.

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

EQUIPMENT/SUPPLIES MOBILIZATION

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

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

Examples of Contract Equipment resources are:

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

Examples of Supplies resources are:

NFES items
Mobile Cache Vans
Local Purchase

SWA Interagency Standards for Resource Mobilization Supplement

The SWCG Member agencies have agreed to the following general guidance for dispatching Water Handling equipment including Engines and Water Tenders to Southwest incidents.

During Initial Attack

- *During the initial attack phase of a fire, the agency(ies) having jurisdiction can use all types of engines and water tenders (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.*
- *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.

Out of Area Water Handling Mobilization:
The mobilization of SWA IBPA / VIPR water handling resources (Engines and Water Tenders) for Out of Area (OOA) assignments follows a unique protocol. The SWCC equipment desk will consult the OOA Rotation to determine which specific resource is "next up" for the resource requested. This document is updated when opened and the "Enable Content" button is clicked. Current resource data from IROC is then enabled.

If the specific IBPA / VIPR resource is determined to be unavailable, or turns down the assignment, the dispatch center will UTF the request back to the SWCC. The dispatch center does not follow its standard DPL protocols and will not offer the assignment to any other similar vendors in their zone.
The SWCC will document what occurred and offer the assignment to the next highest ranked IBPA / VIPR resource on SWA-wide OOA rotation.

When other (Non-water handling) IBPA resources are sent out of the area, requests will be placed with consideration given to mobilizing the highest-ranking available resources across all Dispatch Center DPLs that can meet the date and time needed.

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

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

SWA VIPR EQUIPMENT ALL -March 2024	
Engine - T3	*Misc - Fuel Tender, T1*
Engine - T4	*Misc - Fuel Tender, T2*
Engine - T5	*Misc - Fuel Tender, T3*
Engine - T6	*Misc - GIS Unit, Type 2*
Gray Water Truck - T2	*Misc - Handwashing Station (Trailer mounted) T1*
Gray Water Truck - T3	*Misc - Handwashing Station (Trailer mounted) T2*
Gray Water Truck - T4	*Misc - Helicopter Operations Support*
Heavy Equipment - Chipper, T1	*Misc - Laundry, Mobile, T1*
Heavy Equipment - Chipper, T2	*Misc - Laundry, Mobile, T2*
Heavy Equipment - Chipper, T3	*Misc - Service Truck w/ Mechanic, Heavy*
Heavy Equipment - Dozer, Type 1	*Misc - Service Truck w/ Mechanic, Light*
Heavy Equipment - Dozer, Type 2	*Misc - Weed Washing Unit*
Heavy Equipment - Dozer, Type 3	*Potable Water Truck - T1*
Heavy Equipment - Dozer, Type 4	*Potable Water Truck - T2*
Heavy Equipment - Excavator, T1	*Potable Water Truck - T3*
Heavy Equipment - Excavator, T2	*Tender, Water (Support) - T1*
Heavy Equipment - Excavator, T3	*Tender, Water (Support) - T2*
Heavy Equipment - Excavator, T4	*Tender, Water (Support) - T3*
Heavy Equipment - Feller Buncher, T1	*Tender, Water (Tactical) - T1*
Heavy Equipment - Feller Buncher, T2	*Tender, Water (Tactical) - T2*
Heavy Equipment - Masticator - Boom Mounted, T1	*Trailer - Comm, T1*
Heavy Equipment - Masticator - Boom Mounted, T2	*Trailer - Comm, T2*
Heavy Equipment - Masticator - Boom Mounted, T3	*Transportation – Bus, Crew Carrier*
Heavy Equipment - Pumper Cat, T2	*Trailer - Trailer, Refrigerated, Type 1*
Heavy Equipment - Road Grader, T1	*Trailer - Trailer, Refrigerated, Type 2*
Heavy Equipment - Road Grader, T2	*Transportation - Lowboy, T1*
Heavy Equipment - Skidder, T1	*Transportation - Lowboy, T2*
Heavy Equipment - Strip Mulchers/Masticators, T1	*Transportation - Lowboy, T3*
Heavy Equipment - Strip Mulchers/Masticators, T2	*Transportation – Pickup, T1*
Heavy Equipment - Strip Mulchers/Masticators, T3	*Transportation – Pickup, T2*
Medical – Ambulance, T1	*Transportation – Pickup, T3*
Medical – Ambulance, T2	*Transportation – Stakeside, T1*
Medical – Ambulance, T4	*Transportation – Stakeside, T2*
Misc - Communications Unit, Mobile, T1	
Misc - Communications Unit, Mobile, T2	
AIMS Dispatch Priority Lists	
Portable Toilets	*UTV's*
Handwashing Stations	

EQUIPMENT/SUPPLIES DEMOBILIZATION

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

NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES

NFES Items in Short Supply

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

Field Office Replenishment During Fire Season

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

Field Office Replenishment Outside of Fire Season

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

Incident Replacement of NFES Items

Prior to release from an incident, personnel may request replacement of equipment and supplies that were consumed, lost, damaged, or rendered unserviceable on the incident.

The IMT or other incident personnel may authorize replacement of items at the incident if available, or by approving an *Incident Replacement Requisition; OF-315/NFES 001300* for replacement of NFES items by the incident's servicing cache. Should the replacement of the approved items not be feasible prior to demobilization of the requesting resource, the incidents servicing cache will forward the request to the resources servicing cache. Caches may only process requests for NFES items. Requests for non-NFES items should be requested on a separate incident replacement requisition to be processed by the home unit. Please refer to the current *NWCG Standards for Interagency Incident Business Management, PMS 902* for procedures dealing with replacement of non-NFES supplies and equipment.

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

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

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

Incident to Incident Transfer of Equipment and Supplies

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

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

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.

Cache	*Unit ID*
Prescott Interagency Fire Cache	*AZ-PFK*
Silver City Interagency Fire Cache	*NM-SFK*

Orders placed to a 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 in the Kit Section under NFES 2069.

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 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 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 close of a project.

Hazardous Material

Most incidents use petroleum products in their operations, gasoline, diesel, 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 before return to the cache.

NATIONAL INTERAGENCY INCIDENT COMMUNICATIONS DIVISION (NIICD)

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

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

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

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

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

National Incident Radio Support Cache (NIRSC) User's Guide (NFES 000968).
https://www.nifc.gov/resources/NIICD/niicd-documents

NWCG NFES Catalog - Part 1: Fire Supplies and Equipment, PMS 449-1.
https://www.nwcg.gov/publications/pms449-1

Radio Ordering

Requests for NIICD radio systems and kits will be placed in with NICC through established ordering channels. To ensure proper frequency coordination, the ordering office must include a Needed Date/Time, Latitude and Longitude of the incident, shipping address and receiving incident phone number. For shipping purposes, a physical address which includes a street name and number, city, state, and zip code is required.

For emergency air charter a local Fixed Base Operator (FBO), airport and receiver contact Information must be included.

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

NIICD CDO: (208) 387-5644

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

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

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

SWA Interagency Standards for Resource Mobilization Supplement

When a CIMT is assigned to an incident, the team Communications Unit Leader (COML) should contact the NIICD direct to obtain incident-specific frequencies; however, once these frequencies are obtained, the COML should notify the incident dispatch of these frequencies When a COML is not assigned to an incident, frequencies must be ordered through dispatch using established ordering channels.

Radio Equipment ordering process consists of the following:
Incident--->Dispatch Center/Expanded (IROC)--->GACC--->NICC--->NIRSC Filled--->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 Unit Leaders and Communications Technicians must attempt to bundle radio equipment orders providing for efficient use of charter flights and/or other transportation.

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

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

GACCs will order stand-alone frequencies directly from NIICD.

REMOTE AUTOMATIC WEATHER STATIONS (RAWS)

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

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

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

NIFC RSFWSU Coordinator: (208) 387-5726

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

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

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

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

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

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

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

NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER FACILITIES

National Contract Mobile Food Service Units

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

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

MFSU also may be ordered for other types of incidents at the government's option. State and other federal cooperators may also utilize this contract at their option. However, the ordering procedures in the NATIONAL

MOBILE FOOD SERVICES CONTRACT, SECTION C.2 of will be followed for all orders. For additional Information, refer to the *National Mobile Food Services Contract*.

National Contract Mobile Shower Facilities Units

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

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

National Contract Mobile Food Services and Shower Facilities Mobilization

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

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

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

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

National Contract Mobile Food Services and Shower Facilities Reassignments

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

National Contract Mobile Food Services and Shower Facilities Demobilization

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

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

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

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

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

ENGINES AND WATER TENDERS

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

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

SWA Interagency Standards for Resource Mobilization Supplement

Medical Resources

The following guidelines are designed to improve consistency in the way medical support resources are ordered with the goal of improving firefighter safety. Dispatch Centers play a key role in providing critical support to incidents. Medical resources shall report to the Medical Section. Coordination between incident personnel and dispatch can provide many benefits, such as:

- *Minimizing delays in getting the patient to definitive care.*
- *Consistency in resource requests for equipment and personnel and how those requests are processed.*
- *A better overall understanding by dispatch of the typical number and type of medical resources necessary to manage the incident.*

Licensure, Reciprocity, and Protocols

All incident medical personnel are responsible for ensuring they are operating in a manner that is consistent with the jurisdiction having authority. It is also their responsibility to ensure actions required for reciprocity are completed before being assigned to a role where they may be involved in patient care. EMS providers must also have a copy of their protocols and ensure they are operating within them. It is the responsibility of the responding incident medical personnel to follow proper process regarding the movement of control substances (Schedule II drugs) across state lines. Close coordination with the medical director and prehospital coordinator of ordered resources is expected. All patient care interactions shall be documented in accordance with home unit medical direction and incident medical section requirements. Copies of all documentation shall be submitted to the Medical Section for recordkeeping purposes.

The license requirement for EMT positions is now mandatory in IQCS/IQS for all who possess any level of regular or fireline EMT position. All current EMT qualifications will not show as Qualified in IQCS/IQS until the license is entered.

The IQCS/IQS Account Manager will need to:

1. *Verify the STATE / NATIONAL issued EMT / Paramedic card.*
2. *Enter the issue date and the expiration date (The length of card currency varies by state).*

Implementation of EMS License & Credential Expiration Dates within the Incident Qualification and

Certification System (IQCS) is located at:
https://www.nwcg.gov/sites/default/files/memos/eb-m-16-028.pdf

Medical Resource Position Codes (ordered within the Overhead Catalog)

MEDL – Medical Unit Leader

The SWA has committed to providing the best medical care possible to firefighters and IMT's. In the SWA, each CIMT will utilize the Medical Section Chief as a general staff position with direct reporting duties to the IC Medical Section Chief is a position supported by SWCG, however has not been adopted by NWCG, therefore will be ordered as MEDLs. Within the Medical Section subordinate MEDLs work for the section chief to develop and respond to medical IWI's, order and track medical resources, develop transportation plans, interface with outside medical resources, and document medical care delivery by assigned EMS personnel.

EMT and Paramedic Position Codes

Fireline Qualified (Arduous)	*Non-Fireline Qualified*
EMTF – Emergency Medical Technician, Fireline	*EMTB – Emergency Medical Technician, Basic*
AEMF – Advanced Emergency Medical Tech, Fireline	*AEMT – Advanced Emergency Medical Technician*
EMPF – Paramedic, Fireline	*EMTP – Emergency Medical Technician, Paramedic*

When ordering EMT's the incident dispatch will follow established ordering protocols by the following priority (while taking date and time needed into consideration):

- *Federal / State*
- *Cooperator*
- *IBPA / VIPR*

Incidents will order these positions as needed depending upon fireline requirements. Additional equipment, such as ALS or BLS Kit requirements (defined in the equipment section below) should be noted in the special needs portion of the resource order. Requests for EMT personnel within the Overhead catalog can be routed to fire departments via agreements with the states or through VIPR, which are dispatched through phoenix dispatch.

Fireline Medical Teams

Fireline Medical Teams are designed to provide an incident a rapid, advanced level of medical capability in a given location (e.g. a Division). These teams are configured to be highly mobile and can provide services on scene and facilitate transport to further care. This also allows for the team to be potentially closer to where accidents may happen.

Fireline Medical Teams consist of:

- *1 EMPF and 1 EMTF (2 EMPF is acceptable)*
- *1 BLS kit and/or , 1 ALS kit (as defined on resource order)*
- *4-wheel drive vehicle*
- *UTV / ATV (optional)*
- *All required fireline personal protective equipment, including programmable radios.*

IMPROTANT NOTE: Fireline medical teams must have the equipment necessary to respond and support crews in the field without sacrificing their capabilities. They must be capable of responding with the entire compliment of equipment, even in wilderness or other roadless areas.

Fireline Medical Teams are ordered in IROC as Overhead > Groups > Incident Medical Team. Units hosting these resources should fill these requests using the roster function in IROC.

REMS - Rapid Extraction Module Support

The Rapid Extraction Module Support (REMS) is a pre-staged rescue team assigned to a wildland fire to provide firefighters a safe, effective, and efficient method of egress off the fireline in the event of injury or illness incurred during firefighting operations. REMS is intended to augment ground and air transport when road access, terrain, or conditions such as smoke or darkness limit the use of other transport options.

A REMS consists of:

- *4 Personnel*
- *Minimum of 2 Personnel are trained to the NFPA Technician Level in Rope Rescue*
- *Balance is trained to the NFPA Operations Level in Rope Rescue*
- *At least one is an EMPF and the Balance are EMTF (more than one EMPF is acceptable)*
- *1 ALS Kit*
- *1 or 2 4WD vehicles*
- *High angle rope rescue equipment*
- *UTV/ATV desired, but optional*
- *All required fireline Personal Protective Equipment, including programmable radios*

REMS are currently ordered in IROC as Overhead > Category Groups > Module, Rapid Extraction Support. Units hosting these resources should fill these requests using the roster function in IROC.

Ambulances

All ambulances will be mobilized with the minimum standards identified by the state of registration/certification. Ambulance billing rates will follow the requirements of VIPR contract or state rate agreement. Ambulance requests are often routed to Fire Departments via agreements with State or through VIPR agreements that are dispatched out of Albuquerque Dispatch. Some basic and advanced life support interventions may vary, use the guide below for a general description.

Ordering Considerations

When ordering ambulances for an incident consider the following:

- *Roads/terrain (road type, mud, paved, etc.)*
- *Distance of ground forces from the closest staging point with an ambulance (consider the need for multiple ambulances)*
- *ALS or BLS*
- *Additional fireline medical resources or REMS*

Ambulance Types

Ambulances are ordered based on incident needs to support firefighters and IMT's on all incident sizes and complexity. NWCG ambulance typing is based on FEMA classifications which include the need to order Haz-Mat capable response. This request type will be exceedingly rare in the wildland fire setting. Dispatchers, MEDL's and expanded dispatch centers will usually order Type 2 and Type 4 ambulances (highlighted below). Paramedics and EMT's assigned to fireline ambulance work need current medical qualifications (paramedic/EMT license) and fireline qualifications (EMPF/EMTF).

Please see the VIPR solicitation for full list of required equipment for ambulances. Select ALS/BLS from the drop-down menu on the page linked below.

https://www.fs.usda.gov/business/incident/solicitations.php

ADVANCED LIFE SUPPORT (ALS) TYPING REQUIREMENTS.

Advanced Life Support (ALS) Transport Ambulance shall be staffed with at least one Paramedic and one EMT along with the appropriate Advanced Life Saving Equipment.

Type 1 - Advance Life Support, 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 – Advance Life Support; Minimum 2 staff (Paramedic and EMT); Transport2 liter patients, non-HazMat response.

BASIC LIFE SUPPORT (BLS) TYPING REQUIREMENTS.

Basic Life Support (BLS) Transport Ambulance will be staffed with a minimum of two Emergency Medical Technicians (EMTs) or an EMT and First Responder along with the appropriate Basic Life Saving Equipment.

Type 3 - Basic Life Support; 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 – Basic Life Support; Minimum 2 personnel (3 EMTs or an EMT and First Responder); Transport 2 litter patients.

Typing of ambulances can be found in the table below (DHS/Department of Homeland Security – Reference FEMA-508-3 – May 2005)

RESOURCE		AMBULANCES (GROUND)				
CATEGORY:	Health & Medical (ESF #8)		KIND:	Team		
MINIMUM CAPABILITIES:		TYPE I	TYPE II	TYPE III	TYPE IV	OTHER
COMPONENT	METRIC					
Team	Care provided	Advanced Life Support	Advanced Life Support	Basic Life Support	Basic Life Support operations	Non-transporting emergency medical response
Personnel	Minimum staff	2 paramedic and EMT	2 paramedic and EMT	2 EMT and first responder	2 I EMT and first responder	1
Vehicle	Transport	2-litter patients	2-litter patients	2 litter patients	2 litter patients	

RESOURCE		AMBULANCES (GROUND)				
CATEGORY:	Health & Medical (ESF #8)		KIND:	Team		
MINIMUM CAPABILITIES:		TYPE I	TYPE II	TYPE III	TYPE IV	OTHER
COMPONENT	METRIC					
Personnel	Training and equipment	Same as Type III	Non-HazMat response	Meets or exceeds standards as addressed by EPA, OSHA and NFPA 471,472,473 and 29 CFR 1910,120 ETA 3-11 to work in HazMat Level B and specific threat conditions. All immunized in accordance with CDC core adult immunizations and specific threat as appropriate		BLS or ALS equipment/ supplies

RESOURCE	AMBULANCES (GROUND)					
CATEGORY:	Health & Medical (ESF #8)		KIND:	Team		
MINIMUM CAPABILITIES:		TYPE I	TYPE II	TYPE III	TYPE IV	OTHER
COMPONENT	METRIC					
COMMENTS:	Emergency medical services team with equipment, supplies, and vehicle for patient transport (Type I-IV) and out-of-hospital emergency medical care. • Each team unit may work 12-16 hour shifts. Backup supply and some equipment required according to the number of patients and type of event. • Communication equipment may be programmable for interoperability but must be verified. Plan for augmenting existing communication equipment. • Environmental considerations related to temperature control in patient care compartment and pharmaceutical storage may be necessary for locations with excessive ranges in temperature. • Security of vehicle support required for periods of standby without crew in attendance. Fuel supply and maintenance support must be available. • Decontamination supplies and support required for responses to incidents with the potential threat to responding services or transport of infectious patients.					

1. When ordering an ambulance, more consideration should be given to the special needs than the type. Example: all-wheel drive (AWD) BLS, four-wheel drive (4WD) with high clearance ALS, ALS or BLS standard two-wheel drive (2WD).
2. Note: With the limited existence of a true (4WD) with high clearance, additional medical resources, such as REM, ATV/UTV capability may be needed.
3. Most ambulances requests will be of the Type II or Type IV variety.

Dispatch Coordination Role

Identifying the type and kind of medical resources necessary for a given incident can and will vary. On incidents where roads are the primary control features, it may be appropriate to order more ambulances and fewer line-medic teams. Conversely, incidents with limited or no road access incidents with no road access will require more fireline-qualified paramedics and EMT teams. In both instances, the intent behind the resources ordered is the same, to provide for immediate ALS intervention and determine the most appropriate means of transport to definitive care given the patient's condition. These decisions lie within incident command, but dispatch needs to recognize these considerations.

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Greening Fire – Procurement Resources

As outlined in Executive Order 14057 on Catalyzing American Clean Energy Industries and Jobs through Federal Sustainability, federal agencies play a key role in promoting environmental stewardship and a circular economy, driving innovation and incentivizing markets for sustainable products and services, and ultimately achieving net zero emissions from federal procurement.

The National Greening Fire Team (GFT) aims to integrate sustainability best management practices on incidents and within the fire community with the goal of achieving net zero environmental impact on all large fire incidents by 2030.

The GFT developed the resources below to assist the field with identifying green vendors, products, and services that could support wildland fire operations. As the GFT continues to research green vendors and products, these resources will be updated.

Green Companies and Products Spreadsheet (Excel)

- *This spreadsheet contains information about vendors and products that can be quickly filtered and searched by geographic area, service/product type, etc.*

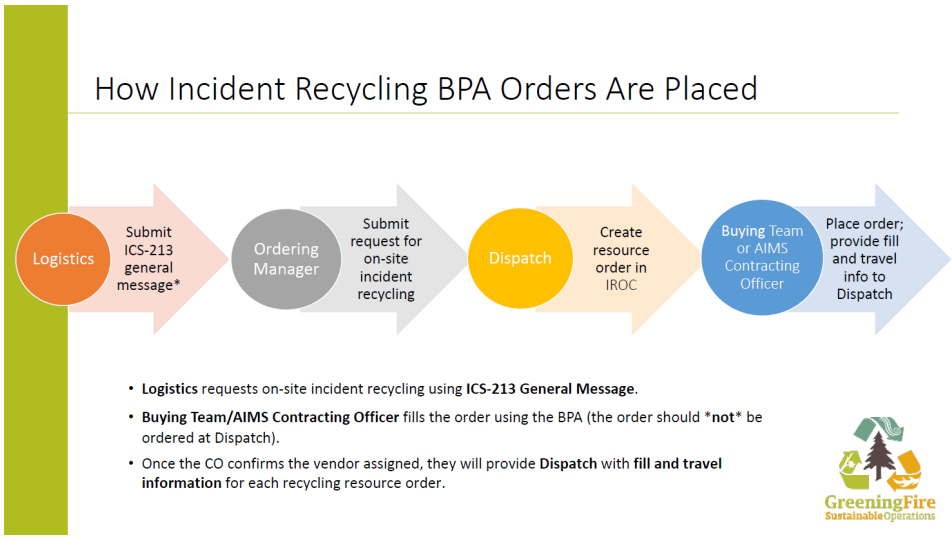
Green Companies and Products Details (PDF)

- *This complimentary slide deck contains the same information as the Spreadsheet above, however it also includes images of actual products.*

How to Order Incident Recycling using the Nationwide Blanket Purchase Agreement (BPA)

- *Logistics requests on-site incident recycling services via the BPA using ICS-213 General Message. (This is sent to Dispatch)*
- *Dispatch Creates a resource order in IROC.*
- *Buying Team/AIMS/or other interagency Contracting Officer (CO) fills the order using the BPA.*
- *Once the CO confirms the vendor assigned, they will provide Dispatch with fill and travel information for each recycling resource order.*

See GFT Incident Recycling for additional tools and resources.



CHAPTER 50
AIRCRAFT

AIRCRAFT MOBILIZATION

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

The following selection factors will be considered when ordering aircraft:

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

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

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

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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, and Leadplane/ASMs operating from bases located within the Southwest Area. The priorities for LATs, VLATs, SEATs, 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 (also known as FS Special Use Mission flights) are defined as flights not meeting the definition of point-to-point flight. A mission flight requires work to be performed in the air (retardant or water delivery, fire reconnaissance, smokejumper delivery), or through a combination of ground and aerial work (delivery of personnel and/or cargo from helibases to helispots or unimproved landing sites, rappelling or cargo let-down, horse herding). Special Use Mission Flights may require special pilot endorsements, flight evaluations, training, and/or specialized aircraft equipment.

Flight Manager

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

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

https://www.iat.gov/docs/IAT_Guide.pdf

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

Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).

Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.

Ensure proper Resource Tracking procedures are met.

Ensure passenger aircraft safety briefing is conducted.

Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.

Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.

Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.

Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).

For Canadian travel, the Flight Manager will ensure proper documentation is included.

FLIGHT FOLLOWING MANAGEMENT

FAA Flight Plans

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

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

It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. Automated Flight Following (AFF) or Verbal flight following is not required enroute when an FAA flight plan has been filed.

Agency Flight Plans

Agency flight plans are the responsibility of the pilot, to be distributed through the originating dispatch office and are documented on an Aircraft Flight Request/Schedule. All aircraft operating on Agency Flight Plans shall monitor Air Guard.

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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.*

Flight Following

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

Automated Flight Following (AFF). AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more Information).
Radio Check-in. Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude, and heading.

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

https://www.nwcg.gov/publications/510

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

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

If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate aircraft search and rescue actions.

Flight following problems are documented through the SAFECOM system.

Flight Following for Demobilization

Flight Following will be performed on all Government or Exclusive-Use contract aircraft being demobilized. NICC will release charter and CWN aircraft to the vendor without flight following provided no government personnel or cargo is on board. All aircraft release Information will be entered in to IROC.

National Flight Following Frequency (168.6500 MHz)

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

Automated Flight Following (AFF)

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

congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

Requirements to Utilize AFF

AFF does not reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability, and for the aircraft to be monitoring appropriate radio frequencies during the flight. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.

Procedures for utilizing AFF:

When an aircraft is ordered, or a user requests flight following from a dispatch office.

The dispatch office will verify the aircraft icon is visible on the screen and be able to quickly monitor the page at any time during the flight.

The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.

When aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating call sign, departure location, number on board, fuel on board, ETE, destination, confirmation of AFF location. This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can "see" the aircraft on the computer screen. If there is a problem at this point, change to radio check-in procedures until the problem is resolved.

If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.

If there is a deviation from the planned flight route, the pilot will contact the dispatch office via radio with the changed Information.

The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and document the location for the duration of the flight.

If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. (During tactical operations below 500' a periodic red indication is normal and does not necessitate an 'immediate' contact especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)

If radio contact is made after a lost signal, the flight may continue utilizing radio check-ins for flight following.

When the aircraft has completed the flight and landed, the pilot or flight manager (Flight Manager, ATGS, etc.) shall contact the dispatch office via radio or telephone Informing them that they are on the ground.

Additional Information about AFF can be found at: https://www.aff.gov/

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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 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: Remember that Air Guard (168.625 tone 110.9 TX) is always available to make contact with an aircraft or Dispatch Center, and then move off guard to the appropriate frequency. See January 2020 PMS 505d Fire Traffic Area Diagram.

Federal/state agencies and cooperators utilizing aviation resources for non-fire projects are not automatically tracked and/or flight followed on Agency Flight Plans. Any requests for a Southwest Dispatch Center to perform this function must be part of a Mission Aviation Safety Plan (MASP) and coordinated with the dispatch center well in advance of the project. Standard SWA flight following procedures will apply. Requests for flight following as a courtesy are at the discretion of the dispatch office. Vendors performing "End-Product" contracts for the USFS are not flight followed by Southwest Dispatch Centers; however, Dispatch Centers will ensure that the appropriate airspace deconfliction has occurred when these flights are occurring in their respective dispatch area.

Responsibilities of the Sending Unit:

Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.

Relay the ATD, ETA, and method of flight following (Agency or FAA) to the Sending Unit's GACC.

Notify the GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.

Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.

On any point-to-point flight crossing Geographic Area boundaries, instruct the Pilot-In-Command or Flight Manager to contact NICC Flight Tracking at each stop enroute. Aircraft support vehicles should contact NICC Flight Tracking at fuel stops.

NICC Flight Tracking: (800) 994-6312

Responsibilities of Sending GACC:

Sending GACC will relay the Aircraft Flight Request/Schedule to NICC.

Notify NICC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.

Assist with search procedures for overdue aircraft.

Responsibilities of NICC:

Relay Aircraft Flight Request/Schedule to the receiving GACC.

Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.

Resource track aircraft to specified destinations.

Monitor flight plans for additional utilization.

Responsibilities of Receiving GACC:

Relay Aircraft Flight Request/Schedule to the Receiving Unit.

Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty minutes.

Confirm arrival of all aircraft to NICC.

Notify NICC of any aircraft overdue by more than thirty minutes.

Assist with search procedures for overdue aircraft.

Responsibilities of Receiving Unit:

Confirm arrival of all aircraft to Receiving GACC.

Notify Receiving GACC of any delays of a flight plan exceeding thirty minutes; notify receiving GACC of any aircraft overdue by more than thirty minutes.

Initiate/assist with search procedures for overdue aircraft.

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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 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.

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

Cooperator-contracted aircraft also on an existing federal contract with federal aircraft and pilot cards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter.

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

Cooperator-owned/-operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter. Cooperator-owned/-operated aircraft meeting requirements of the *NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters, PMS 525-1* or other applicable NWCG standards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter.

https://www.nwcg.gov/sites/default/files/publications/pms525-1.pdf

All cooperator aircraft used on federally protected lands must be approved by FS/DOI letter. Utilization of approved, cooperator aircraft shall be limited based on 49 UNITED 16 STATES CODE §40125.

All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.

The use of cooperator aircraft must involve a "significant and imminent threat to life or property" documented daily on the Cooperator Aircraft Use Validation Worksheet (chapter 80) to document the justification for aircraft utilization.

Non-Federally Approved Cooperator Aircraft

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by- case basis when cooperative agreements are in place.

The following conditions apply for non-federally approved aircraft:

No federal employees are allowed to ride on board the aircraft.

No federal employee may be assigned to a position that exercises contractual control.

Federal personnel may load retardant at federal airtanker bases, regardless of jurisdiction.

Federal personnel may provide aerial supervision (ATGS, ASM, HLCO, Leadplane) under existing standard operating procedures and agreements.

The aircraft remains under State operational control regardless of the agency affiliation of the firefighters directing the aircraft on an incident with State jurisdiction.

The aircraft are approved to interact with federal dispatch personnel as long as the aircraft remains under the operational control of the State or for safety reasons.

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

Approving Federal Line Officer must document exemptions in accordance with agency guidance to include submitting a SAFECOM within 24 hours.

https://www.safecom.gov/

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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 2 federally contracted helicopters are National Resources. There are two categories of helicopters:

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

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

https://www.nwcg.gov/sites/default/files/publications/pms510.pdf

For Information on helicopter module staffing, reference The *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* https://www.nifc.gov/standards/guides/red-book

There are two contractual types of helicopters:

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

When processing requests for helicopters, the NICC will Inform the requesting GACC of the contract type of the assigned resource.

CWN Helicopters

With the exception of Alaska, NICC is the sole source for Type 1 and 2 federally contracted CWN Helicopters. GACCs will obtain approval from NICC prior to reassigning federally contracted CWN Type 1 or 2 Helicopters to another incident.

NICC is also the sole source for all FS Type 3 CWN Helicopters.

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

For all CWN Helicopter Aircraft, the following apply:

The requesting unit must provide a Helicopter Manager (HMGB) name and contact Information, documented in the "Special Needs" of the resource order, before NICC will assign the helicopter. The exception is Alaska, due to the extended mobilization time of the aircraft.
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.

Exclusive-Use Helicopters

All FS EU Type 1, 2 and 3 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC.

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

For all EU Helicopter Aircraft, the following apply:

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

US Forest Service Type 1 and Type 2 Helicopters

All Type 1 and 2 US Forest Service (FS) Helicopters will be initially ordered through the NICC. All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by NICC and the FS National Aircraft Coordinator, in alignment with NMAC and Agency prioritization and direction.

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

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

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

For additional direction please reference the *FSM 5700* and *NWCG Standards for Helicopter Operations, PMS 510.*

US Forest Service Type 3 Helicopters

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

unit, for the duration of the MAP. All pre and post MAP use will be coordinated with FS Procurement and Property Services, Incident Procurement Operations.

***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.**

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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 helicopter manager and/or dispatch center are responsible to notify the SWCC before hiring CWN helicopters for project work so a determination can be made and communicated to the vendor when hired under an established project rate.

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) and other personnel as needed.*

Approval may be obtained to manage two limited use helicopters with one qualified manager (HMGB). All of 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.*
- *Aerial supervision is being provided.*
- *The appropriate agency Aviation Manager at the State, Area, or Regional level must grant approval on a case-by-case basis.*
  ***For additional information reference the PMS 510 NWCG Standards for Helicopter Operations (SHO).*

Exclusive Use Contract Helicopter Base Locations

Helibase	*Lat/Long*	*Aircraft Type*	*Dispatch Center*
Apache Summit Helibase	*33° 13.50'N x 105° 41.00'W*	*AS350 B3*	*Alamogordo*
Vulcan Peak Helibase	*35° 08.69'N x 106° 47.71'W*	*AS350 B3*	*Albuquerque*
Double Eagle Helibase	*35° 09.45'N x 106° 47.45'W*	*AS350 B3*	*Albuquerque*
Fort Apache Helibase	*33° 48.64'N x 109° 59.14'W*	*AS350 B3*	*Springerville*
Grand Canyon South Rim Helibase	*36° 02.12'N x 112° 07.77'W*	*AS350 B3** MD- 900 / 207E***	*Williams*
Navajo Region Helibase	*35° 40.00'N x 109° 03.51'W*	*AS350 B3*	*Flagstaff*
Payson Helibase	*34° 15.55'N x 112° 20.03'W*	*407 HP*	*Phoenix*
Pittman Valley Helibase	*35°16.30'N x 112 °03.30'W*	*407 HP*	*Williams*
Prescott Helibase	*34° 39.29'N x 112° 25.15'W*	*407 HP*	*Prescott*
Round Valley Helibase	*34° 07.90'N x 109° 18.40'W*	*407*	*Springerville*
Sandia Helibase	*35° 04.26'N x 106° 22.82'W*	*AS350 B3e*	*Albuquerque*
Sierra Vista Helibase	*31° 35.3'N x 110° 21.60'W*	*CH-47 EC 145*	*Tucson*
Silver City Helibase	*32° 38.19'N x 108° 09.38'W*	*CH-47D 407 HP*	*Silver City*
TA-49 Helibase	*35° 50.00'N x 106° 19.10'W*	*AS350 B3*	*Santa Fe*
Tucson Helibase	*32° 03.94'N x 110° 51.30'W*	*AS350 B3e***	*Tucson*
Weaver Mountain Helibase	*34° 03.67'N x 112° 48.90'W*	*AS350 B3*	*Prescott*
Saguaro Helibase	*32 10.48'N x 110 44.21'W*	*Bell 407 HP**	*Tucson*

***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 placing 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.

BLM Type 1 Helicopter

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

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

Short-haul

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

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Southwest Area Emergency Aviation Transport Sources

Short-haul Capable Helicopters
The SWA has three Type III exclusive use helicopters available for short-haul operations. Two are located at Grand Canyon National Park; one is located on the Coronado National Forest in Tucson. One of two Grand Canyon aircraft is available year-round, 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. All such options must be considered and included in pre-incident emergency medical 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 are approved to conduct Short-haul operations for fire tactics on all Forest Service jurisdiction as well as medical emergencies, while the Forest Service is limited to medical emergencies only.

Helicopter 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.*

QR Code-Short-haul Site Selection Video:

CONSIDERATIONS:

- *Short-haul and hoist are safe and efficient operations for extracting injured personnel of any severity including "Green" patients.*
- *Ensure area is clear of non-essential items, hazards, and personnel.*
- *Rotor wash may affect overhead hazards and blowing dust/debris can create brown out 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.nwcg.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 have been created to assist the field with ordering CWN MATOC helicopters by payload category. The Type 2's and Type 3's are currently the only MATOC helicopters.

Type 1 helicopters are on their final extension of the legacy CWN Basic Ordering Agreement (BOA). These BOA's end 12/31/24. This section will be updated to include Type 1 helicopters once the new contracts are awarded.

Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally.

The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius.

- Example: 2.1200
  - The 2 is the helicopter type.
  - The 1200 is the allowable payload.

All awarded model aircraft are represented on the following charts with either a payload category, or a low to high end payload category range.

When ordering, consider minimum performance needs when selecting a payload category. It is not necessary to use the range of payloads when ordering, if targeting a specific model aircraft. The range is used to illustrate the different capabilities of all vendor aircraft with that specific model.

By specifying the lowest acceptable payload category in the special needs of your order, it will include competition at that payload category and above.

Include any other specification in the special needs of your request.

For all modern aircraft, an additional justification in your request, such as a specific Exhibit from the parent contract should be included.

For twin engine, specify "twin engine" in your request.

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

Payload Category	Model	Payload Range
2.1200	*212HP	N/A
2.1450 – 2.1700	205A1	Low - High
2.1700	210	N/A
2.1700	*212 Eagle	N/A
2.1700 – 2.1850	205A1++	Low - High
2.2450	214B1	N/A

Type 2 Restricted w/Bucket

Payload Category	Model	Payload Range
2.1450	UH1B	N/A
2.1650	UH-1F	N/A
2.1850	58T	N/A
2.2050 – 2.2650	UH-1H-17	Low - High

Type 2 Standard w/Tank

Payload Category	Model	Payload Range
2.900	205A1	N/A
2.900	*212HP	N/A
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

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 are to be requested in IROC as "RPIA – Load, Rappeller, Initial Attack" on an Aircraft request. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available. The NICC, in conjunction with the FS National Aircraft Coordinator, may determine situations when closest resource is not applicable.

Please refer to Chapter 20 for specific guidance for ordering helicopter module personnel and booster orders.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This Information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending, and receiving rappel base in concurrence with NICC and the GACCs.

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

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

Rappel crews may be utilized for large fire support, all-hazard incident operations, and resource management objectives. Rappel crews are well equipped to respond to extended attack incidents and

critical need missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions, should order replacement personnel for those positions in case the aircraft and crew are reassigned.

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

Rappeller Numbers

Planned staffing includes 285 Rappellers at the following locations (actual fire season numbers may vary):

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

Rappeller Aircraft

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

SMOKEJUMPERS

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

When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in IROC as "SMIA - Load, Smokejumper, Initial Attack" on an Aircraft request.

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

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

negotiated between the sending and receiving smokejumper base in concurrence with the NICC and the GACCs.

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

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

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

Please refer to Chapter 20 for specific Information on ordering smokejumper boosters.

Smokejumper Numbers

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

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

Satellite bases may be activated based on fire activity.

Daily availability is updated throughout the fire season and is posted at the following link:

https://www.nifc.gov/smokejumper/reports/smjrpt.php

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.

A list of all Smokejumper Aircraft can be found at:

https://www.nifc.gov/nicc/logistics/aviation

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The Southwest Area/Gila National Forest will typically preposition smokejumpers at the Grant County Airport (Silver City, NM). Other airports are available for this purpose and can be utilized as needed. Smokejumpers are typically ordered May-July (timeframes may vary). The smokejumper's primary mission is for initial attack but may be utilized for any wildfires within the SWA. Smokejumper Request Form

AERIAL SUPERVISION AIRCRAFT

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

Aerial Supervision Module

The ASM is a fixed-wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

Leadplane

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Lead planes are required for non-IA rated airtankers, such as VLATs and MAFFS. Landplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA rated airtanker missions.

Please contact the USFS National Fixed-Wing Coordinator, or appropriate agency program manager for any lead plane needs or for planning purposes.

A list of all Leadplanes/Aerial Supervision Modules can be found at:

https://www.nifc.gov/nicc/logistics/aviation

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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 Buruea 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 agency Exclusive-Use Contracts and/or Call-When-Needed (CWN) Agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.

To ensure consistent utilization, rotation, and management of the Exclusive-Use Air Tactical Aircraft fleet, refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724).*

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Six 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) and Bureau of Land Management (Alamogordo), ATGS assigned, and location varies contingent upon availability and incident activity.

Forest Service Exclusive Use Air Attacks	
Call Sign	***Location***
AA-303	*Albuquerque*
AA-305	*Sierra Vista*
AA-309	*Prescott*
AA-312	*Mesa*
HLCO-319	*Tucson*

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, 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 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 initiate a new resource order for a replacement aircraft from other 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 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 35, January 2022 Edition.

Definitions of Key Aerial Supervision Terms

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

b. ***Ordered:*** *Aerial supervisory resources that shall be ordered by the controlling entity (Air tactical operations may be continued while the aerial supervision resource is en route to the incident. Operations can be continued if the resource is not available.)*

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

Note*: VLATs, MAFFS, the USFS C-130 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.

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 ASMs. For example, when Lead XX is teamed with an ATS, they become Bravo-XX. The State of Alaska ASM designator is A, Alpha. The CalFire ASM designator is C, Charlie.

Incidents with three or more aircraft flying missions at the same time must have aerial supervision in the form of ATGS, ASM/Leadplane 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 an agency crew or on a larger scale by vendor owned and operated UAS with agency support.

There are three federal UAS ordering scenarios:

Agency UAS for situational awareness (SA)/ Infrared (IR)/mapping.
Agency UAS for aerial ignition (also capable for SA/IR/mapping).
CWN contract UAS for large fire.
For specifics on how to order UAS, please see:

https://uas.nifc.gov/uas-ordering

There is an on-call UAS Coordinator available to answer questions regarding UAS capabilities and to help determine the type of UAS (1-4) and overhead (UASP, UASD, UASM, or UASL) to order. UAS personnel are in high demand. Please order trainees when approved/possible.

Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or FS.

UAS Coordinator: (208) 387-5335

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UAS are considered aircraft and therefore must adhere to USFS/DOI policy (including approval and carding of aircraft and pilots). UAS include 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/uas-ordering The following minimum standards apply:

- *All aircraft (to include UAS) purchase, lease, or acquisition 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, their primary mission is initial attack. NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.

Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC. This will be accomplished by ensuring that all support functions (i.e., Airtanker Bases, GACCs, and local dispatch centers) that are required for the mobilization of National Resources are staffed and maintained to support mobilizations. The following criteria apply to all airtankers:

Airtankers should be dispatched by closest resource, regardless of Geographic Area boundaries.

When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, or the closest available resource is outside of the GACC, request(s) will be placed with NICC.

All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.

There are five types of airtankers based on payload capacity:

- VLAT = 8,000 gallons or more
- Type 1 = 3,000 to 5,000 gallons
- Type 2 = 1,800 to 2,999 gallons
- Type 3 = 800 to 1,799 gallons

- Type 4 = Up to 799 gallons

To ensure consistent utilization, rotation, and management of the national airtanker fleet, please refer to the following publications:

Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)
Forest Service Standards for Airtanker Operations.
https://www.fs.usda.gov/sites/default/files/2022-11/Standards-for-Airtanker-Ops.pdf

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Large Airtanker Base Locations - Arizona

Airport	*Latitude N / Longitude W*	*Manager*	*Capabilities*
Ft. Huachuca	*31° 35.97' N / 110° 20.88' W*	*E. Lathrop*	*VLAT, LAT, SEAT, MAFFS*
Phoenix-Mesa Gateway	*33° 18.47'N / 111° 39.33'W*	*C. Price*	*VLAT, LAT, SEAT, MAFFS*
Prescott	*34° 39.39'N / 112° 24.83'W*	*J.Podany*	*LAT, SEAT*
Winslow	*35° 01.27'N / 110° 43.12'W*	*E. Pacheco*	*LAT, SEAT*

Large Airtanker Base Locations - New Mexico

Airport	*Latitude N / Longitude W*	*Manager*	*Capabilities*
Alamogordo	*32° 50.27'N / 105° 59.77'W*	*S. Mitchell*	*LAT, SEAT*
Albuquerque	*35° 02.87'N / 106° 36.45'W*	*R. Beal*	*VLAT, LAT, SEAT, MAFFS*
Roswell Air Center	*33° 18.32'N / 104° 31.15'W*	*J. King*	*VLAT, LAT, SEAT*
Silver City	*32° 37.87'N / 109° 08.97'W*	*S. Ochoa*	*LAT, SEAT*

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 the Post Season and Optional Use periods:

The requesting GACC will place request(s) for airtankers with NICC.
NICC will notify the National Fixed-Wing Coordinator (NFWC) or designated representative of request(s).
NFWC or designated representative notify the National Aviation Program Manager (NAPM), who will determine the availability of airtankers. Airtanker/vendor selection will be communicated back to the NICC. NICC will notify the GACC of the airtanker activation.
NICC will request the airtanker from the appropriate vendor once approved by the CO.

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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 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 effectiveness) 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 consideration 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.

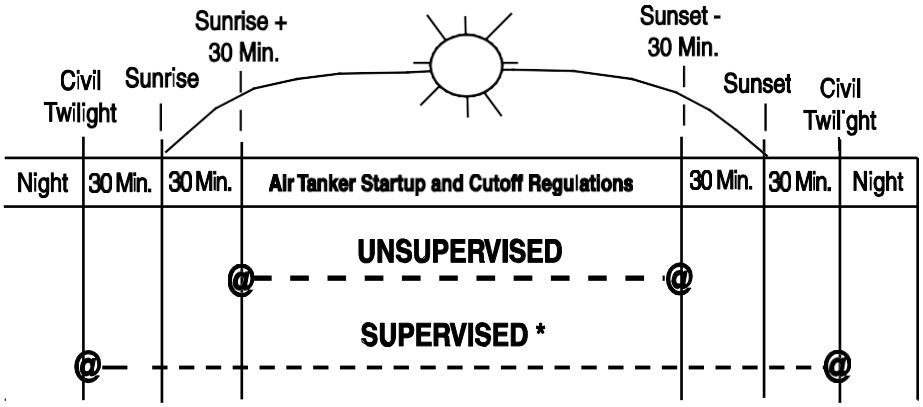
Air Tactical Group Supervisor or Leadplane, or ASM Required: Refer to NWCG Standards for Aerial Supervision (PMS 505) pages 35-36, January 2022 Edition

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 assure 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 incideVant 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.



MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS)

MAFFS provide emergency capability to supplement commercial airtankers on wildland fires. MAFFS are National Resources and are used as a reinforcement measure when contract airtankers are committed or not readily available. MAFFS will be made available to assist foreign governments when requested through the Department of State or other diplomatic Memorandum of Understanding (MOU). Geographic Areas are responsible for ascertaining all suitable commercial airtankers are assigned to wildland fires or committed to initial attack before placing a request for a MAFFS Mission to NIFC.

US Forest Service and NICC Responsibility (for MAFFS)

The NICC is responsible for ascertaining nationally that all suitable commercial contract airtankers are committed to wildland fires, initial attack, or cannot meet timeframes of requesting units. When

this occurs, NICC will notify the FS Assistant Director for Operations, NIFC. Once approval is given, the NICC activates the request through proper Department of Defense (DOD) channels. After the initial contact has been made, NICC will submit a Request for Assistance (RFA) to the DOD Liaison at NIFC.

The Governors of California, Nevada, and Wyoming may activate their respective Air National Guard Units having MAFFS equipment and qualified crews for State-controlled fires. Approval for use of MAFFS equipment must be obtained from the FS Assistant Director for Operations, NIFC, prior to this activation. When MAFFS are activated by a governor, the FS Regional Office for that State will assign an accounting code for the incident.

MAFFS Ordering Criteria

MAFFS domestic requests will be placed through established ordering channels to NICC. NICC will place a RFA to the Region X Defense Coordinating Officer (DCO).

The requesting Geographic Area needs to order the following support for MAFFS Activation:

One each MAFFS Liaison Officer (MLO aka MAFF) and one each MLO trainee.
One each Airbase Radio Kit (NFES 4660).
One each MAFFS Communications Specialist (THSP).
One each Assistant MAFFS Liaison Officer (AMLO).
One each MAFFS Airtanker Base Manager (MABM) and one each MABM trainee.
Logistics, Finance, and Information personnel.

MAFFS Operations must also include a MAFFS qualified Leadplane.

For MAFFs activations, the Receiving Unit must be prepared to provide administrative support (procurement, motel rooms, phones, office space, clerical and timekeeping support, transportation) to accommodate as many as twenty-six people per two (2) aircraft.

For additional Information, see the *MAFFS Operating Plan*:

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

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Approved SWA MAFFS Bases

ABQ	*Albuquerque International Sunport*	*Albuquerque, NM*
IWA	*Phoenix-Mesa Gateway*	*Phoenix, AZ*
PRC	*Prescott Regional*	*Prescott, AZ*
ROW	*Roswell Air Center*	*Roswell, NM Reload only*
FHU	*Libby Army Airfield (Ft. Huachuca)*	*Sierra Vista, AZ*

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. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Water Scoopers will be ordered as a "ATM3 - Airtanker, Type 3 (Multi-Engine)" with Water Scooper capability feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as scooper capability.

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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:
https://gacc.nifc.gov/nrcc/dispatch/aviation/ApprovedScooperOpsPlan.pdf

SINGLE ENGINE AIRTANKERS (SEATS) AND WATER SCOOPERS

Managers for Single Engine Airtankers and Single Engine Water Scoopers must remain on-site with the assigned resource at all times unless repositioning, mobilizing or demobilizing.

Federal and/or State contracted SEATs are managed under either an Exclusive-Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and Information can be

requested through the National SEAT Coordinator. The national contract SEAT module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. A SEAT can be managed by an on-site SEMG or an ATBM.

Single Engine Water Scoopers may only be managed remotely for 24 hours to allow time for assigned SEMG/ATBM to relocate to the aircraft's operating location. Requests for a DOI On-Call SEAT or Single Engine Water Scooper must have a SEMG or ATBM identified with contact Information, and the airbase/airport reporting location documented in the "Special Needs" block before NICC assigns a SEAT.

Orders for SEATs placed to NICC are coordinated with the National SEAT Coordinator. Local Units or Geographic Area Coordination Centers hiring or releasing SEATs will notify the National SEAT Coordinator regardless of jurisdiction. Consistent with the DOI authorization (see the BLM National Aviation Plan), DOI Nationally funded SEATs will be managed as DOI National shared resources. As National assets, these SEATs can and will be moved to areas of greatest need. Geographic Areas and Fire Staff on an Interagency basis will provide direction to the dispatch system on the mobilization and demobilization of SEATs to meet existing or forecasted fire loads within their jurisdiction.

DOI Nationally funded SEATs will have their IROC status set as available nationally. When assigned to an incident, DOI Nationally funded SEATs will be released back to the GACC/Hosting unit at the end of each shift and shown as available "National" in IROC. Mobilization for incident response will occur via resource order; however, once a decision to reallocate a DOI Nationally funded SEAT to another GACC is made, the receiving GACC will place a request for the mobilization, and the resource item will be transferred after mobilization is complete.

Nationally, when competition for SEATs exists, NMAC will provide SEAT allocation direction to NICC based on intelligence developed by the National SEAT Coordinator. The National SEAT Coordinator position is responsible for coordinating the allocation and reallocation of SEATs Nationwide as well as maintaining current status, location, and utilization of federal and State contracted SEATs throughout the Nation.

National SEAT Coordinator: (208) 387-5419 blm_fc_seat@blm.gov

For additional SEAT and Single Engine Water Scooper Information please see the following publications:

NWCG Standards for Airtanker Base Operations (SABO), PMS 508
https://www.nwcg.gov/sites/default/files/publications/pms508.pdf
Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)

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Single Engine Airtanker Base

Arizona

Unit	Designated Base	Lat/Long	Dispatch Center
Fort Apache BIA	Show Low, AZ (SOW)	34° 15.92'N x 110° 00.33'W	Sprungerville Dispatch
Arizona State Forestry	Marana, AZ (AVQ)	32° 24.57'N x 111° 13.10'W	Arizona Dispatch
Arizona State Forestry	Buckeye, AZ (10AZ)	33° 22.00'N x 112° 37.12'W	Arizona Dispatch
Gila District BLM	Safford, AZ (SAD)	32° 51.20'N x 109° 38.10'W	Tucson Dispatch
Colorado River District BLM	Kingman, AZ (IGM)	35° 15.56'N x 113° 56.28'W	Prescott Dispatch
Phoenix District BLM	Wickenburg, AZ (E25)	33° 58.23'N x 112° 47.70'W	Prescott Dispatch

New Mexico

Unit	Designated Base	Lat/Long	Dispatch Center
BIA-SW Region	Double Eagle, NM (AEG)*	35° 08.69'N x 106° 47.71'W	Albuquerque Dispatch
Las Vegas, N4S	Las Vegas, NM (LVS)*	35° 39.25'N x 105° 08.54'W	Santa Fe Dispatch
Jicarilla BIA	Dulce, NM (24N)*	36° 49.71'N x 106° 53.05'W	Taos Dispatch
Lincoln NF	Sierra Blanca, NM (SRR)*	33° 27.65'N x 105° 31.80'W	Alamogordo Dispatch
Pecos District BLM	Carlsbad, NM (CNM)	32° 20.24'N x 104° 15.80'W	Alamogordo Dispatch
New Mexico State Forestry	Raton, NM* (RTN)	36° 44.54'N x 104° 30.10'W	Taos Dispatch

**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 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

INFRARED (IR) SUPPORT TO FIRE OPERATIONS

Aircraft systems configured with infrared (IR) camera systems are available from agencies and private sector to provide support to wildland fire operations in three mission areas:

New Fires. Use IR imagery to detect and map locations of new fires, typically following a lightning storm.

Large Fire Perimeter Mapping: Use IR imagery to map the heat perimeter of large fires, typically the role of National Infrared Operations (NIROPS).

Tactical Incident Awareness and Assessment (IAA): Use IR imagery to provide near real-time situational awareness, spot fire detection, over watch of ground operations, and map the heat perimeter of smaller fires or active portions of large fires. This can be conducted during the day or night.

Infrared camera systems can be categorized into two primary categories:

Line Scanner / Step-stare camera systems. Line scanners and step-stare systems can quickly scan and map large fires and are best used when the fire is actively burning with open flame.

Gimbal mounted electro-optical / infrared (EO/IR) camera ball. EO/IR camera balls are best used to provide over watch of a specific area and are more sensitive to detecting smoldering heat sources, however scan volume to map large fires is typically lower than line scanners or step-stare systems. Aircraft equipped with gimbal mounted EO/IR camera balls are typically better suited to detection or tactical IAA missions.

Aircraft assigned to NIROPS are predominantly equipped with line scanners or step-stare camera systems. NIROPS will consists of agency as well as contracted aircraft. NIROPS aircraft are National Resources. To order, use the IR Online Scanner Request Form on the NIROPS website no later than 1530 hours Mountain Time

The form is located at:

https://fsapps.nwcg.gov/nirops/users/login.

Aircraft from federal, state, National Guard, and Contractors are available. Ordering procedures varies depending on the aircraft. To order, contact the ordering GACC to discuss options. The following guidelines can help select the right tool for the task:

Identify what the IR imagery is needed for, what Information it is intended to provide, the desired products, and time of day.

If the fire is actively burning and a once per 24-hour perimeter map is sufficient, submit request for NIROPS.

If the fire is experiencing significant spread and additional day-time mapping and/or over watch is needed to monitor fire progression, consider requesting an aircraft equipped with thermal sensors for day-time flights in addition to nightly NIROPS.

If the fire is no longer actively spreading and IR imagery is needed to Inform mop-up decisions, consider requesting an aircraft equipped with a gimbal mounted camera ball instead of NIROPS.

Following a lightning storm consider requesting an aircraft equipped with gimbal mounted camera ball to conduct a detection flight over the lightning affected area.

Most crewed aircraft systems are only capable of providing “periodic” over watch of an incident, limited by fuel, for more “persistent” coverage of an incident, consider requesting a large UAS.

Visit the *Fire Imaging Technologies for Wildland Fire Operations* user guide for more detailed Information. The guide can be found at:

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

LARGE TRANSPORTATION AIRCRAFT

NICC is the sole source for large transport aircraft holding 14 CFR PART 121 Certificates. Large transport aircraft are National Resources and will be requested through NICC. Large transport aircraft arranged by NICC are requested on a per mission basis. Flight Following ATD/ETE will be relayed by the NICC Aircraft Desk for each flight leg. When requesting a large transport aircraft, the following Information is required:

Number of passengers and/or cargo weight per destination and combined total weight for the flight. Pick-up point at jetport and time passengers and/or cargo are available to load.

NICC requires 48-hour lead time to plan and schedule aircraft for demobilization flights.

Pick-up point at the jetport is the Fixed Base Operator (FBO) or gate at the airport terminal where the aircraft will park.

Passengers must be weighed and manifested prior to boarding the aircraft.

Government or contractor support available at each airport, including contact name and telephone number.

All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.

Note: Lithium Batteries are not permitted and cannot be transported in the cargo hold on NICC large transport aircraft.

FREQUENCIES

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, "CONTROLLED UNCLASSIFIED INFORMATION//BASIC." This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

FM, VHF, and UHF Frequencies

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. To ensure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.

AM Frequencies

Initial attack AM air-to-air frequencies will be assigned by the NIICD Communications Duty Officer (CDO) after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by the dispatch zones.

When the tertiary assignment (if applicable) is used the NIICD CDO will be notified by phone or email. VHF AM assignments are used for air-to-air communications and are authorized only within the zone to which they are assigned. IA frequency assignments are not to be used on project fires. To utilize the initial attack AM assignments to their fullest capabilities they should only be used on TFRs for the initial burning period, after that a dedicated AM frequency should be ordered from the CDO through IROC.

FM Air-to-Ground Frequencies

FM air-to-ground frequencies will be facilitated and coordinated by the NIICD CDO in cooperation with the agency frequency managers with the intent to create permanent assignments. Both AM and

FM assignments will be used on an interagency basis and master records of the assignments are maintained by the NIICD CDO. Updated frequency Information for initial attack air-to-air, and air-to-ground is coordinated annually with the GACCs.

Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from the incident host GACC, directly to the NIICD, followed by a call placed to the CDO. The CDO coordinates all National Cache FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Frequencies are ordered on an Aircraft "A" request.

SWA Interagency Standards for Resource Mobilization Supplement

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 in brief/debrief 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 airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude Information for TFRs must be provided in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds' Information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description.

Example: ddmmssN/dddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid "bow tie" depictions.

For further Information on how flight restrictions are requested and implemented, please reference the *NWCG Standards for Airspace Coordination, PMS520* located at:
https://www.nwcg.gov/publications/520

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 place it with the SWCC. 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 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 Air Missions, 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 a 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 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 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 happen 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/1B 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/1B 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 acts 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 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.*
- *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 have a responsibility to identify and notify the FAA and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the FAA should be timely. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions, TFR intrusions, and Fire Traffic Area (FTA) communication non-compliance. Further guidance is available in the *NWCG Standards for Airspace Coordination, PMS520.*

The Aircraft Conflict Initial Report can be accessed at: https://www.nwcg.gov/tags/iasc

SWA Interagency Standards for Resource Mobilization Supplement

Violations of temporary flight restrictions will be promptly reported to the Air Route Traffic Control Center (ARTCC) of jurisdiction. Upon receipt of an intrusion report, the unit will follow local procedures. Reporting should occur as soon as possible to the ARTCC. The Aircraft Conflict Initial Report form will be used to document and describe a TFR intrusion to the ARTCC. Additionally, please note the NOTAM # and Fire Name. Intrusions should also be documented on a SAFECOM for internal reporting and follow-up purposes.

The report form can be found at: Aircraft Conflict Initial Report

FAA Temporary Control Tower Operations

Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

Geographic Areas within the FAA's Central Service Area (which includes, either entirely or portions of the following states: AR, AZ, IL, IN, KS, KY, LA, MD, MI, MN, MO, MS, ND, NM, NY, OH, OK, PA, SD, TX, WI, WY) may request FAA Air Traffic Control support through the Central

Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.

The Interagency agreement with the FAA requires that a resource order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by the GACC to the FAA's Regional Operations Center (ROC). For additional Information on requesting a temporary tower, please reference the checklist found in the *NWCG Standards for Airspace Coordination, PMS520.*

When procuring a Temporary Tower with an EERA for Forest Service incidents, The Buying Team or a purchaser will need to begin with the At Incident Management Support (AIMS) process to set up an EERA with a contractor to provide Temporary Tower Services. All other agencies will need to follow their local procurement process.

NOTE: The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. The FAA will send a certifier to the location where the Temporary Tower Services are being requested once the contracted Mobile Temporary Control Tower is in place.

The contractor cannot provide services until the LOA is in place and the Controllers have been certified by the FAA. If the EERA route is utilized, please notify the National Airspace Coordinator. Please follow your local and Geographic Area protocols.

SWA Interagency Standards for Resource Mobilization Supplement

Dispatch Centers will contact the SWCC to request a temporary tower from the FAA. Requests should specify the following:

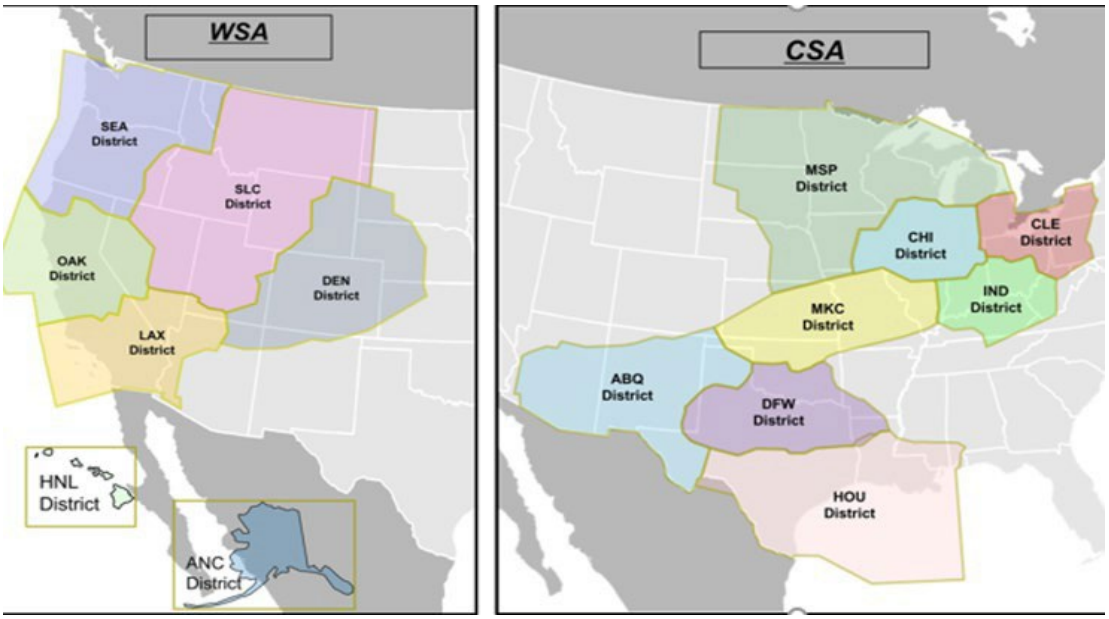
- *Ground/takeoff control problems.*
- *Approach control/landing problems.*
- *Where it is needed.*
- *Approximate duration of use.*

The FAA requires additional information when requesting a temporary control tower. Dispatch centers will coordinate the completion of the FAA Temporary Tower Request Form with incident personnel and forward the form to the SWCC along with an IROC order for a temporary tower service. The form can be found at:

https://gacc.nifc.gov/swcc/dispatch_logistics/dispatch/mobguide/mobguide.htm

Note – The FAA's Western Service Area (WSA) agreement covers a small portion of Arizona and does NOT include New Mexico. The SWCC will contact the FAA's WSA Regional Operations Center (ROC) at 206-231-2000 and ask to speak to a duty officer regarding a temporary tower order. The ROC will connect the SWCC with the appropriate FAA duty officer. The ROC is the primary point of contact for the FAA for this request. See Map for details.

If the request is for the rest of Arizona that resides in the FAA's CAS jurisdiction or New Mexico call the Central ROC, 817-222-5006. See Map for details.



The FAA has requested additional information be provided when requesting FAA temporary control towers. The FAA Temporary Tower Request Form can be found at:

https://gacc.nifc.gov/swcc/dispatch_logistics/dispatch/mobguide/mobguide.htm

CHAPTER 60
PREDICTIVE SERVICES

PREDICTIVE SERVICES OVERVIEW

Predictive Services is a decision support unit for federal, state and local land management agencies for operational management of and strategic planning for wildland fire management resources. Predictive Services accomplishes this through analysis of weather and climate, fuels, fire activity and behavior.

Intelligence gathering is a fundamental component of the national coordination system for federal, state and local land agencies. Intelligence coordination is accomplished through compiling reports from all levels of the firefighting organization as well as communicating with individual GACCs and local jurisdictions concerning their historic, current, and expected fire occurrence.

The products and services from both Predictive Services and the Intelligence section provide support for the proactive management of wildland fire with an eye toward safety, cost containment, efficiency and ecosystem health.

Wildland Fire Weather Forecasts

Wildland Fire Weather Forecasts are the responsibility of the National Weather Service.

Local dispatch centers will have protocols in place for monitoring, requesting, and disseminating fire weather forecasts, spot weather forecasts, fire weather watches, red flag warnings and other severe weather events (e.g., severe storm warnings, flash flood warnings, tornado warnings) to firefighters, incident commanders, and field-going personnel.

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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 is 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):

PRODUCT (See section after table for product descriptions)	*Shoulder Season Posting*	*Fire Season Posting*
The SWCC 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).*
The SWCC Prescribed Fire Report (SPFR)	*October - March Daily when Intelligence is staffed (typically Monday – Thursday)*	*April - September Semi-weekly (typically on Monday and Thursday)*
The SWCC 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 and national. 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/SWCC_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 sever weather Information, lightning and precipitation Information, drought status, fuel moisture, fuel advisories, fire restrictions/closure, 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/SWCC_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 for each PSA as well as the individual key RAWS stations that are used to calculate the PSA level 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.

The National 7-Day Outlook, as well as individual Geographic Area 7-Day Outlooks can be found at:

https://fsapps.nwcg.gov/psp/npsg/forecast#/outlooks?state=map.

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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 indicated 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.nwcg.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 Areas Predictive Services and National Discussions prepared by NICC Predictive Services. It provides fire managers with the Information needed to make long-range decisions concerning resource staffing and allocation. The Outlook identifies areas where significant wildland fire activity is expected to be above or below normal levels.

The Outlook covers a four-month period, divided into four one-month sections. Maps for each period display areas of below normal, normal, and above normal significant wildland fire potential. A brief synopsis of the current and predicted national and GACC situation is included in the report. The Outlook begins with an executive summary which provides a brief synopsis of the past month's weather and a national overview of each of the outlook periods. The Past Weather and Drought section summarizes the weather of the past month and the evolution of any drought conditions to illustrate how fuels and fire conditions reached the current state. The Weather and Climate Outlooks section summarizes the broad climate patterns that will affect temperature and precipitation for the next four months. The Geographic Area Forecasts section provides brief but more specific weather, fuels and fire potential Information for each of the Geographic Areas.

GACC monthly outlooks are mandatory. They provide greater detail than the national outlook issued by NICC. GACC monthly outlooks will adhere to the following protocols:

GACC and NICC outlooks must be geospatially equivalent.

GACC websites are required to link to the national outlook.

GACCs are required to provide draft forecast maps, as well as narrative highlights for the outlook period to NICC no later than five business days before the end of each month.

GACC monthly outlooks will be issued and posted to the web on the first business day of each month.

Maps will show areas where above normal, normal and below normal significant fire potential are expected.

A discussion of fuel conditions, climate outlooks and other pertinent Information will be included in the outlooks.

Fuel and Fire Behavior Advisories

Fuels and Fire Behavior Advisories are alerts issued as needed to address an exceptional or extreme circumstance that could threaten firefighter safety. Conditions that could be reasonably expected normally do not warrant a Fuels and Fire Behavior Advisory. Advisories will focus on fuel conditions and fire behavior that have long-term impacts, not atmospheric conditions that can change significantly over short periods of time and found in other products.

Advisories will highlight conditions that are currently ongoing and give specific examples that have been experienced in the field. Advisories should be tailored so that firefighters at all experience levels can recognize the situation and act accordingly. Advisories should be coordinated with neighboring administrative units to ensure that all areas with similar conditions are being addressed. All Advisories that extend beyond a single local administrative unit or will be posted on the National Advisory Map must be coordinated with the NICC and Geographic Area Coordination Center Predictive Services.

Each Advisory must include a map of the affected area. Only one Advisory may be active at any time over any area. If multiple Advisory conditions are present incorporate them into one Advisory. Advisories will remain in effect for 14 days from issuance. If the Advisory conditions continue beyond the 14 days a new Advisory will need to be issued to update conditions and circumstances with more timely Information. Advisory templates can be found at:

https://www.nifc.gov/nicc/predictive-services/fuels-fire-danger

Incident Status Summary (ICS-209)

The Incident Status Summary (ICS-209) conforms to National Incident Management System (NIMS) policy. The ICS-209 is used to report large wildland fires and other significant events on lands under federal protection/ownership and is submitted to the GACC. Lands administered by states and other federal cooperators may also utilize this report.

The ICS-209 is submitted by the agency that has protection responsibility for the incident, regardless of who administers the land. If the protection agency is non-federal and chooses not to meet federal reporting standards, then the federal agency which has administrative jurisdiction will submit the ICS-209. Geographic Area Intelligence Coordination staff will ensure that their local dispatch centers submit complete and accurate ICS-209 reports for any wildland fire meeting the

requirements specified in the *When to Report Wildland Fire Incidents with an ICS-209* flowchart shown in this chapter below and available at:

https://www.nifc.gov/nicc/predictive-services/intelligence

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-209's 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.

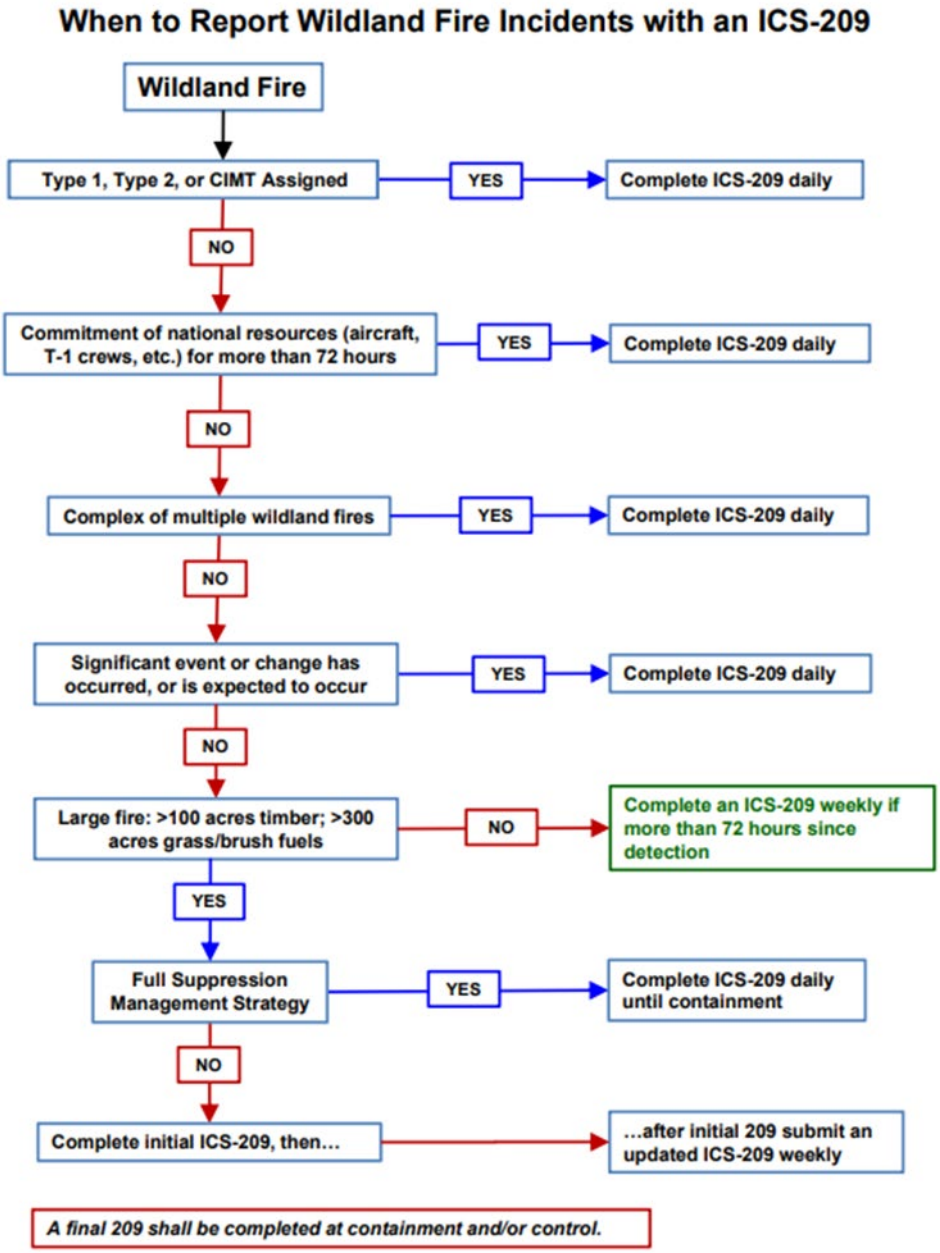
The ICS-209 is a critical piece of fire intelligence. the SWCC, the SWCG, and the NICC all rely on accurate update 209 Information for planning purposes, decision making and resource allocation. The standard for the Southwest Area is timely completion of the ICS-209 by 1800 local time on the days when 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 (or midnight) for the reporting dispatch center.

Required Reporting of Wildland Fires

The NICC classifies large wildland fires as 100 acres or larger in timber and slash fuel models; and 300 acres or larger in grass or brush fuel models; or when a Complex, Type 1, or Type 2 Incident Management Team is assigned.

Wildland fires managed for complete perimeter control (full suppression) will submit an ICS-209 daily when that wildland fire meets large fire criteria by 0200 Mountain Time to report the previous day's activity until the incident is contained. Refer to GACC Mobilization Guides or agency policy for reporting requirements once containment is achieved.

Wildland fires managed under a Monitor, Confine, or Point Zone Protection management strategy will submit an ICS-209 following the guidelines outlined below in the *When to Report Wildland Fire Incidents with an ICS-209*. For incidents that require daily reporting, ICS-209s should be submitted daily by 0200 Mountain Time to report the previous day's activity. For incidents that require weekly reporting, ICS-209s should be submitted weekly by Friday at 0200 Mountain Time.



Non-Fire Incidents

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

Wildland fires within a complex should be aggregated and included in one ICS-209. A complex is two or more individual wildland fires located in the same general proximity, which are assigned to a single Incident Commander or Unified Command. Instructions on how to create a complex can be found at:

https://www.nifc.gov/nicc/predictive-services/intelligence

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- *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 a 209 fire is:*
  - *Fire is created in WildCAD-e and receives an IRWIN ID*
  - *Upon the fire meeting 209 criteria, select the "Give ADS to SIT/209" checkbox on the incident in WildCAD-e*
  - *Create an "Initial" 209 for the fire in the SIT-209 system.*
  - *Create "Update" 209s as needed for the duration of the fire (see below).*
  - *Complete a "Final" 209 up reaching containment or completion of objectives. This should occur before the fire is timestamped "Controlled" or "Out" in WildCAD-e (see below).*
  - *Unselect the checkbox for "Give ADS to SIT/209" in WildCAD-e before closing the incident.*
- *The proper workflow for administering a 209 fire is:*
  - *Fire is created in WildCAD-e and receives an IRWIN ID*
  - *Upon the fire meeting 209 criteria, select the "Give ADS to SIT/209" checkbox on the incident in WildCAD-e*
  - *Create an "Initial" 209 for the fire in the SIT-209 system.*
  - *Create "Update" 209s as needed for the duration of the fire (see below).*
  - *Complete a "Final" 209 up reaching containment or completion of objectives. This should occur before the fire is timestamped "Controlled" or "Out" in WildCAD-e (see below).*
  - *Unselect the checkbox for "Give ADS to SIT/209" in WildCAD-e before closing the incident.*
- *If the strategy for the incident is **Suppression** only (i.e. 100%)*
  - *The proper workflow for administering a 209 fire is:*
  - *Fire is created in WildCAD-e and receives an IRWIN ID*
  - *Upon the fire meeting 209 criteria, select the "Give ADS to SIT/209" checkbox on the incident in WildCAD-e.*
  - *Create an "Initial" 209 for the fire in the SIT-209 system.*
  - *Create "Update" 209s as needed for the duration of the fire (see below).*
  - *Complete a "Final" 209 up reaching containment or completion of objectives. This should occur before the fire is timestamped "Controlled" or "Out" in WildCAD-e (see below).*
  - *Unselect the checkbox for "Give ADS to SIT/209" in WildCAD-e before closing the incident.*
- *If the strategy for the incident is **Confine, Monitor, or Point Protection**, or any combination (including Suppression, as part of)*
  - *"Updates" will be submitted on "Thursday" no later than 1800 (Dispatch Center Local Time) when possible, and by midnight regardless.*
    - *If, at any time, any of the criteria is met aside from being a "Large" fire, "updates" will be changed to daily submissions.*

- *A "Final" ICS-209 will be submitted once the incident is declared 100% contained or completed.*
- *If deemed necessary, the SWCG and the SWCC can require additional ICS-209's to be submitted (for example per day or multiple per week).*
- *If an incident is deemed to have progressed into the latter stages of the incident and no longer carries a significant level of national resources, the SWCG and the SWCC has the discretion to change the sequence of submissions (i.e., change submissions from daily to weekly or vice versa). This must be agreed upon by the local center and SWCC Intelligence personnel, and NICC intelligence shall be notified of the schedule change.*

- *IMT Assignment*
  - *If an IMT is to be assigned, the dispatch center will generally submit the "Initial" and any "Updated" ICS-209's until the IMT is in place and has assumed command.*
  - *While an IMT 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.*

Interagency Situation Report

GACC Intelligence staff will ensure that all dispatch centers within their geographic area submit Situation Reports through the SIT/209 Application at different frequencies throughout the year. The reporting period for this report is 0001 to 2400. At National Preparedness Level 2 the NICC Intelligence Coordination staff will retrieve situation reports from the SIT/209 Application by 0200 Mountain Time. Fires and acres shall be reported by protection responsibility. Reporting is required for all prescribed fire activity on the same schedule as wildland fires.

Incident Management Situation Report

The National Incident Management Situation Report (IMSR) is issued at different frequencies throughout the year due based on incident activity. During periods of light activity, the IMSR shall be issued weekly on Fridays. As activity increases, the IMSR shall be issued daily Monday through Friday. The IMSR shall be issued daily at National Preparedness Level 3 and above, or when incident activity and resource mobilization determine the need for a daily IMSR.

The IMSR is prepared by the NICC Intelligence Program staff from Information and data derived from the SIT/209 Application. What is included in the IMSR can be found at:

https://www.nifc.gov/nicc/incident-Information/imsr

Large full suppression wildland fires are typically reported in the IMSR until:

The incident is contained.
The incident has less than 100 personnel assigned.
The incident is no longer demonstrating significant activity.
The incident fails to submit an ICS-209 three (3) days in a row.

Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported on the IMSR when the event exceeds 100 acres in timber and slash fuel models, 300 acres in grass or brush fuel models, or a Complex, Type 1, or Type 2 Incident Management Team is assigned. Large, long-duration fires will be reported in the IMSR until activity diminishes, and thereafter when significant activity occurs (i.e., acreage increase of 1,000 acres or more since last reported, significant resource commitment, a significant event occurs, etc.).

The Active Incident Resource Summary is updated daily in the IMSR. It includes the total count of fires and acres with resources assigned that have been reported in the SIT-209 program within the last seven days.

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- *Access to the SIT209 Application is via FAMAuth (https://iwfirp.nwcg.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.*
- *Requirements 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).*
    - *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 are 10 or less and/or the number of acres are 100 or less, you will need to enter the data via the "Daily Fire Statistics" tab. If this occurs, please insert a statement in the "Remarks" tab indicating the days the entry covers.*
    - *If 2 or more days of reporting are missed or skipped, and the number of fires are 11 or more and/or the number of acres are 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 or 2 Incident Management Team (IMT) is committed to an incident.*
    - *When fire danger for 50% of the units within the dispatch area are 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 total number of new fires for the reporting period (i.e. generally the period*

between the last report and the new submission).

- *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, a good rule of thumb is to 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.*
- *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. 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.*

Predictive Services Applications

FTP.NIFC.GOV

The official site for interagency wildland fire incident data (i.e. GIS layers, fire perimeter maps, IAP's, 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_Incidents/*
      - *The data in this folder is downloadable by anyone. However, in order to upload files to the site, an iNAP Username and password, as well as 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, Infrared, etc.). An iNAP User name and password 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.*

NFMD – National Fuel Moisture Database

The National Fuel Moisture Database (NFMD) is a web-based query system that enables any unit to input sampled live fuel moisture (and dead fuel moisture) Information into a centralized database. The system is routinely updated by fuels specialists and technicians. The program is being migrated into FEMS, The Fire Environment Mapping System, with supplemental guidance to follow after this document's publication.

The SWCC Intelligence Operations Section is responsible for the general administration of the NFMD database established for Southwest Area use. A link to the National, as well as Southwest Area, NFMD website can be found via the SWCC website, Fuels / Fire Danger page.

Any unit within the Southwest Area can input data into the NFMD. To be a part of the NFMD program, several items are required:

- *A sample site must be currently established on the unit (or planned to be established before creating the site in the NFMD)*
- *Submission of a "Sample Site Description" Form to the SWCC Intelligence Operations Section*
- *A login password for each sample site*
- *A dedication to keeping the data collected from the sample site up-to-date into the NFMD*

To establish a sample site in the NFMD, click the link "How to Set Up a Sample Site in the NFMD" found via the SWCC website, Fuels / Fire Danger page.

To change a site's password, click the link "CHANGE Password" which can be found via the SWCC website, Fuels/Fire Danger page.

For additional Information or if you have questions about the NFMD program, contact the SWCC Intelligence Personnel.

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 on 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 capable system coordinating data exchange between a number of 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, 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, nothing entered in WFDSS or Inform will be fed to the other systems. 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" 209 has been submitted. ADS must be revoked from SIT/209 after the final ICS-209 has been submitted, and before the "Control Time" or "Complete Time" are recorded in WildCAD-e.*

- *IRWIN Observer*
  - *This program allows one to monitor all incident-related activity that is made available to IRWIN throughout the day.*
  - *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 Operations Section.*
  - *For additional Information or if you have questions about IRWIN Observer as it relates to Intelligence applications, please contact the SWCC Intelligence Operations 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

Incidents will be created by the dispatch center with delegated authority for the benefiting agency(s) and associated Protecting Unit based on the incident's point of origin (POO). Unique Incident Identifiers are derived from the Protecting Unit Identifier and the Local Incident Identifier. Examples:

MT-FNF-000567
AZ-CRA-000231

The Unique Incident Identifier includes the calendar year but is only visible in some dispatch applications. Incident data and all ordering for the incident is tracked under the Unique Incident Identifier for the life of the incident.

Incident Record Creation and Data Integration

The Integrated Reporting of Wildland-Fire Information (IRWIN) service is designed to provide "end-to-end" fire reporting capability. IRWIN provides data exchange capabilities between integrated fire applications used to manage data related to wildland fire incidents. IRWIN focuses on the goals of reducing redundant data entry, identifying authoritative data sources, and improving the consistency, accuracy, and availability of operational data.

IRWIN can be thought of as a central hub that orchestrates data between integrated fire applications. Examples of integrated applications are various Computer Aided Dispatch (CAD) programs, the Interagency Resource Ordering Capability (IROC) program, the FireCode system, the SIT/209 application, the Wildland Fire Decision Support System (WFDSS), and the Interagency Fire Occurrence Reporting Modules (Inform). Data is synchronized between participating applications to ensure the most current data is available in near-real-time. IRWIN supports conflict detection and resolution on all new wildfire incidents to support a unique record for each incident.

Local Dispatch Centers have the primary responsibility for creating incidents within an integrated fire application or program. For incident Information to flow properly through IRWIN, incidents shall be created in one of the following ways:

If there is a CAD present - Create the record in the CAD.

If a CAD is not present - Create the record in Inform.

If neither option is available, coordinate with the local dispatch center to create the incident utilizing standard operating procedures.

Creating an incident within FireCode should be rare.

NWCG Event Kind and Event Categories (Incident Type)

NWCG Event Kind and Event Category data standard specifies general, high-level codes and descriptions to use when categorizing incident types and planned events. Standard data values ensure consistency and accuracy within a given application and across multiple applications.

Although an event can trigger multiple types of conditions requiring response, the primary focus should be identified when specifying the Event Kind and/or Event Type. For example, a hurricane may cause flooding, search and rescue operations, and hazardous waste spills; but the Event Kind and Event Category should be "Severe Weather and Natural Disaster" and "Hurricane/Typhoon" since the hurricane was the triggering event.

NWCG Event Kind and Event Category Standards and associated business rules are located at:

https://www.nwcg.gov/data-standards/approved/event-kind-category

Multiple Events

Multiple event/records will not be created when an incident burns onto or crosses jurisdictional boundaries. When duplicate records are inadvertently created, every effort will be made to rectify by aligning incident and resource data associated with multiple records to the correct record.

Unprotected Lands

Areas for which no fire organization has responsibility for management of a wildfire authorized by law, contract, or personal interest of the fire organization (e.g., a timber or rangeland association) are defined as unprotected. In the event a Protecting Unit can not been determined for the POO, there are two acceptable rationales for incident creation.

The responding organization determines it a threat to protected lands.
The responding organization determines the incident has already burned onto protected lands.

The responding agency fire management or duty officer will determine if either criterion is met, resulting in the creation of an incident and associated response. The responding organization assumes responsibility for the incident and their respective Unit ID will be used for the Protecting Unit.

Incident Naming Protocols

When naming a wildland fire, thought should be given to ensure it is relevant and appropriate. Most land management agencies recommend that fires are named after geographic locations or landmarks. Sensitivity should be used in selecting an incident name that will not reflect negatively on the unit, fire organization or agency. What may seem to be a purely innocent name to the local unit may in fact have negative repercussions far beyond the fire itself.

Be mindful of naming a fire something that may be construed as offensive, derogatory, or inappropriate to any ethnic, religious, or political group. Avoid using names that are considered slang or may be construed as unprofessional.

The following should be avoided when naming a wildland fire:

Including "Fire" in the incident name.
Naming a wildland fire after a person.

Naming a wildland fire after private property or company.
Naming a wildland fire that includes the phrase "Dead Man" or "Deadman."
Naming a wildland fire after another catastrophic fire (one that experienced fatalities, high property losses, etc.).
Naming a wildland fire after a well-publicized event that could cause confusion.

Fire applications and programs that send and receive Information through IRWIN have incident naming standards. Validation rules have been put in place that only allow certain naming conventions to flow properly through IRWIN. The following validation rules apply to incident naming conventions and their associated NWCG Event Code or Event Category:

An Incident Complex (CX) record will have the word Complex in the naming convention.
A Prescribe Fire record (RX) will have RX in the naming convention.
An Emergency Stabilization/BAER (BR) record will have BAER in the naming convention.
Fire Rehabilitation (FR) record will have FR in the naming convention.
The Incident Name must be two or more alpha-numeric characters in length, limited to 55 characters.
The Incident Name may be comprised of any combination of letters, numerals, and limited special characters.

More Information regarding incident name validation and exchange rules can be found at:

https://www.nwcg.gov/sites/default/files/publications/910-incident-name.pdf

Unit Identifiers

NWCG Standards for Unit Identifiers, PMS 931 outlines business rules and practices for developing and utilizing NWCG Unit Identifiers. Additional Information and instruction regarding appropriate creation, maintenance and application of wildland fire Unit Identifiers for incident management as it relates to land-based and non-land-based record creation, cooperator resource providers and incident support functions (i.e., dispatch, equipment/ radio cache and training centers) can be found within the standards.

Each Geographic Area Coordination Center Manager shall designate a Unit Identifier Data Custodian (GACC Data Custodian) and an alternate. GACC Data Custodians are responsible for ensuring each agency's internal process has been completed and have the authority to ensure appropriate NWCG Organizational Unit Codes are created.

Upon receipt of written requests, GACC Data Custodians are responsible for entering modified or newly created Unit Identifiers, and associated Information, into the System of Record (SOR). The NWCG Unit Identifier Board Chair/Co-Chair is responsible for monthly publication of changes to NWCG Unit Identifiers after approval by the NWCG Unit Identifier Board.

NWCG Standards for Unit Identifiers, PMS 931 is found at:

https://www.nwcg.gov/publications/931

Incident Reporting

The NICC has defined reporting requirements for wildfires meeting specific criteria, refer to Chapter 60 for more Information.

COST CODING

Interagency Fire and Severity Activities

The five Federal Land Management Agencies with Wildland Fire Management appropriations (BLM, BIA, NPS, FWS, and USFS) have an Interagency Agreement for Wildfire Management which provides a basis for cooperation on all aspects of wildfire activities. This agreement includes the direction to NOT cross-bill for services rendered for emergency fire suppression, including severity activities.

Regardless of the benefiting jurisdiction, Geographic Areas can preposition resources utilizing their assigned support FireCode in advance of predicted significant wildland fire potential, to meet ongoing fire activity needs when the resource assignment is not yet known, or for resources supporting multiple incidents.

For Severity, the BLM, FWS, NPS and BIA will use a four-digit interagency FireCode to track and compile costs for all severity activities; the ordering office must include the word "severity" within the resource order incident name. These DOI agencies will use FireCode D0YY when supporting FS severity activities.

Information on the interagency FireCode system can be found at:

https://www.firecode.gov/help/User_Guide.pdf

FS severity support to DOI will use the following codes by DOI Bureau:

S70001 1522 – FS resource used on BIA severity orders.
S70002 1522 – FS resource used on BLM severity orders.
S70003 1522 – FS resource used on FWS severity orders.
S70004 1522 – FS resource used on NPS severity orders.

All wildfire suppression orders are to have a four-character (alpha-numeric) interagency FireCode assigned by the ordering office. Interagency dispatch procedures have been established to incorporate assigning one FireCode per incident for use by all Federal Wildland Fire Agencies.

Orders processed through NICC must have at least one FireCode or agency financial code assigned by the ordering office. Financial codes should be consistent with the Incident Type.

Bureau of Land Management (BLM)

The BLM wildland fire management cost coding is divided into thirteen (13) activities:

Wildland Fire Preparedness	LF1000000
Suppression Operations	LF2000000 (subject to change)
Severity	LF2100000
Emergency Stabilization	LF2200000
Fuels Management	LF3100000
Burned Area Rehab	LF3200000
Fire Facilities	LF3300000
Joint Fire Science Program	LF3400000
State Assist Suppression	LF5610000

State Assist Preparedness	LF5710000
Fire Reimbursable	LF6900000
All-Hazard Reimbursable	LF6910000
Fire Trespass	L53250000

Except for Wildland Fire Preparedness and State Assist Preparedness, a project number is required regardless of the activity code being used. The standard fund coding guidelines used for suppression, rehabilitation, and fuels activities apply. The standard severity coding procedure of converting from the severity number to a fire number applies when dispatched to a specific fire. All fire severity numbers have been assigned under program LF2100000.HT0000.

Bureau of Indian Affairs (BIA)

The BIA wildland fire management funding is divided into six (6) activities and various sub-activities:

Wildland Fire Preparedness	**FBMS Functional Area**
Preparedness	AF1002020.999900
Interagency Fair Share	AF1003030.999900
National Programs	AF1004040.999900
FireBert	AF1005050.999900
Self-Governance	AF1002900.999900
Aviation	AF1002A00.999900
Wildland Fire Prevention	AF1002T00.999900
Interagency Hotshot Crews	AF1002U00.999900
Fire Ready Reserve	AF1002V00.999900
Emergency Suppression	
Suppression	AF2001010.999900
Severity	AF2105050.999900
Emergency Stabilization	AF2202020.999900
Construction & Deferred Maintenance	
Construction & Deferred Maintenance	AF3304000.999900
Self-Governance	AF3302G00.999900
Burned Area Rehabilitation	
Burned Area Rehabilitation	AF3202B00.999900
Fuels Management	
Fuels Management	AF3102H00.999900
Reserved Treaty Rights	AF3103131.999900
Resilient Landscapes	AF3103636.999900

Reimbursable-Wildland Fire Management

Preparedness	AF6901000.999900
Emergency Operation	AF6902000.999900
Burned Area Emergency Rehabilitation	AF6903000.999900
Fuels Management	AF6904000.999900
All Risk Assistance	AF6910000.999900

Proceeds of Sale of Surplus

Property/Equipment	AF6906000.999900

Proceeds of Sales of Surplus

Property/Vehicles	AF6907000.999900
Collections – Preparedness	AF6908000.999900
Collections – Suppression	AF6909000.999900

The Wildland Fire Management branch employs the Work Breakdown Structure (WBS) and Fire Codes (Prescribed by the Department and Congressional mandate) to facilitate funding programs. This will be accomplished through the use of FBMS accounting codes, including the following elements: Fund Code, Cost Center, Functional Area, Budget Object Class- Commitment Item and WBS.

A BIA example of a suppression, fire code, should look like: 18XA1125TR AAK4004401 AF2001010.999900 261A00 WBS AF. SPFAX60000.00000.

The WBS code will be on all obligation and expenditure documents. WBS codes must be established by the BIA-NIFC Budget Office or the Central Office. This will ensure all costs are tracked by the projects or missions.

Four-digit FireCode numbers are generated by the FireCode system, used by USDA and DOI. These FireCodes are entered into the FBMS system and used as appropriate. Severity FireCodes must be approved by the BIA Fire Operations Director. Preparedness, Burned Area Rehabilitation, Fuels Management and Construction and Reimbursable cost codes require funding transactions documents (FBMS Entry Document) to be approved.

National Park Service (NPS)

The NPS wildland fire management cost coding is as follows:

Wildland Fire Preparedness

PF100PP85.WX0000	Base-8 for All-Hazard support
PF100PP85.Y00000	Program Management
PF100PP85.WR0000	Readiness
PF100PP85.MF0000	Preparedness Fleet Maintenance
PF100PP85.EF0000	Research
PF100PP85.YP0000	Plan/Compliance
PF100PP85.S00000	Provide Community Assistance

PF100PP85.WW0000	Respond to Wildfires
PF100PP85.P00000	Preventative Maintenance
PF100PP85.M00000	Corrective Maintenance

Fire Facilities Construction & Maintenance

PF330FF85.M00000	Fire Facility Corrective Maintenance
PF330FF85.CN0000	Fire Facility Construction

Suppression Operations

PF200SP85.WW0000	Respond to Wildfires
PF210SV85.WV0000	Severity
PF210SV85.WU0000	Step-Up
PF220ES85.RM0000	Wildfire Burned Area Response

Burned Area Rehabilitation

PF320BR85.RM0000	Wildfire Burned Area Response
PF320BR85.Y00000	Program Management
PF320BR85.AM0000	Monitor Treatment

Hazardous Fuels Reduction – Non-WUI

PF310HF85.Y00000	Program Management
PF310HF85.WP0000	Implement Prescribed Fire
PF310HF85.YP0000	Plan/Compliance
PF310HF85.AM0000	Monitor Treatment
PF310HF85.WM0000	Implement Mechanical Treatments
PF310HF85.WC0000	Implement Other Treatments
PF310HF85.MF0000	Non-WUI Fleet Maintenance
PF310HF85.EF0000	Research

Hazardous Fuels Reduction – WUI

PF310WF85.Y00000	Program Management
PF310WF85.WP0000	Implement Prescribed Fire
PF310WF85.YP0000	Plan/Compliance
PF310WF85.AM0000	Monitor Treatment
PF310WF85.WM0000	Implement Mechanical Treatments
PF310WF85.WC0000	Implement Other Treatments
PF310WF85.EF0000	Research

State Assistance

PF46060C8.W00000	State Assistance Collect Operations
PF47070C8.W00000	State Assistance Collect Preparedness

PF56161C8.W00000	State Assistance Expenditures Operations
PF57171C8.W00000	State Assistance Expenditures Preparedness

The interagency FireCode will be used by the National Park Service for tracking and compiling costs for wildland fire suppression, severity (including step-up), emergency stabilization and burned area rehabilitation activities.

Fish and Wildlife Service (FWS)

The FWS wildland fire management cost coding is provided below:

Wildland fire Preparedness	FF.F10000##ZZZZ0
Suppression Operations	FF.F20000##ZZZZ0
Severity	FF.F21000##ZZZZ0
Emergency Stabilization	FF.F22000##ZZZZ0
Burned Area Rehabilitation	FF.F32000##ZZZZ0
Hazardous Fuels Reduction (Non-WUI)	FF.F31000##NZZZZ
Hazardous Fuels Reduction (WUI)	FF.F31000##WZZZZ

= FWS Region number (01-09) ZZZZ = project assigned code/FireCode

All cost codes require a ten-digit cost center, then a fifteen-digit Work Breakdown Structure (WBS), which includes the interagency FireCode or project number. The interagency FireCode will be used with the appropriate account as stated in the FWS Fire Business Guide. All fire operations activities require a project number.

The interagency FireCode will be used by the Fish and Wildlife Service for tracking and compiling costs for wildland fire suppression, severity, and subsequent rehabilitation activities.

Forest Service (FS)

The interagency FireCode Program will be used to generate a four (4) character code that will be used to track and compile costs.

“P” codes represent wildland fire suppression incidents.

“S” codes represent severity requests. Each Region/Forest will have one S-code for Regional Office approved severity. Regional severity codes will be established in the format: S#1111. Region/Unit overrides will be used.

“F” codes indicate FEMA supported incidents. An “F” code will be assigned by the Forest Service Regional Office that is within the affected FEMA Region. Individual resources ordered to a FEMA incident will charge to the appropriate “F” code. Units providing support to a FEMA incident will charge to the “F” code in accordance with the FS annual incident job code guidance. Under the NRF, overtime, travel, and per diem are reimbursable. Base salary of all employees on assignment to a FEMA incident will be charged to the appropriate “F” code and paid from the Emergency Operations (WFSU) account.

CHAPTER 80
FORMS

Listed below are links to commonly used forms. It is suggested that units download and save these forms to assure access to them when they might not be immediately available via the internet. Frequent downloads will make sure units have the current version of the forms.

The following forms are all available at: https://www.nifc.gov/nicc/logistics/coord_forms.htm

Resource Order Form

Mobile Food and Shower Service Request

Cooperator Aircraft Use Validation Form

Passenger and Cargo Manifest

Aircraft Flight Request/Schedule Form

FAA Temporary Tower Request Form

Request for a Temporary Flight Restriction Detail Request Form

Wildland Fire Fatality and Entrapment Form

Assignment Extension Requirements and Documentation Form

Rationale for Assigning/Requesting Incident Management Teams

Reimbursable Form

The ICS 209 Incident Status Summary is available at:

https://fam.nwcg.gov/fam-web/sit/ics209.pdf

The Fuels and Fire Behavior Advisory Template is located at:

https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_fire-danger.htm

NWCG Aircraft Conflict Initial Report is located at:

https://www.nwcg.gov/sites/default/files/committee/docs/iasc-aircraft-conflict-initial-report-form.pdf

NWCG Hazard Relief Participant Request Form, PMS 520-1

https://www.nwcg.gov/sites/default/files/publications/pms520-1.pdf

CHAPTER 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	
National Interagency Coordination Center Main Line (24 hours): (208) 387-5400 Facsimile Number: (208) 387-5663 or 5414 **Functional Area Desks: (208) 387-5400** AIRCRAFT: Option 1 EQUIPMENT/SUPPLIES: Option 2 CREWS: Option 3 OVERHEAD/IMTs: Option 4	3833 Development Ave. Boise, Idaho 83705 Flight Following: (800) 994-6312 Electronic Mail: nicc.cod@firenet.gov **Functional Area Desks: (208) 387-5400** INTELLIGENCE: Option 5 AIRSPACE: Option 6 COD (Coordinator on Duty): Option 7

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
PETERSON, Sean Center Manager	Boise, ID	(208) 387-5418	(208) 258-4267
MAUGHAN, Maegan Deputy Center Manager	Boise, ID	(208) 387-5662	(208) 780-9435
HARTMAN, Derrek Deputy Center Manager	Boise, ID	(208) 387-5439	(208) 296-0986
JOHNSTON, Nicki Administrative Assistant	Boise, ID	(208) 387-5002	N/A
BENDER, Jesse CIMT Coordinator	Boise, ID	(208) 207-2859	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
VACANT Emergency Operations Coordinator	Boise, ID	(208) 387-5661	N/A
HUNT, Will Lead Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
MAYER, Scott Lead Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 841-9992
CLACK, Wade Lead Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 841-9994
VACANT Lead Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
ABBOTT, Blake Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 841-9991
BREITENSTEIN, Perry Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 954-9136
VANHOOZER, Dane Logistics Coordinator	Boise, ID	(208) 387-5400	N/A

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
KENNEDY, Ty Logistics Coordinator	Boise, ID	(208) 387-5400	(208) 972-2621
MUNGUIA, Jose Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
MOORE, Jason Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 200-2492
MACKEY, Troy Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
SMITH, Greg Logistics Coordinator	Boise, ID	(208) 387-5400	(986) 200-3051
TERREL, Nick Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
DOYLE, Darcy Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
MARTINDALE, Jason Logistics Coordinator	Boise, ID	(208) 387-5400	N/A
OWCZARZAK, Kim Airspace Program Manager	Boise, ID	(208) 387-5567	(208) 296-9818
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
VACANT Website Program Manager	Boise, ID	(208) 387-XXXX	N/A

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 Facsimile Number: (907) 356-5678	1541 Gaffney Road Ft. Wainwright, Alaska 99703 Mailing Address: PO Box 35005 Ft. Wainwright, AK 99703 Electronic Mail: blm_ak_accmob_dispatch@blm.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
CROWE, Ray Center Manager	Fairbanks, AK	(907) 356-5677	(907) 370-6728
SHOOK, Hilary Deputy Center Manager	Fairbanks, AK	(907) 356-5685	(907) 370-3794
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
HUMPHREY, Jennifer Emergency Operations Coordinator	Fairbanks, AK	(907) 356-5690	(907) 378-0840
VACANT Intelligence Coordinator	Fairbanks, AK	(907) 356-5671	N/A
ELLIOTT, Jennifer Aircraft Coordinator	Fairbanks, AK	(907) 356-5689	N/A
VACANT Equipment Coordinator	Fairbanks, AK	(907) 356-5687	N/A
VACANT Overhead/Crew Coordinator	Fairbanks, AK	(907) 356-5684	N/A
STEVENS, Eric Fire Weather Program Meteorologist	Fairbanks, AK	(907) 356-5691	N/A
STRADER, Heidi Fire Weather Program Meteorologist	Fairbanks, AK	(907) 356-5691	N/A
VACANT Fire Behavior Analyst	Fairbanks, AK	(907) 356-5673	N/A

Eastern Area Coordination Center (EACC)

UNIT AND CONTACT INFORMATION	
Eastern Area Coordination Center Main Line (24 hours): (844) 237-3508	Fully Remote – No Physical Location Electronic Mail: wieacc@usda.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
NEYLON, Brendan Center Manager	Duluth, MN	(844) 237-3508	N/A
PARRISH, Jennifer Deputy Center Manager	Milwaukee, WI	(844) 237-3508	N/A
SELLNER, Samantha Aviation Coordinator	Milwaukee, WI	(844) 237-3508	N/A
HAMMAN, Amanda Logistics Coordinator	Redmond, OR	(844) 237-3508	N/A
HECKEL, Matt Intelligence Coordinator	Taos, NM	(844) 237-3508	N/A
MARIEN, Steve Fire Weather Program Manager	St. Paul, MN	(844) 237-3508	N/A
BRIGHT, Cheryl Fire Analyst	Spooner, WI	(844) 237-3508	N/A

Great Basin Coordination Center (GBCC)

UNIT AND CONTACT INFORMATION	
Great Basin Coordination Center Main Line: (801) 531-5320 Toll Free: (800) 844-5497 Facsimile Number: (801) 531-5321	401 Jimmy Doolittle Road, Suite 202 Salt Lake City, Utah 84116 1st on-call, after hours: (801) 556-0647 2nd on-call, after hours: (801) 556-1698 Electronic Mail: utgbc@firenet.gov

*****IF NO ANSWER AT ABOVE NUMBER, CALL IN ORDER LISTED BELOW*****

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
DINGMAN, Gina 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
VACANT Operations Coordinator – Crews	Salt Lake City, UT	(801) 531-5320	N/A
VACANT 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
MCGUIRE, 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
TALLON, Megan 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	
Northern Operations Coordination Center Main Line (24 hours): (530) 226-2800 Main Line: (530) 226-2801 Facsimile Number: (530) 223-4280	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

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
MASOVERO, Anthony Assistant Director Operations	Redding, CA	(530) 226-2700	(530) 228-9780
HACKETT (FORNI), Laurie Center Manager	Redding, CA	(530) 226-2839	(530) 227-9102
SITES, Keren Deputy Center Manager	Redding, CA	(530) 226-2800	(530) 227-9017
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
BUNKER, Chris Mobilization Coordinator	Redding, CA	(530) 226-2800	(530) 524-6202
CLOUGH, Ed Aviation Coordinator	Redding, CA	(530) 226-2800	(530) 605-6895
VACANT Aircraft Dispatcher	Redding, CA	(530) 226-2800	(530) 410-8456
VACANT Aircraft Dispatcher	Redding, CA	(530) 226-2800	(530) 410-4779
VACANT Aircraft Dispatcher	Redding, CA	(530) 226-2800	N/A
VACANT Aircraft Dispatcher	Redding, CA	(530) 226-2800	N/A
MOORE, Juel Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 215-9039
MILOVICH, Rob Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 440-4162
WHEELER, Ryan Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 410-8441
FLANAGAN, Samantha Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 685-0478

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
PARKER, Stephen Logistics Coordinator	Redding, CA	(530) 226-2800	(530) 816-0084
GARDUNIO, Billy Fire Management Specialist	Redding, CA	(530) 226-2730	(530) 604-8643
OSBORNE, Kevin Fire Management Specialist	Redding, CA	(530) 226-2730	(530) 782-2712
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
TONKIN, Jeff Meteorologist / Forecaster	Redding, CA	(530) 226-2730	(530) 410-1615
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 Facsimile Number: (406) 329-4891	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
HOLSAPPLE, Kate Center Manager	Missoula, MT	(406) 329-4709	N/A
MCALLISTER, Jay Assistant Center Manager	Glasgow, MT	(406) 329-4995	N/A
VACANT DNRC Direct Protection Coordinator	Missoula, MT	(406) 329-4881	N/A
SORENSON, Kat Logistics Coordinator – Aircraft	Missoula, MT	(406) 329-4882	N/A
PAGE, Hannah Assistant Logistics Coordinator – Aircraft	Missoula, MT	(406) 329-4883	N/A
BROOKS, Alex Intelligence Coordinator	Missoula, MT	(406) 329-4888	N/A
FINE, DJ Intelligence Coordinator (Acting)	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
BRAGONIER, Cade Logistics Coordinator – Crews	Missoula, MT	(406) 329-4996	N/A
VACANT Asst Logistics Coordinator	Missoula, MT	(406) 329-4967	N/A
BORSUM, Daniel Predictive Services Meteorologist	Billings, MT	(406) 591-0508	N/A
MCCORMICK, Rebekah Predictive Services Meteorologist	Billings, MT	(406) 591-0508	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
BUHL, Corey Northern Rockies Operations Specialist	Billings, MT	(406) 868-7419	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	N/A
WALTHER, Jeff Emergency Operations Manager	Portland, OR	(503)808-2722	N/A
POE, Brandon Asst. Emergency Operations Manager	Portland, OR	(503) 808-2724	N/A
VACANT Asst. Emergency Operations Manager	Portland, OR	(503) 808-2725	N/A
MORALES, Matthew Asst. Emergency Operations Manager	Portland, OR	(503) 808-2726	N/A
PRIME, Kevin Aircraft Coordinator	Portland, OR	(503) 808-2720	N/A
MOORE, Evan Overhead/Crew Coordinator	Portland, OR	(503) 808-2720	N/A
ATTEBURY, Gary Aviation/Airspace Specialist	Portland, OR	(503) 808-2730	N/A
CONNOLLY, Carol Public Affairs Specialist	Portland, OR	(503) 808-2764	N/A
MOORE, Chris Fire Management Analyst	Portland, OR	(503) 808-2733	N/A
SALTENBERGER, John Fire Weather Program Manager	Portland, OR	(503) 808-2737	N/A
BONK, Jon Fire Weather Meteorologist	Portland, OR	(503) 808-2756	N/A
VACANT Intelligence Coordinator	Portland, OR	(503) 808-2734	N/A
GRELL, Jon Intelligence Coordinator	Portland, OR	(503) 808-2780	N/A
ASSALI, Desraye GIS Specialist	Portland, OR	(503) 808-2741	N/A

Rocky Mountain Area Coordination Center (RMCC)

UNIT AND CONTACT INFORMATION	
Rocky Mountain Area Coordination Center Main Line (24 hours): (303) 445-4300 Toll Free (24 hours): (800) 494-2073 Facsimile Number: (303) 445-4300	Denver Federal Center Building 40 Lakewood, Colorado 80225 Mailing Address: PO Box 151029 Lakewood, CO 80215 Electronic mail: cormc@firenet.gov

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
BALDAUF, Amy Operations Coordinator- Crews	Lakewood, CO	(303) 445-4300	N/A
WEITZ, Alex 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
VACANT Dispatcher	Lakewood, CO	(303) 445-4322	N/A
RMACC Public/Media Fire Information Line	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 Facsimile Number: (678) 320-3036	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
ROBINSON, Tracy Assistant Area Coordinator – Overhead & Teams	Atlanta, GA	(678) 320-3002	(678) 841-5186
TURNER, Jesse Logistics Coordinator – Crews, Modules, Equipment & Supply	Atlanta, GA	(678) 320-3004	(404) 909-1197
MEBANE, Alan Operations Coordinator – Aviation	Atlanta, GA	(678) 320-3003	(470) 487-7671
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	
Southern California Coordination Center Main Line (24 hours): (951) 276-6721 24hr Mobilization D.O.: (951) 276-6721 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 Facsimile - Aircraft: (951) 320-6215	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: SM.FS.osclogostics@usda.gov SM.FS.osc-aviation@usda.gov SM.FS.OSCIntel@usda.gov

NAME/TITLE	CITY/STATE	OFFICE PHONE	ALTERNATE
AHEARN, Matt Assistant Fire Director, Operations	Riverside, CA	(951) 315-5856	N/A
TOMASELLI, Jim GACC Center Manager	Riverside, CA	(951) 201-3687	N/A
VACANT Deputy GACC Manager, FS	Riverside, CA	(951) 320-6109	N/A
LANNEN-LITTLEFIELD, Andrea Deputy GACC Manager, BLM	Riverside, CA	(951) 269-9021	N/A
RAPHAEL, David Aviation Coordinator	Riverside, CA	(951) 321-1879	N/A
SALAS, Manny Mobilization Coordinator	Riverside, CA	(951) 320-6196	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
VACANT Intelligence Coordinator	Riverside, CA	(951) 320-6107	N/A

Southwest Area Coordination Center (SWCC)

UNIT AND CONTACT INFORMATION	
Southwest Area Coordination Center Main Line (24 hours): (505) 842-3473 Facsimile Number: (505) 842-3801	333 Broadway SE Albuquerque, NM 87102 Toll Free: (888) 440-4333 Electronic Mail: nmswc@firenet.gov

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
Vacant Area Coordinator	Albuquerque, NM	(505) 842-3473	N/A
CARSON, Julianne Aircraft Dispatcher	Albuquerque, NM	(505) 842-3473	N/A
SEDILLO, Oscar Asst. Coordinator	Albuquerque, NM	(505) 842-3473	N/A
GENTRY, Jacob Intelligence Coordinator	Albuquerque, NM	(505) 842-3473	(505) 870-5079

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
ICAC	Incident Commanders Advisory Council
AD	Administratively Determined
AFF	Automated Flight Following
AGL	Above Ground Level
AIMS	At Incident Management Support
AMRS	All-Hazards Meteorological Response System
ARA	Air Resource Advisor
ASTAT	Aviation Safety and Technical Assistance Team
ASM1	Aerial Supervision Module
ATD	Actual Time of Departure
BAER	Burned Area Emergency Response
BIA	Bureau of Indian Affairs
BHA	Bureau for Humanitarian Assistance
BLM	Bureau of Land Management
BNML	Battalion Military Liaison
BPA	Blanket Purchase Agreement
BUYT	Buying Team
CDO	Communications Duty Officer
CIMT	Complex Incident Management Team
COD	Coordinator on Duty
COMC	Communications Coordinator
COML	Incident Communication Unit Leader
COP	Chief-of-Party
COR	Contracting Officer Representative
CORD	Expanded Dispatch Coordinator
CMAT	Community Mitigation Assistance Teams

CRWB	Crew Boss
CREP	Crew Representative
CRM	Crew Resource Management
CWN	Call-When-Needed
DASP	Disaster Assistance Support Program
DCO	Defense Coordinating Officer
DDP	Designated Dispatch Point
DLA	Defense Logistics Agency
DOD	Department of Defense
DOI	Department of Interior
EDSP	Expanded Dispatch Supervisory Dispatcher
EERA	Emergency Equipment Rental Agreement
EFTR	Emergency Firefighter Time Report
ESF	Emergency Support Function
EST	Emergency Support Team
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FAST	Fire and Aviation Safety Team
FFAST	Federal Fire and Aviation Safety Team
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FMO	Fire Management Officer
FOG	Field Operations Guide
FOR	Fixed Operating Rate
FRS	Family Radio Service
FS	Forest Service
FSS	Federal Supply System
FTA	Fire Traffic Area

FWS	Fish and Wildlife Service
GACC	Geographic Area Coordination Center
GACG	Geographic Area Coordinating Group
GMAC	Geographic Multi-Agency Coordinating Group
GSA	General Services Administration
HMGB	Helicopter Manager Single Resource
HSPD	Homeland Security Presidential Directive
HUCC	Host Unit Coordination Center
IA	Initial Attack
IAA	Incident Awareness and Assessment
IARR	Interagency Resource Representative
I-BPA	Incident Blanket Purchase Agreement
IC	Incident Commander
ICS	Incident Command System
ICS 209	Incident Status Summary
IHC	Interagency Hotshot Crew
IMET	Incident Meteorologist
IMSR	Incident Management Situation Report
IMT	Incident Management Team
INBA	Incident Business Advisor
Inform	Interagency Fire Occurrence Reporting Modules
IQCS	Incident Qualification Certification System
IQS	Incident Qualification System
IR	Infrared
IRAWS	Incident Remote Automatic Weather Station
IRIN	Infrared Interpreter
IROC	Interagency Resource Ordering Capability
IRWIN	Integrated Reporting of Wildland-Fire Information
ISO	Incident Support Organization
IWFAQRP	Interagency Wildland Fire Air Quality Response Program
JFO	Joint Field Office

MAC	Multi-Agency Coordinating Group
MAFFS	Modular Airborne Firefighting Systems
MAP	Mandatory Availability Period
MOU	Memorandum of Understanding
NAPM	National Aviation Program Manager
NASF	National Association of State Foresters
NCO	National Contracting Officer
NCR	National Contract Resource
NFES	National Fire Equipment System
NFPET	National Fire Prevention Education Team
NFWC	National Fixed-Wing Coordinator
NFWOC	National Fire Weather Operations Coordinator
NICC	National Interagency Coordination Center
NIFC	National Interagency Fire Center
NIMO	National Incident Management Organization Teams
NIICD	National Interagency Incident Communications Division
NIROPS	National Infrared Operations
NISC	National Interagency Supply Cache
NISRM	National Interagency Standards for Resource Mobilization
NMAC	National Multi-Agency Coordination Group
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRCC	National Response Coordination Center
NRF	National Response Framework
NSP	National Surge Package
NWCG	National Wildfire Coordinating Group
NWS	National Weather Service
OAS	Office of Aviation Services
OFDA	Office of Foreign Disaster Assistance
OSHA	Occupational Safety and Health Administration
PAX	Passengers

POE	Point of Entry
POO	Point of Origin
PPE	Personal Protective Equipment
PRAWS	Project Remote Automated Weather Station
RAO	Regional Aviation Officer
RAP	Review, Audit, Process Team
RAWS	Remote Automated Weather Station
RFA	Request for Assistance
RIST	Remote Incident Support Team
ROC	Regional Operations Center
RRCC	Regional Response Coordination Center
RSFWSU	Remote Sensing/Fire Weather Support Unit
SA	Situational Awareness
SAIT	Serious Accident Investigation Teams
SEAT	Single Engine Airtanker
SOR	System of Record
TFR	Temporary Flight Restriction
THSP	Technical Specialist
UAS	Unmanned Aerial Systems
UHF	Ultra High Frequency
USA	United States of America
USAID	U.S. Agency for International Development
USDA	United States Department of Agriculture
USFA	United States Fire Administration
UTF	Unable to Fill
VHF	Very High Frequency
VOR	VHF Omnidirectional Range
VLAT	Very Large Airtanker
WFDSS	Wildland Fire Decision Support System
WUI	Wildland Urban Interface

EXECUTIVE SUMMARY OF CHANGES FOR 2024

Summary of Changes Definitions

Non-Policy Changes

Changed: Wording was changed or updated by NICC for clarification or conciseness.
Updated: Topics, descriptions and wording is new and added by NICC.
Deleted: Topics, descriptions, sentences, etc., removed by NICC that are no longer applicable.
Moved: Subject headings and content moved into a new chapter. Subjects rearranged/reorder within the same chapter do not meet this definition.

Policy Related Changes

Replaced: Wording was changed or updated by NMAC for clarification or conciseness
Added: Topics, descriptions and wording is new and added by NMAC
Removed: Topics, descriptions, sentences, etc., removed by NMAC that are no longer applicable.

Global Changes

Replaced: National Mobilization Guide With: National Interagency Standards for Resource Mobilization

Chapter 10 Objectives, Policy, and Scope of Operation

Total Mobility Concept

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

Priorities

Removed: *"and confirm drawdown levels."* from first sentence.
Added: *"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"*
Added: "*Resource allocation decisions are based on the following considerations:*

- *Wildfire suppression.*
- *Emergency Support Function (ESF) / National Response Framework.*
- *Agency Prescribed Fire operations.*
- *International cooperation."*

Local And Geographic Area Drawdown Levels

Replaced: "*Although drawdown resources are considered unavailable outside the local or Geographic Area for which they have been identified, National Resources may still be reallocated by the Geographic Area or NICC in coordination with NMAC to meet higher priority obligations."* With: *"Drawdown resources are considered unavailable outside the local or Geographic Area for which they have been identified, National Resources may be reallocated by NMAC in coordination with the NICC and Geographic Areas to meet higher priority obligations."*
Removed as redundant: *"Drawdown resources are considered unavailable outside the local or geographic area for which they have been identified."*

National Resources
Removed: *Type 1 IMTs*

National Surge Packages
Removed: *"At any time, GMACs may also request specific resources for consideration and assembly by NMAC as NSP resources/packages."*
Added to last sentence: *"and report back to their NMAC liaison on accomplishments/utilization of surge resources/packages."*

Mobilization/Demobilization
Added *"agreements"* to first sentence.

Work/Rest, Length of Assignment and Days Off
Removed: "*This section provides a general overview of federal agencies' work/rest, length of assignment and days off. For a complete listing of specific federal agency policy refer to the Interagency Standards for Fire and Fire Aviation Operations (NFES 2724):https://www.nifc.gov/standards/guides/red-book"*
Replaced: "*For Type 3 – 5 incidents, paid days off should be the exception. However, if necessary, the Agency Administrator (incident host or home unit) may authorize day(s) off with pay. 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."* With: *"During extended periods of activity at the home unit, personnel will have a minimum of two (2) days off in any 21-day period. Home Unit is defined as the duty station."*

Length of Assignment
Replaced: *"An assignment is defined as the time period (days) between the first full operational period at the first incident or reporting location on the original resource order and commencement of return travel to the home unit."* With: "*An assignment is defined as the time period (days) between the first full operational period excluding travel, and the last operational period. The last operational period is the last full day worked which excludes all travel. Assignments include prescribed fire and fuels treatments."*
Updated: *"Standard assignment length is 14 days, exclusive of travel from and to the home unit, with possible extensions"*
Replaced: **"***After completion of a 14-day assignment and return to the home unit, two (2) mandatory days off will be provided (2 after 14)"* With: *"After completion of a 14-day assignment and return to the home unit, three (3) mandatory days off will be provided (also referred to as "3 after 14").*
Added: *"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."*
Added: *"Contracted aircraft are not restricted by length of assignment. In order to limit disruption to operations, reduce strain on the ordering system and reduce unnecessary mobilization and demobilization of these high-cost resources, exclusive-use aviation personnel are encouraged to utilize a personnel rotation schedule that meets staffing criteria required of the resource."*
"When numerous internal rotations of staffing Exclusive-Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances."

Assignment Extension
Updated when assignments may be extended to include:

- *A military battalion is assigned.*

- *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.).*

Updated: *"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).* With: *Regardless of extension duration, two mandatory days off will be provided prior to the twenty-second day of the assignment. When personnel are required to take a mandatory day off, which falls on their normal day off, there will be no pay compensation."*

IMT Length of Assignment and Mandatory Unavailability

Added: *"**CIMT Length of Assignment and Mandatory Unavailability**"*

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

Day 1 will be the first full day following IC travel to the reporting location on the original resource order, whether it is staging/preposition, to shadow, or the first day in command of the incident.

For a 14-day assignment, transfer of command may happen on day 14 or the morning of day 15, provided travel back to the home unit begins on day 15. Closeouts, evaluations, and other final processes should be conducted prior to day 15.

Should an extension be approved, the transfer of command will occur no later than the final extension date.

Requests to NMAC for a CIMT to be available again prior to the 7-day unavailability period should occur prior to the start of the 7 days. Only in exceptional circumstances will a CIMT be asked by NMAC within the 7-day period to roster prior to the end of the 7 days.

The day following return travel by the IC will be day 1 of the CIMT unavailability period. The CIMT will be available to roster after a full 7 days have passed. Agency approved days off are included in the 7-day unavailability period.

Tracking of these days will be accomplished by the Geographic Areas and shared with the NICC CIMT Coordinator for planning purposes."

Incident Management Team Extensions

Replaced: *"NMAC approval is required for Type 1 IMTs and CIMTs."* With: *"NMAC approval is required for Complex Incident Management Team extensions."*

National Fire Preparedness Plan

Replaced: *"Situations and activities described within the Preparedness Levels consider wildland fires and prescribed fires."* With: *"Situations and activities described within the Preparedness Levels consider wildland fires, prescribed fires, all-hazard response and international assistance."*

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

Preparedness Level 1
NICC produces the Incident Management Situation Report (IMSR) weekly on Fridays or as needed based on significant activity.
NMAC meets as needed to accomplish administrative and procedural business.
NICC manages national resource allocations as coordinated with NMAC based on pre-established prioritization criteria and resource mobilization guidelines.
NICC CIMT Coordinator will monitor and coordinate CIMTs.

Preparedness Level 2
NICC produces the IMSR daily Monday through Friday.

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

Preparedness Level 3
NICC produces the IMSR daily.
NMAC will assume management of Type 1 and Type 2IA Crew assignments.
NMAC will monitor CIMT assignments and may engage with GAs as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.
NMAC activates the following support functions:
- *Crew Coordinator*
- *CIMT Coordinator*
- *SMKJ Coordinator*

NMAC implements a formal meeting schedule to align with the national situation.

Preparedness Level 4
NMAC will manage all crew assignments.
NMAC will manage all CIMT assignments. CIMT rationale forms may be required for all requests.
NMAC will evaluate the need for activations of military and/or international assistance.
NMAC meets daily Monday through Friday and on weekends as needed.

Preparedness Level 5
NMAC may activate additional support functions as needed:
NMAC receives requests for and assembles/allocates surge packages.
NMAC may activate military and/or international assistance.
NMAC has the delegated authority and may actively manage all suppression resources as needed.

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

Incident Management Team Coordinator:
Coordinates with NICC and the GA to implement NMAC decisions.
Tracks all IMT utilization.
Provide recommendations to NMAC for team assignments.

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

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

Surge Package Coordinator:

Coordinates with NICC and the GA to implement NMAC decisions.
Works with the GAs to assemble and track surge package requests.
Single point of contact for GAs to report accomplishments and progress of assigned surge packages.

International Operations

Updated: ***"Processes for International Mobilization of Federal Resources"***

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

Updated: ***"Dispatch Procedures for International Mobilization"***

International fire assignments are managed by the NICC, any questions should always be directed to the NICC International Coordinator. Once an order has been filled by a local dispatch center, they will ensure the completion of the following steps within the appropriate time allowed:
Ensure the resource is aware of all attached documentation within the order (i.e.: briefing packets, Special Needs documents, etc.)
*International Manifest is accurately completed and returned in a timely manner. The manifest must be submitted to NICC no later than **72 hours** before the Needed Date and Time on the Resource Order.*

- *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.

- *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

Updated: **"*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 duty officers and will be honored.

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

Chapter 20 Overhead and Teams

Overhead Name Requests

Updated: **"*Name Requesting of Single Resource Overhead Orders***
Name requests for Overhead resources will be honored regardless of the type of order. The ordering unit must confirm availability for the individual being requested prior to placing the request. All name requests must include the individuals current dispatch location.

Trainee Requests
Name request for geographic area priority trainee positions will be justified withing the special needs as being approved by the GATR and will be processed without delay.
Suppression requests are prioritized by closest resource concept. Regardless of controlling agency, the agency resources that has the shortest timeframe to reach an incident should be mobilized and name request may not be honored if a closer, like resource, is available."

Technical Specialist
Changed: *"The use of the Technical Specialist (THSP) position code should be name requested and used when no established NWCG catalog item representative of the job to be performed exists. (Duty Officer, Air Resource Advisor etc.)"* To: *"Use of THSP position code is appropriate when no other position code exists and requires additional Information describing the specialty or work to be included in the assignment. Example: THSP – Duty Officer or THSP Center Manager."*

Complex Incident Management Teams
Removed: *IMT1 and IMT2 Language.*
Replaced section with*:*

NMAC Management of IMTs
NMAC is delegated authority to prioritize and direct the use of all team assignments for Complex Incident Management Teams (CIMTs), National Incident Management Organization (NIMO), and Area Command Teams as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. NMAC engagement in IMT management will occur according to direction contained herein.
When situations warrant (determined by NMAC), rationale is required by NMAC for assignment of Complex, NIMO, and Area Command Teams prior to mobilization.
To manage fatigue, promote mental health and well-being, and provide opportunities for CIMT members to attend to work and personal responsibilities, all IMTs will have 7 days of unavailability upon return from any assignment geographically or nationally (including preposition) of 7 days or more (exclusive of travel). (This applies to the IMT; individuals may have differing agency requirements.) During periods of elevated need, there may be a request by NMAC for earlier availability. This will be determined and communicated as early as practicable and prior to the start of the team's unavailability period. A GA may extend a team's unavailability period for additional rest.

Interagency Incident Management Teams (IMTs)
Each GA is responsible for annual selection and rostering of CIMTs, developing an internal rotation schedule, and maintaining team availability commensurate with fire activity and mobilization guides as well as supporting national response needs. GAs will manage their CIMTs in accordance with the National Interagency Standards for Resource Mobilization and communicate with their NMAC liaison regularly on any changes or concerns.
Within their GA, CIMTs will be mobilized according to GA guidance, with the following exception: CIMTs ordered through NICC or prepositioned by NICC from the national rotation for staging within a GA will be prioritized for assignment to any new federal incident within that area or when a replacement team is needed within that area.
CIMTs will be requested through established ordering channels. When a GA cannot fill an CIMT order internally, the national rotation will be utilized. NMAC manages the national rotation and will 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 IMT. 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 for specific Information on IMT length of assignment and mandatory unavailability.

IMT Configurations - All

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

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

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

Complex IMT Configuration

CIMTs are expected to be fully rostered when available. CIMTs will be considered unavailable for assignment if the IC or more than one Command & General (C&G) position is vacant.
All CIMT rosters shall follow the standard CIMT configuration:

- *Master CIMT roster will consist of 44 qualified personnel and 6 team trainees, for a total of 50.*
- *The following 7 positions must be filled with Complex or Type 1 qualified C&G responders: Incident Commander, Public Information Officer, Safety Officer, Finance/Administration Section Chief, Logistics Section Chief, Operations Section Chief, and Planning Section Chief.*
- *The remaining 37 qualified positions and 6 trainee positions may be filled at the IC's discretion.*
    - *A 50-position CIMT roster will be used when a CIMT is made available for assignment in IROC.*

Complex IMT Mobilization Roster

Upon receiving an order, the mobilization roster will be finalized based upon incident complexity and will consist of the 50-position master roster, up to 26 additional qualified personnel, and up to an additional 14 trainee positions for up to 90 personnel.

The IC shall negotiate the mobilization roster configuration through communications with the ordering Agency Administrators (AA). This communication should include an overview of fire activity and resource availability geographically and nationally, to Inform overhead and resource allocation, provided by a representative from the hosting GA. This representative may be one of the following:

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

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

CIMT Roster Negotiation

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

- *The RCA will Inform complexity by functional area and assist in identifying additional Incident Command System (ICS) position needs. Based on this discussion, the AA and IC may negotiate*

up to an additional 26 qualified and 14 trainee CIMT positions necessary to manage the incident.

- *Continued use of Wildland Fire Decision Support System (WFDSS) is equally important for those agencies who do so.*
- *Document the agreed upon mobilization roster in the delegation of authority, with guidance for how further scaling will be communicated and accomplished during the team's assignment.*
- *The additional negotiated positions will be immediately added to the roster for mobilization. ICs may provide names of qualified available personnel to fill these additional negotiated positions; these name requests will be honored.*
- *Hosting GA representative will notify the receiving GA of any position shortages.*
- *When a CIMT is ordered to preposition, ICs will negotiate any positions in addition to the master roster with the ordering GA coordinating group chair to determine the mobilization roster.*
    - *Rosters for NICC preposition orders will be negotiated between the IC and NICC CIMT Coordinator based on direction from NMAC.*
- *To support incident workforce development and succession, assignment of trainees is strongly encouraged. Up to 20 trainees may be initially mobilized with a CIMT, 6 on the master roster and an additional 14 through negotiations based on incident complexity.*
    - *AAs and ICs should negotiate the number and types of trainees; consideration should be given to trainees critical to CIMT succession and to trainees in positions that are chronically difficult to fill nationally.*
    - *ICs should utilize trainees in their trainee position, not in a position in which the individual is already qualified.*
    - *Assignment of regular agency employees (including full time state and local agency personnel) deploying as trainees should be given priority over all other Administratively Determined (AD) trainees.*

CIMT	*Qualified*	*Trainees*	*Total*
Master Roster (Calendar Year)	*44*	*6*	*50*
Mobilization Negotiation (Incident Specific Needs)	*Up to 26*	*Up to 14*	*Up to 40*
Incident Total	*Up to 70*	*Up to 20*	*Up to 90*

Mobilization rosters in IROC will be closed at either 90 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 90 total personnel.

CIMT National Rotation Process

For 2024, all interagency CIMTs are included in the national rotation. Additional teams (such as state or local teams) may choose to participate and will be integrated appropriately with NMAC coordination.
GACCs will ensure their respective CIMTs available for the national rotation are rostered in IROC.
The national rotation list rotates every 7 days.
The list will identify availability based on the GA, which will determine which of their teams fills the order based on availability and internal rotations. Each GA will receive a number of places in the national rotation based on the number of CIMTs they host (i.e., a GA with 3 teams receives 3 places in the national rotation).
Between January and April and October and December, the national rotation list will include two available CIMTs each week, identified by the GA for a 7-day period.

SAMPLE	*1st Out*	*2nd Out*
January 1 – 7	*GA 1*	*GA 2*
January 8 – 14	*GA 3*	*GA 4*

- *CIMT rosters may differ from peak season rosters; ad hoc CIMT rosters are acceptable.*
- *If additional teams are needed beyond the two in rotation, the requesting GA will follow established ordering channels by placing an order to NICC. The NICC will coordinate with the Geographic Areas to fill based on closest forces.*

Between May and September, the national rotation list will include a minimum of four available CIMTs each week, identified by the GA for a 7-day period.

SAMPLE	*1st Out*	*2nd Out*	*3rd Out*	*4th Out*
April 29 – May 5	*GA 1*	*GA 2*	*GA 3*	*GA 4*
May 6 – 12	*GA 5*	*GA 6*	*GA 1*	*GA 3*

- *If all four teams are mobilized, the next four GAs will be notified and asked to begin their 7-day availability period immediately.*

GAs are responsible for managing their CIMT rotations and assignments to equitably spread assignments across teams.

- *Historical data suggests a median of 3 assignments per calendar year per CIMT is an optimal goal for NMAC and GAs to manage towards.*

At any time, NMAC may adjust the number of available CIMTs in the national rotation to meet demands.
Teams will be requested in order of the national rotation, provided they can meet the date and time needed.
GAs must return a resource order as Unable to Fill (UTF) if no eligible CIMT can meet the date and time needed.
CIMTs remain on-call for the national rotation for a maximum of 7 days.
GAs unable to provide an CIMT when ordered for assignment from the national rotation list will be listed as unavailable on the national rotation.
If the IC determines that the CIMT is underprepared for the incident due to experience or comfort levels of the C&G due to incident complexity, they may maintain their place in the national rotation without penalty and the next available CIMT will be requested.
Prepositioned/staged CIMTs will be considered part of the rotation and will be the first utilized.

- *CIMTs on GACC preposition will be first within the GACC.*
- *CIMTs on NICC preposition will be first nationally.*
- *Hosting units will not hold prepositioned/staged CIMTs longer than 7 days.*
- *Preposition will count as an assignment when assigned 96 hours or longer from the date and time needed.*

A CIMT's first assignment, either internally or from the national rotation, will move them to Round 2 of the national rotation. Their second assignment will move them to Round 3.

- *Reassignment of a committed CIMT prior to demobilization will be counted as a single assignment within the round they were mobilized.*
- *Teams mobilized in the previous calendar year and whose assignment extends into the new calendar year will not be shown as assigned in the new calendar year.*
- *If a CIMT is ordered but canceled, unassigned, or released within 72 hours, it will return to its position on the national rotation.*

A rotation round ends when all available CIMTs have been exercised or are unavailable.
The GA will coordinate with NICC before reassigning an out-of-area CIMT to another incident.
CIMT extensions can be requested through existing approval processes.
The CIMT current national rotation list and assignment history is maintained throughout the calendar year at https://www.nifc.gov/nicc/logistics/overhead/overhead.htm.
Regardless of Preparedness Level, NMAC retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. This also includes the authority to amend the national rotation or proceeding to the next round, as necessary.

NICC CIMT Coordinator

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

NMAC CIMT Coordination Support

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

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

CIMT Assignment to All-Hazard Incidents

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

- *Planned events should be managed internally by the respective agency.*
- *The planned length of assignment should not exceed fourteen (14) days without negotiated approval from the sending geographic area and NICC. A FEMA mobilization under the NRF will be accomplished according to the national call-out procedures. The standard length of assignment of fourteen (14) days may be extended up to thirty (30) days after negotiated approval between the IC, Regional ESF #4 Coordinator and FEMA. Base hours for federal employees, in most cases, are not reimbursed by FEMA. Overtime, premium pay, and travel expenses may be paid by FEMA.*

NIMO Teams

There are four (4) National Incident Management Organization (NIMO) Teams. NIMO configuration may be negotiated by NMAC, the NIMO Coordinator, NIMO Incident Commander, and the requesting unit, up to the maximum number of positions. To increase personnel capacity and capability, trainees, apprentices, and/or technical specialists may be ordered for any or all positions. NIMO rosters will be held by NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.

Area Command Team

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

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

- *Area Command trainees (2 each)*

The Area Commander position may only be filled by a current agency employee.
Depending on the complexity of the interface between the incidents, specialists in other areas such as aviation, safety, Information, long-term fire planning, or risk planning may also be assigned.

Remote Incident Support Team (RIST)
Updated: **Remote Incident Support Team**
The Remote Incident Support Team uses remote and virtual ICS qualified personnel to supplement incident management teams, local units, dispatch centers, multi-agency coordination groups, and/or coordination centers when onsite personnel are limited. Support priority is provided to Type 3 IMTs but assistance to higher complexity incidents, units, or organizations will be provided based on need and capacity of the RIST. Incident support is focused on Planning, Situation, Finance, Public Information, and Expanded Dispatch functional areas. RIST support is limited to wildland fire only; All hazard and non-wildland fire situations are currently not supported.
As fire activity increases, virtual or remote RIST support personnel are placed onto a National or Geographic Area resource order in a call-when-needed status. Resources charge time worked to incident codes but may occasionally utilize a national/geographic support code depending on arrangements established with each geographic area. Personnel may transition to a full-time work schedule and may be supporting multiple incidents. Support is available year-round with increased capacity during the months of May through October. In-season incident support begins immediately upon request while out-season support may have increased mobilization time depending on resource availability.

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

RIST Configuration
The RIST is a flexible organization that expands, and contracts based on fire activity and resource need nationally. The following leadership and support positions are mobilized during periods of increased activity:
RIST Coordinator (RISC) – The RISC position is typically filled by a member of the permanent RIS Organization. This individual directs RIST Operations, ensuring that RIST personnel have what they need to be successful. They are often the initial point of contact for IMTs, Local Units and Coordination Centers requesting RIST Support. As fire activity increases, a deputy RISC may be utilized to assist with internal RIST Operations and communication.
RIST Leaders (RISLs): RISLs work closely with remote/virtual support specialists to implement incident support within their functional area. RISLs also provide supervision to support staff. RISLs will be brought onto the RIST resource order as incident needs arise. Current RISL positions include:

- *Planning RISL*
  - *Recommended RISL Quals:*
    - *PSCC, PSC1, PSC2, PSC3, or RESL*
  - *Supervises the following Remote/Virtual Support Positions:*
    - *PSC, RESL, SCKN, DMOB, DOCL, TNSP, HRSP*
- *Situation RISL*
  - *Recommended RISL Quals:*
    - *PSCC, PSC1, PSC2, PSC3, SITL, or GISS*
  - *Supervises the following Remote/Virtual Support Positions:*
    - *SITL, GISS*
- *Finance RISL*
  - *Recommended RISL Quals:*

        - *FSCC, FSC1, FSC2, FSC3, TIME, or PROC*
    - *Supervises the following Remote/Virtual Support Positions:*
        - *PTRC, EQTR, COMP, PROC, COST*
- *Information RISL*
    - *Recommended RISL Quals:*
        - *PIOC, PIO1, PIO2, or PIO3*
    - *Supervises the following Remote/Virtual Support Positions:*
        - *PIOF, THSP-ASL, THSP-CART*
- *Expanded Dispatch RISL*
    - *Recommended RISL Quals:*
        - *CORD, or EDSP*
    - *Supervises the following Remote/Virtual Support Positions:*
        - *EDSP, EDSD, EDRC, ORDM*

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

Requesting RIST Support

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

RIST Coordinator: 480-608-2175

Additional support Information and communication products are found at https://linktr.ee/ristinfo.

Chapter 30 Crews

Type 2 and Type 2 IA Crews

Updated first 3 paragraphs from: *"Type 2 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). Type 2 IA and Type 2 Crews may come equipped with hand tools and chain saws. In addition to the Type 2 minimum standards, Type 2 IA Crews can be broken up into squads and have three (3) qualified sawyers. All equipment will be inspected and weighed at time of mobilization to ensure adherence to safe transportation procedures.*
Type 2 IA and Type 2 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."

To: "*Crews will be ordered as Type 2 or Type 2 IA. Standard crew size is twenty (20) people maximum and eighteen (18) people minimum (including Crew Boss and trainees). In addition to the Type 2 minimum standards, Type 2 IA Crews can be broken up into squads and have three (3) qualified sawyers.*
Type 2 and Type 2 IA Crews may, or may not, come equipped with hand tools and chain saws. Crews attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused.
All equipment will be inspected and weighed at time of mobilization to ensure adherence to safe transportation procedures."

Chapter 40 Equipment and Supplies

Name Requests for Equipment

Added: ***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 availably for the resources being ordered prior to placing the request. All name requests must include the resources current dispatch center.
Suppression requests are prioritized by closest forces concept. Regardless of ordering agency, the resource that has the shortest timeframe to reach an incident should be mobilized and a name request may not be honored if a closer, like resource, is available.

Chapter 50 Aircraft

CWN Helicopters

Changed first sentence from: *"NICC is the sole source for Type 1 and 2 federally contracted CWN Helicopters."* To: *"With the exception of Alaska, NICC is the sole source for Type 1 and 2 federally contracted CWN Helicopters."*

MULTI-AWARD TASK ORDER CONTRACT (MATOC)

Added: ***Multi-Award Task Order Contract (MATOC)*** section.

Helicopters

The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. The Type 2's and Type 3's are currently the only MATOC helicopters.
Type 1 helicopters are on their final extension of the legacy CWN Basic Ordering Agreement (BOA).
These BOA's end 12/31/24. This section will be updated to include Type 1 helicopters once the new contracts are awarded.
Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally.
The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius.

- *Example: 2.1200*
  - *The 2 is the helicopter type.*
  - *The 1200 is the allowable payload.*

All awarded model aircraft are represented on the following charts with either a payload category, or a low to high end payload category range.
When ordering, consider minimum performance needs when selecting a payload category. It is not necessary to use the range of payloads when ordering, if targeting a specific model aircraft. The range is used to illustrate the different capabilities of all vendor aircraft with that specific model.
By specifying the lowest acceptable payload category in the special needs of your order, it will include competition at that payload category and above.
Include any other specification in the special needs of your request.
For all modern aircraft, an additional justification in your request, such as a specific Exhibit from the parent contract should be included.
For twin engine, specify "twin engine" in your request.

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

Payload Category	*Model*	*Payload Range*
2.1200	**212HP*	*N/A*

2.1450 – 2.1700	*205A1*	*Low - High*
2.1700	*210*	*N/A*
2.1700	**212 Eagle*	*N/A*
2.1700 – 2.1850	*205A1++*	*Low - High*
2.2450	*214B1*	*N/A*

Type 2 Restricted w/Bucket

Payload Category	***Model***	***Payload Range***
2.1450	*UH1B*	*N/A*
2.1650	*UH-1F*	*N/A*
2.1850	*58T*	*N/A*
2.2050 – 2.2650	*UH-1H-17*	*Low - High*

Type 2 Standard w/Tank

Payload Category	***Model***	***Payload Range***
2.900	*205A1*	*N/A*
2.900	**212HP*	*N/A*
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

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*

Single Engine Air Tankers and Water Scoopers

Added: "*Management for Single Engine Airtankers and Single Engine Water Scoopers must remain on-site with the assigned resource at all times unless repositioning, mobilizing or demobilizing."*

Large Transportation Aircraft

Updated section to include *"Lithium Batteries are not permitted and cannot be transported in the cargo hold on NICC large transport aircraft."*

Chapter 60 Predictive Services

Wildland Fire Weather Forecasts

Changed: "*GACCs will provide direction and guidance, which will ensure wildland fire weather forecasts are communicated in a timely manner to firefighters."* To: *"Wildland Fire Weather Forecasts are the responsibility of the National Weather Service. Local dispatch centers will have protocols in place for monitoring, requesting, and disseminating fire weather forecasts, spot weather forecasts, fire weather watches, red flag warnings and other severe weather events (e.g., severe storm warnings, flash flood warnings, tornado warnings) to firefighters, incident commanders, and field-going personnel."*

Chapter 70 Incidents

Interagency Fire and Severity Activities

Updated: *FS Severity Support to DOI codes to override 1522*

Chapter 80 Forms

Updated Online

Chapter 90 Organization Directory

Updated

Acronym Guide

Added: RIST, NISRM, PRAWS, RAWS