Southwest Interagency Mobilization Guide

2022

Includes the National Interagency Mobilization Guide with Southwest Area Supplemental Guidance
To: Southwest Area Interagency Mobilization Guide Holders

From: Southwest Coordinating Group

Subject: Southwest Area Interagency Mobilization Guide

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

JACOB NUTTALL
Digitally signed by
JACOB NUTTALL
Date: 2022.03.29
10:37:12 -08'00'
Southwest Coordinating Group - Chair
# CHAPTER 10

## OBJECTIVES, POLICY AND SCOPE OF OPERATION

- **Mission Statement – National Interagency Coordination Center**
- **Total Mobility**
- **Priorities**
- **Local and Geographic Area Drawdown Levels**
- **National Ready Reserve**
- **National Surge Packages**
- **Scope of Operation**
- **National Response Framework (NRF)**
- **Office of Foreign Disaster Assistance (OFDA)**
- **Mobilization/Demobilization**
  - **Work/Rest Guidelines**
  - **Length of Assignment**
  - **Assignment Extension**
  - **Single Resource/Kind Extensions**
  - **Incident Management Team Extensions**
- **Incident Operations Driving**
- **Initial Attack Definition**
- **Resource Mobilization**
  - **Compacts**
- **Wildland Fire Entrapment/Fatality**
- **National Resources**
- **Notification of Commitment of National Resources**
- **Unable to Fill (UTF) Procedure**
- **Standard Cubes, Weight, and Gear Policy for all Personnel**
- **Wildland Fire Weather Forecasts**
- **Cost Coding**
  - **Interagency Fire and Severity Activities**
- **Bureau of Land Management (BLM)**
- **Bureau of Indian Affairs (BIA)**
- **National Park Service (NPS)**
- **Fish and Wildlife Service (FWS)**
- **Forest Service (FS)**
# TABLE OF CONTENTS

National Fire Preparedness Plan ................................................................. 23
Why Preparedness Levels are Established ............................................... 23
Geographic Area Preparedness Levels ..................................................... 24
Preparedness Level Descriptions .............................................................. 24
  Preparedness Level 1 ............................................................................. 24
  Preparedness Level 2 ............................................................................. 24
  Preparedness Level 3 ............................................................................. 25
  Preparedness Level 4 ............................................................................. 25
  Preparedness Level 5 ............................................................................. 26
Multi-Agency Coordinating Groups (MAC) Organization ......................... 26
  National Multi-Agency Coordinating Group (NMAC) Organization .... 26
NIFC Directors’ Delegations ..................................................................... 27
NMAC Roles/Responsibilities: ................................................................. 27
Responsibilities of GMACs ..................................................................... 28
MAC Group Coordinator .......................................................................... 28
  Complexity .......................................................................................... 28
Incident Support Organization (ISO) ....................................................... 29
  Expanded Dispatch Organization ........................................................ 30
  Technical Support .............................................................................. 30
  Administrative Support ...................................................................... 30
  Example Organizations ...................................................................... 31
  Incident Support Organization (ISO), Example – Complex Incident .... 31
Incident Support Organization (ISO), Example: ......................................... 32
Mobilization Procedures for Military Assets .............................................. 32
International Operations ......................................................................... 34
  Canada Support .................................................................................. 34
  Australia and New Zealand Support .................................................... 34
  Mexico Support ................................................................................... 34
  Other Nations Support for Large Scale Mobilizations ......................... 34
Ordering Channels ................................................................................... 35
  Geographic Area Coordination Centers (GACCs) .............................. 35
Ordering Procedures .............................................................................. 35
Support to Border Fires ......................................................................... 36
Unit Identifiers ...................................................................................... 38
Mobilization and Demobilization Information ................................................................. 39
Non-incident Related Ordering ....................................................................................... 39

CHAPTER 20 ......................................................................................................................... 40
OVERHEAD AND TEAMS .................................................................................................... 40

Standards for Wildland Fire Position Qualifications ....................................................... 40
Overhead Mobilization and Demobilization ................................................................. 40
Overhead Name Requests ............................................................................................. 41
Interagency Wildland Fire Modules ............................................................................ 42
    Wildland Fire Module Mobilization ....................................................................... 43
Smokejumpers .................................................................................................................. 43
    Smokejumper Numbers ............................................................................................. 44
Helicopter Module ........................................................................................................... 44
Helicopter Rappellers .................................................................................................... 45
    Rappeller Numbers ................................................................................................. 46
Non-Standard Overhead Groups .................................................................................... 47
Communications Coordinator (COMC) .......................................................................... 47
Flight Manager ................................................................................................................ 48
Incident Meteorologist (IMET) ..................................................................................... 49
Air Resource Advisors ................................................................................................. 50
Cache Support Positions ............................................................................................... 51
National Incident Management Teams ........................................................................ 53
NMAC Management of IMTs ........................................................................................ 53
Interagency Incident Management Teams (IMTs) ........................................................ 53
    All SWA supplemental guidance for IMTs can be found at the end of this section. ........ 53
Type 1 IMTs ..................................................................................................................... 54
    IMT Configurations ................................................................................................. 54
    National Type 1 IMT Rotation Process .................................................................. 54
NIMO Incident Management Team Type of Assignments ............................................. 64
National Area Command Team ..................................................................................... 65
    National Area Command Team Configuration ..................................................... 65
    National Area Command Team Rotation Process ................................................ 65
Incident Support Teams ................................................................................................. 66
National Interagency Buying Teams (BUYT) ................................................................. 66
    BUYT Configuration ............................................................................................. 67
## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payment Teams</td>
<td>68</td>
</tr>
<tr>
<td>Burned Area Emergency Response Team (BAER)</td>
<td>69</td>
</tr>
<tr>
<td>DOI National BAER Team Configuration</td>
<td>69</td>
</tr>
<tr>
<td>DOI Burned Area Emergency Response Team Mobilization Process</td>
<td>70</td>
</tr>
<tr>
<td>USDA Forest Service BAER</td>
<td>70</td>
</tr>
<tr>
<td>National Fire Prevention and Education Teams (NFPET)</td>
<td>71</td>
</tr>
<tr>
<td>NFPET Configuration</td>
<td>71</td>
</tr>
<tr>
<td>NFPET Coordinators</td>
<td>71</td>
</tr>
<tr>
<td>Community Mitigation Assistance Teams (CMAT)</td>
<td>72</td>
</tr>
<tr>
<td>CMAT Configuration</td>
<td>72</td>
</tr>
<tr>
<td>CMAT Leads</td>
<td>73</td>
</tr>
<tr>
<td>Fire and Aviation Safety Teams (FAST)</td>
<td>73</td>
</tr>
<tr>
<td>FAST Configuration</td>
<td>73</td>
</tr>
<tr>
<td>FAST Mobilization Process</td>
<td>73</td>
</tr>
<tr>
<td>Aviation Safety and Technical Assistance Team (ASTAT)</td>
<td>74</td>
</tr>
<tr>
<td>ASTAT Configuration</td>
<td>74</td>
</tr>
<tr>
<td>Serious Accident Investigation Teams (SAIT)</td>
<td>75</td>
</tr>
<tr>
<td>Normal SAIT Configuration is as follows:</td>
<td>75</td>
</tr>
<tr>
<td><strong>CHAPTER 30</strong></td>
<td>77</td>
</tr>
<tr>
<td><strong>CREWS</strong></td>
<td>77</td>
</tr>
<tr>
<td>Minimum Crew Standards for National Mobilization</td>
<td>77</td>
</tr>
<tr>
<td>Type 1 Interagency Hotshot Crews</td>
<td>77</td>
</tr>
<tr>
<td>Interagency Hotshot Crews as T2IA, T2 or Suppression Modules</td>
<td>78</td>
</tr>
<tr>
<td>Type 2 and Type 2 IA Crews</td>
<td>78</td>
</tr>
<tr>
<td><strong>CHAPTER 40</strong></td>
<td>86</td>
</tr>
<tr>
<td><strong>EQUIPMENT AND SUPPLIES</strong></td>
<td>86</td>
</tr>
<tr>
<td>Equipment/Supplies Mobilization</td>
<td>86</td>
</tr>
<tr>
<td>Equipment/Supplies Demobilization</td>
<td>87</td>
</tr>
<tr>
<td>National Interagency Support Cache Ordering Procedures</td>
<td>88</td>
</tr>
<tr>
<td>NFES Items in Short Supply</td>
<td>90</td>
</tr>
<tr>
<td>Field Office Replenishment During Fire Season</td>
<td>90</td>
</tr>
<tr>
<td>Field Office Replenishment Outside of Fire Season</td>
<td>90</td>
</tr>
<tr>
<td>Incident Replacement of NFES Items</td>
<td>90</td>
</tr>
<tr>
<td>Local Unit Incident Replacement: Type 3 and Type 4 Incidents</td>
<td>90</td>
</tr>
</tbody>
</table>
### TABLE OF CONTENTS

Incident to Incident Transfer of Equipment and Supplies ........................................................ 91
National Interagency Incident Communications Division (NIICD)............................................... 91
Radio Ordering.......................................................................................................................... 92
  Frequency and Radio Demobilization .................................................................................. 92
Remote Automatic Weather Stations, (RAWS)........................................................................ 93
  Incident Remote Automatic Weather Stations, (IRAWS – NFES 005869) ......................... 93
  Project Remote Automatic Weather Stations, (PRWAS – NFRS 005970) ......................... 93
  Smoke Monitoring Kit, (Kit – Smoke Monitor – E-Sampler, NFES 005840) ..................... 93
National Contract Mobile Food Services and National Contract Mobile Shower Facilities .... 94
  National Contract Mobile Food Service Units...................................................................... 94
National Contract Mobile Shower Facilities Units................................................................... 94
  National Contract Mobile Food Services and Shower Facilities Mobilization .................... 94
  National Contract Mobile Food Services and Shower Facilities Reassignments ................. 95
  National Contract Mobile Food Services and Shower Facilities Demobilization ................ 95
Engines and Water Tenders ...................................................................................................... 95

**CHAPTER 50** ............................................................................................................................ 102

**AIRCRAFT** ............................................................................................................................... 102

Aircraft Mobilization .............................................................................................................. 103
Initial Attack Load – Smoke Jumpers..................................................................................... 104
Aircraft Demobilization .......................................................................................................... 105
Flight Management Procedures .............................................................................................. 105
  National Flight Following Frequency (168.6500 MHz)..................................................... 105
Types of flights: ...................................................................................................................... 105
  Point-to-Point .................................................................................................................... 105
  Mission Flights .................................................................................................................. 106
FAA Flight Plans and Flight Following .............................................................................. 106
  Agency Flight Plans and Flight Following ......................................................................... 106
Resource Tracking .................................................................................................................. 107
Responsibilities ....................................................................................................................... 108
  Responsibilities of the Sending Unit: ................................................................................. 108
  Responsibilities of Sending GACC: ................................................................................... 108
  Responsibilities of NICC: ................................................................................................... 108
  Responsibilities of Receiving Unit: .................................................................................... 109
Automated Flight Following (AFF) Requirements and Procedures:...................................... 109
# TABLE OF CONTENTS

- Requirements to Utilize AFF: ............................................................. 109
- Procedures for Utilizing AFF: ............................................................ 110
- Airtankers ......................................................................................... 112
- Airtanker Management ...................................................................... 114
- Airtanker Use in Optional and Post Season Periods: ............................ 116
- Modular Airborne Firefighting Systems (MAFFS) ................................. 116
  - Objectives ...................................................................................... 116
  - Policy ............................................................................................ 116
  - Responsibility ............................................................................... 116
  - NIFC Responsibility .................................................................... 116
  - Ordering Criteria .......................................................................... 117
- Water Scoopers ................................................................................ 118
- Single Engine Airtankers (SEATs & Fire Bosses) ................................. 119
- Mobile Retardant Bases .................................................................... 121
- Aerial Supervision Aircraft ............................................................... 122
- Smokejumper Aircraft ...................................................................... 126
- Helicopters ....................................................................................... 126
  - Call-When-Needed (CWN) ............................................................ 126
  - Exclusive Use ............................................................................... 127
  - Forest Service Type 1 and Type 2 Helicopters ................................. 128
  - Initial Attack Load – Rappellers ..................................................... 130
  - Large Fire Support – Rappellers .................................................... 131
- BLM Type 1 Helicopter .................................................................... 131
- Large Transport Aircraft ................................................................. 131
- Infrared (IR) Support to Fire Operations .......................................... 132
- Unmanned Aircraft Systems (UAS) .................................................. 133
- Temporary Flight Restrictions, FAR 91.137 (TFR) ............................. 135
- Airspace Conflicts ........................................................................... 140
- FAA Temporary Control Tower Operations ...................................... 142
- Dedicated Radio Frequencies ......................................................... 143
  - FM, VHF, and UHF Frequencies:.................................................. 143
  - AM Frequencies: .......................................................................... 144
  - FM air-to-ground frequencies: ...................................................... 144
- **CHAPTER 60** .............................................................................. 146

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vi 2022 Southwest Interagency Mobilization Guide
# TABLE OF CONTENTS

PREDICTIVE SERVICES .................................................................................................................. 146
- 7-Day Significant Fire Potential Outlook ................................................................................. 146
- National Wildland Significant Fire Potential Outlook ............................................................ 147
- Fuel and Fire Behavior Advisories ......................................................................................... 148
- Incident Status Summary (ICS-209) ..................................................................................... 149
- Required Reporting of Wildland Fires .................................................................................... 150
- Interagency Situation Report ................................................................................................. 154
- Incident Management Situation Report ................................................................................ 155

CHAPTER 70 ............................................................................................................................. 160

FIRE ORGANIZATION DIRECTORY .................................................................................. 160
- Fire Directory – National Interagency Coordination Center (NICC) ..................................... 161
- Fire Directory – Alaska Interagency Coordination Center (AICC) ........................................ 162
- Fire Directory – Eastern Area Coordination Center (EACC) ................................................. 163
- Fire Directory – Great Basin Coordination Center (GBCC) .................................................. 164
- Fire Directory – Northern California (ONCC) ....................................................................... 165
- Fire Directory – Northern Rockies Coordination Center (NRCC) ....................................... 166
- Fire Directory – Northwest Area Coordination Center (NWCC) ......................................... 167
- Fire Directory – Rocky Mountain Area Coordination Center (RMACC) ......................... 168
- Fire Directory – Southern Area Coordination Center (SACC) ............................................ 169
- Fire Directory – Southern California Coordination Center (OSCC) .................................... 170
- Fire Directory – Southwest Area Coordination Center (SWCC) ......................................... 171
- Fire Directory – National Interagency Support Caches (NISC) ........................................... 172

CHAPTER 80 ............................................................................................................................. 173

FORMS ...................................................................................................................................... 173

APPENDIX: ................................................................................................................................. 174

ACRONYM GUIDE ..................................................................................................................... 174

EXECUTIVE SUMMARY OF CHANGES FOR 2022 .............................................................. 178
CHAPTER 10
OBJECTIVES, POLICY AND SCOPE OF OPERATION

The Southwest Area Mobilization Guide includes the National Mobilization Guide (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 successful 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.

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

Total Mobility

The National Coordination System uses the total mobility concept to position and utilize resources to meet existing and anticipated incident, preparedness, severity, and wildland and prescribed fire needs regardless of geographic location or agency affiliation.
**SWA Mobilization Guide 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 and confirm drawdown levels.

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.

**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 (1A) capability at either the local or the geographic area.

Drawdown resources are considered unavailable outside the local or Geographic Area for which they have been identified. 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.

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 the National Multi-Agency Coordinating Group (NMAC) to meet higher priority obligations.

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

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

**National Ready Reserve**

National Ready Reserve (NRR) is a means by which the 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 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, the NMAC may retain available resources within a Geographic Area, over and above the established Geographic Area drawdown level.

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 NSP response packages. GACCs will be notified by the NICC of the availability of NSP packages. Interested GMACs will provide a written request for NSP packages to NMAC through their NMAC liaison within 24 hours of notification. At any time, GMACs may also request specific resources for consideration and assembly by NMAC as NSP resources/packages.

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 objectives over the course of a three to seven-day span, and then move the resources to the next priority incident to accomplish key incident objectives. 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.

Scope of Operation

National Response Framework (NRF)

The National Response Framework (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.

**Office of Foreign Disaster Assistance (OFDA)**

U.S. Agency for International Development 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. Ch 10, page 28, 3rd paragraph 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 will include available resources through the land management agencies, BHA would 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. 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 Mobilization Guide 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.

**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 SWCC. The Southwest Coordinating Group (SWCG) consists of Fire Directors or their representatives from the USDI Bureau of Indian Affairs, USDI 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, SWCC, Zone Coordinating Group, and interagency dispatch centers are included in the Southwest Coordinating Group Operating Guide which can be found on the SWCC website.

**Mobilization/Demobilization**

NICC will coordinate the movement of all resources across Geographic Area dispatch boundaries not covered by local operating plans 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 the 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.
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).

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 timeframes during demobilization.

Work/Rest, Length of Assignment, and Days Off

To maintain safe and productive incident activities, incident management personnel must appropriately manage work and rest periods, assignment duration and shift length for all incident personnel.

To assist in mitigating fatigue, days off are allowed during and after assignments. If necessary to reduce fatigue, the Type 1/2 Incident Commander (IC) or Agency Administrator (AA) (incident host or home unit) may provide time off supplementary to mandatory days off requirements.

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.

The IC or AA authority to grant a day off with pay lies within 5 USC 6104, 5 CFR 610.301-306, and 56 CG Decision 393 (1977).

Work/Rest Guidelines

Work/Rest Guidelines should be met on all incidents. Plan for and ensure 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, and no work shift should exceed 24 hours. However, in situations where this occurs, for example, initial attack, incident management personnel will resume 2:1 work/rest ratio as quickly as possible.
The intent of the guidelines is to manage fatigue and provide flexibility for ICs and AAs managing initial attack, extended attack, and large fires. The guidelines are designed to ensure that for every two hours of work or travel, one hour of time off should be provided within a 24-hour period. It does not matter when the 24-hour period starts; all time recorded on the clock is counted as hours of work; time off the clock is counted as hours of rest, including meal breaks.

The IC or AA must justify work shifts that exceed 16 hours and those that do not meet 2:1 work/rest ratio. Justification will be documented in the daily incident records. Documentation shall include mitigation measures used to reduce fatigue.

The Work/Rest Guidelines do not apply to aircraft pilots assigned to an incident. Pilots must abide by applicable Federal Aviation Administration (FAA) guidelines, or agency policy if more restrictive.

Length of Assignment

Assignment Definition: 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.

Length of Assignment: Standard assignment length is 14 days, exclusive of travel from and to home unit.

Time spent in staging and preposition status counts toward the 14-day limit, regardless of pay status, for all personnel, including Incident Management Teams.

Days Off: After completion of a 14-day assignment and return to the home unit, two (2) mandatory days off will be provided (2 after 14) (State regulations may preclude authorizing this for State employees). Days off must occur on the calendar days immediately following the return travel in order to be charged to the incident (5 U.S.C. 6104, 5 CFR 610.301-306, and 56 Comp. Gen. Decision 393 (1977)). If the next day(s) upon return from an incident is/are a regular workday(s), a paid day(s) off will be authorized.

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.

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

All length of assignment rules apply to aviation personnel. 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 personnel are expected to utilize a personnel rotation schedule that meets staffing criteria required of the resource.

**Assignment Extension**

Prior to assigning incident personnel to back-to-back assignments, their health, readiness, and capability must be considered. The health and safety of incident personnel and resources will not be compromised under any circumstances. Personnel should anticipate the possibility of an extension when taking an assignment to Alaska.

- Assignments may be extended when:
  - Life and property are imminently threatened.
  - Suppression objectives are close to being met.
  - Replacement resources are unavailable or have not yet arrived.

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).

Contracts, Incident Blanket Purchase Agreements (I-BPAs) and Emergency Equipment Rental Agreements (EERAs) should be reviewed for appropriate pay requirements and length of assignment. If the contract, I-BPA or EERAs 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 Incident Commander 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 Incident Commander approves the extension. If a convened Geographic or National Multi-Agency Coordinating Group (GMAC/NMAC) directs, the Incident Commander approves only after GMAC/NMAC concurrence.

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

**Incident Management Team Extensions**
IMT extensions are to be negotiated between the Agency Administrator, the Incident Commander and the sending and hosting GACC/GMAC. NMAC approval is required for Type 1 IMTs and Area Commands.

The Assignment Extension Form can be found in Chapter 80.

**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.

**SWA Mobilization Guide Supplement**

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 of 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:

- The vehicle is anticipated to be traveling off the maintained road.
- The renter needs a 4x4 SUV or Pickup to meet the needs of the assignment.
- The vehicles needed will managed by ground support or Buying Team and utilized by multiple resources.
- The renter is NOT self-sufficient or able to procure the vehicle needed for the assignment through the agency standard travel reservation system.

Each vehicle rented through the NERV BPA MUST:

- Be requested electronically through this site with a valid Resource Order.
• Have a NERV Payment Cover Sheet filled out and all supporting documentation for each vehicle maintained and submitted to NERV once the vehicle has been returned.

• Ensure all required documentation of damage or accidents are filled out for the host incident and included in the NERV Payment Cover Sheet.

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](#)

**Initial Attack Definition**

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

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

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

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

**Resource Mobilization**

To ensure safe and efficient mobilization of resources to incidents, resources are requested and mobilized using the Incident 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/nicc/logistics/references/ISROG.pdf](https://www.nifc.gov/nicc/logistics/references/ISROG.pdf)

With the exception of 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 Special Needs 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 (see Chapter 80) that, when associated with an IROC request, satisfy documentation required of resource mobilization.

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

NICC will process resource orders for planned events. 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 and identified with a unique request number through established dispatch channels.
The standard categorization system is:

A= Aircraft

O=Overhead

C= Crews

E=Equipment

S= Supplies

A two letter (alpha) identifier for the state in which the responsible agency is located, followed by a three- or four-character (alpha and/or numeric) 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) for the sending agency. See: [https://wfmi.nifc.gov/cgi/UnitId.cgi](https://wfmi.nifc.gov/cgi/UnitId.cgi) for a complete list.

**Compacts**

In the United States, the Weeks Law 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](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. The exchange of resources between compacts is intended to be for states, provinces and territories using established procedures utilizing 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 Mobilization Guide 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 are 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. Parks are to refuse a dispatch request which comes from any other source.

**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 NICC. A Wildland Fire Fatality and Entrapment Initial Report should be completed and emailed to: cod@blm.gov within twenty-four (24) hours. Submit this report even if some data is missing. The form is located at the following web site:

[https://www.nifc.gov/nicc/logistics/coord_forms.htm](https://www.nifc.gov/nicc/logistics/coord_forms.htm).

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

**National Resources**

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

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

Notification of Commitment of National Resources

When requested, GACCs will notify NICC of the commitment of National Resources within their Geographic Area. Notification of national resource commitment will be obtained via IROC notification and/or via phone call within fifteen (15) minutes of commitment when National Resources:

• Are committed internally to an incident or are no longer available for dispatch,
• Are available again, or
• Have location changes.

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 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 Type 1 Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. The Incident Commander must designate, in advance, which team members are authorized additional weight and make this a matter of record.
• Excluding Smokejumpers, Rappellers, and Helicopter Managers.

Wildland Fire Weather Forecasts

GACGs will provide direction and guidance, which will ensure wildland fire weather forecasts are communicated in a timely manner to firefighters on all wildland fires.

Cost Coding

Interagency Fire and Severity Activities

The five (5) Federal agencies with Wildland Fire Management funds (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. Included in this agreement is the direction to NOT bill for services rendered for emergency fire suppression, including severity activities.

Regardless of benefitting jurisdiction, GACCs can preposition resources using 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 can be found at


FS severity support to DOI will use the following codes by DOI Bureau.

• S70001 1502 – FS resource used on BIA severity orders
• S70002 1502 – FS resource used on BLM severity orders
• S70003 1502 – FS resource used on FWS severity orders
• S70004 1502 – FS resource used on NPS severity orders

All wildfire suppression orders are to have a four (4) digit 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 agency cost 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
- Severity: LF2100000
- Emergency Stabilization: LF2200000
- 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 Risk Reimbursable: LF6910000
- Fire Trespass: L5320000

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. Also, note that 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:

<table>
<thead>
<tr>
<th>Wildland Fire Preparedness</th>
<th>FBMS Functional Area</th>
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<tbody>
<tr>
<td>Preparedness</td>
<td>AF1002020.999900</td>
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<tr>
<td>Interagency Fair Share</td>
<td>AF1003030.999900</td>
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<tr>
<td>National Programs</td>
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<tr>
<td>FireBert</td>
<td>AF1005050.999900</td>
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<tr>
<td>Self-Governance</td>
<td>AF1002900.999900</td>
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<td>AF1002A00.999900</td>
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<tr>
<td>Wildland Fire Prevention</td>
<td>AF1002T00.999900</td>
</tr>
<tr>
<td>Interagency Hotshot Crews</td>
<td>AF1002U00.999900</td>
</tr>
<tr>
<td>Fire Ready Reserve</td>
<td>AF1002V00.999900</td>
</tr>
</tbody>
</table>
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
CHAPTER 10  OBJECTIVES, POLICY AND SCOPE OF OPERATION

- 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.YP0000  Plan/Compliance
- 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.W0000  State Assistance Collect Operations
- PF47070C8.W0000  State Assistance Collect Preparedness
- PF56161C8.W0000  State Assistance Expenditures Operations
- PF57171C8.W0000  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 Break down 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 fires.

“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 National Response Framework (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.

**National Fire Preparedness Plan**

National Preparedness Levels are established by the 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 and prescribed fires. 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**

The purpose of established Preparedness Levels is:

- To identify the level of wildland fire and non-fire activity, severity, and resource commitment nationally.
• To identify actions to be taken by NIFC and Geographic Areas to ensure an appropriate level of preparedness/readiness for the existing and potential situation.
• To 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 the 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.

**SWA Mobilization Guide Supplement**

*The Southwest Area Preparedness Level Plan can be found on the SWCC website at:*

**Preparedness Level Descriptions**

**Preparedness Level 1**

Descriptor

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 the NICC.
- Potential for emerging significant wildland fires is expected to remain minimal.

**Preparedness Level 2**

Descriptor

Active Geographic Areas are unable to independently 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 the NICC.
- Potential for emerging significant wildland fires is normal to below normal for the time of year.

**Preparedness Level 3**

Descriptor

Mobilization of resources nationally is required to sustain incident management operations in the active Geographic Areas. National priorities established as a necessary measure to address the heavy and persistent 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 the NICC is moderate to heavy.
- Potential for emerging significant wildland fires is normal for the time of year.

**Preparedness Level 4**

Descriptor

Shared resources are heavily committed. National mobilization trends affect all Geographic Areas and regularly occur over larger and larger distances. National priorities govern resources of all types. Heavy demand on inactive/low activity Geographic Areas with low levels of activity 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 in an effort 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

Descriptor

National resources are heavily committed, and measures need to be 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.

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 the NMAC.

National Multi-Agency Coordinating Group (NMAC) Organization

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

For information regarding NMAC go to:

https://www.nifc.gov/nicc/administrative/nmac/index.html
**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 the NMAC, determining national priorities, and allocating/reallocating incident resources.

**NMAC Roles/Responsibilities:**

- Establishes national priorities among the Geographic Areas.
- Directs, allocates or reallocates resources among or between Geographic Areas to meet national priorities.
- Anticipates and identifies future national fire management resource requirements (prepositioning).
- Provides oversight of general business practices between NMAC and the GMAC groups.
- Distributes and archives decisions, direction, and best management practices.
- Provides an NMAC member as the media spokesperson assisting NIFC External Affairs for issues of national importance (as requested).
- Serves as liaison to a specified Geographic Areas.
- NMAC members are responsible for dissemination of written correspondence to their respective agencies.
- Determines National Preparedness Levels (PLs).
- Determines national fire resource availability to support non-fire/all-hazard operations (Reference Support to the National Response Framework).
- Determines 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.
• Manages Area Command Teams.
• Provides liaison and oversight to the Area Command/Incident Command Group.
• Manages Type I incident management team rotations, monitors work/rest cycles, and may modify national rotations.
• Manages Type 2 incident management team assignments when demand exceeds supply nationally.

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 only 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:

• Ensures MAC Group decisions are communicated and implemented through established dispatch ordering channels.
• Arranges for and manages facilities and equipment necessary to support the MAC Group function.
• Facilitates 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. Provides the data necessary for astute priority setting, allocation of resources, 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. Agency Administrator will communicate policy and specific directions 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, such as data entry.

The Expanded Dispatch Supervisory Dispatcher 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 Expanded Dispatch Supervisory Dispatcher and capable of performing all functions within the Expanded Dispatch organization.

An Expanded Dispatch Coordinator is normally assigned in the most complex situations; ones 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. In many situations, full-time staffing of these support skills is unnecessary. If the situation requires more attention, it may become a full-time responsibility for the duration of the incident(s).

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, personnel timekeeping services, procurement services such as a Buying Team, 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 (IBA1 or IBA2) 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.)

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

![Diagram of Incident Support Organization (ISO), Example – Complex Incident]

- Agency #1
- Agency #2
- Agency #3
- Complex Incident Organization
- Multi-Agency Coordination Group
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 the following web site:

SWA Mobilization Guide Supplement

National Guard/Military Support

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.

Military Support

Specific channels between the Southwest Area and military organizations have been established.

White Sands Missile Range - The Alamogordo Interagency Dispatch Center has established contacts and works directly with Holloman Air Force Base which has jurisdiction over the White Sands Missile Range.

Fort Bliss Military Reservation - The Silver City Interagency Dispatch Center has established contacts and works directly with Fort Bliss Army Headquarters.

Fort Huachuca Military Reservation - The Tucson Interagency Dispatch Center has established contacts and works directly with Fort Huachuca Army Headquarters.

Where mutual plans for support have been made locally with military units, dispatch centers may request or provide assistance direct. Normally, requests will not be made to the military until all civilian and National Guard resources of the type needed have been committed. Units will notify the SWCC when requests for assistance are received from military organizations or when military resources are committed to an incident.
CHAPTER 10 OBJECTIVES, POLICY AND SCOPE OF OPERATION

International Operations

International Arrangements and Agreements, and their respective Operating Plans, can be found at the following link:

https://www.nifc.gov/nicc/logistics/International%20Agreements.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 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

Large scale mobilizations for reimbursable direct support to disasters (fires or all-hazard) in other nations are based on requests received through the Forest Service International Program’s Disaster Assistance Support Program (DASP). DASP responds to requests from the U.S. Agency for International Development’s Office of Foreign Disaster Assistance (OFDA). OFDA works closely with U.S. Ambassadors in foreign countries, who must determine if an incident in a
foreign country warrants U.S. involvement. If the Ambassador does feel the incident is beyond the capability of the affected government, the affected government has requested the assistance, and it is in the best interest of the U.S. Government to assist, the Ambassador can “declare” a disaster. That declaration is the activation mechanism for U.S. support. If that support would include resources available through the land management agencies, OFDA would go to DASP, who would place requests through NICC.

Small scale requests for disaster assistance or technical assistance are coordinated directly by DASP through the home units of the requested individuals.

More information concerning the mission of OFDA and how it organizes and responds to international disasters can be found in OFDA’s Field Operations Guide for Disaster Assessment and Response (FOG). The FOG can be located at the following web site:

https://www.fs.fed.us/international/ip/

Ordering Channels

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/

Ordering Procedures
Resource order requests will be processed using the IROC. Resource order requests as the result of an incident, preparedness, severity, and wildland and 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 expanded 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. In order to maintain effective coordination and ensure that the appropriate resources are mobilized, communication will be necessary between both GACCs and the expanded dispatch organization.

**SWA Mobilization Guide 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 SWCC for placement to other centers.

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

<table>
<thead>
<tr>
<th>Dispatch Center</th>
<th>Can Order Directly From . . .</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alamogordo</td>
<td>Albuquerque, Santa Fe, Silver City</td>
</tr>
<tr>
<td>Albuquerque</td>
<td>Alamogordo, Flagstaff, Santa Fe, Springerville, Silver City, Taos</td>
</tr>
<tr>
<td>Arizona</td>
<td>Flagstaff, Phoenix, Prescott, Springerville, Tucson, Williams</td>
</tr>
<tr>
<td>Flagstaff</td>
<td>Albuquerque, Arizona, Phoenix, Prescott, Springerville, Williams</td>
</tr>
<tr>
<td>Phoenix</td>
<td>Arizona, Flagstaff, Prescott, Springerville, Tucson</td>
</tr>
<tr>
<td>Prescott</td>
<td>Arizona, Flagstaff, Phoenix, Tucson, Williams</td>
</tr>
<tr>
<td>Santa Fe</td>
<td>Alamogordo, Albuquerque, Taos</td>
</tr>
<tr>
<td>Silver City</td>
<td>Alamogordo, Albuquerque, Springerville, Tucson</td>
</tr>
<tr>
<td>Springerville</td>
<td>Albuquerque, Arizona, Flagstaff, Phoenix, Silver City, Tucson</td>
</tr>
<tr>
<td>Taos</td>
<td>Albuquerque, Santa Fe</td>
</tr>
<tr>
<td>Tucson</td>
<td>Arizona, Phoenix, Prescott, Springerville, Silver City</td>
</tr>
<tr>
<td>Williams</td>
<td>Arizona, Flagstaff, Prescott</td>
</tr>
</tbody>
</table>
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.

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

Unit Identifiers

Each GACC Center Manager shall designate a Unit Identifier Data Custodian (GACC Data Custodian) and an alternate for their Geographic Area.

GACC Data Custodians are responsible to ensure the documented agency internal process has been completed and have authority to ensure appropriate NWCG Organizational Unit Codes are created. GACC Data Custodians are responsible for timely entry of proposed additions, modifications, and deactivations of Unit Identifiers and associated information in the system of record (SOR) upon receipt of written requests. The Unit Identifier Board Chair/Co-Chair is responsible for monthly publication of changes to (NWCG) Unit Identifiers PMS 931.2 after approval by the NWCG Unit Identifier Board (UIB).
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 Mobilization Guide 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.).
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 link at the following web site: 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.

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.
Overhead Name Requests

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

Document name request justification, for all name requested resources, on the resource order form.

Name requests charged to budgeted/programmed, non-suppression funds are acceptable and will be processed during normal business hours.

All name requests not filled by the sending unit will be returned to the requesting unit by NICC as UTF.

Severity requests often involve strategic movement of resources from areas with lower fire potential. In these cases, name requests may be appropriate and are typically directed by agency managers.

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

Unless specifically excluded, ADs and private contractors will be accepted for suppression and severity orders.

SWA Mobilization Guide 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 Geographic Area Trainee positions will be justified with special needs and will be processed.

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 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.
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; Module, Wildland Fire, Type 1 (WFM1) or Type 2 (WFM2) configured according to PMS 430 (NWCG) Standards for Wildfire Module Operations: https://www.nwcg.gov/sites/default/files/publications/pms430.pdf

For minimum module standards for national mobilization, see Interagency Standards for Fire and Aviation Operations, Chapter 13, Firefighter Training and Qualifications, Wildland Fire Modules at: https://www.nifc.gov/policies/pol_ref_redbook.html.


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

(1) 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 Mobilization Guide Supplement**

*The Southwest Area WFM*s 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 – Escondido (Gila NF)**

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. 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.

Geographic Areas will inform NICC of the establishment of smokejumper spike bases.

There are two primary methods for ordering smokejumpers, booster load/individual smokejumper or initial attack load (See Chapter 50). 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.
Smokejumper Numbers

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Location</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLM Alaska</td>
<td>(Fairbanks)</td>
<td>75</td>
</tr>
<tr>
<td>BLM Great Basin</td>
<td>(Boise)</td>
<td>75</td>
</tr>
<tr>
<td>FS Northern Rockies</td>
<td>(Missoula)</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>(Grangeville)</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>(West Yellowstone)</td>
<td>30</td>
</tr>
<tr>
<td>FS Great Basin</td>
<td>(McCall)</td>
<td>70</td>
</tr>
<tr>
<td>FS North Ops</td>
<td>(Redding)</td>
<td>50</td>
</tr>
<tr>
<td>FS Northwest</td>
<td>(N. Cascade)</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>(Redmond)</td>
<td>50</td>
</tr>
</tbody>
</table>

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/smrjpt.php

For a list of smokejumper aircraft refer to the following link:

https://www.nifc.gov/nicc/logistics/aviation/Smokejumper_Aircraft.pdf

Pilots – Lead Plane, Aerial Supervision Module and Smokejumper

For a complete list of Lead Plane, Aerial Supervision Module and Smokejumper pilot qualifications refer to the following link:


Helicopter Module

Call-When-Needed (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.
<table>
<thead>
<tr>
<th>TYPE HELICOPTER</th>
<th>FAA STANDARD / TRANSPORT CATEGORY</th>
<th>FAA Standard Category Temporarily Designated for Limited Use</th>
<th>FAA Standard Category Permanently Designated for Limited Use or FAA Restricted Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Manager plus Four (4) Helicopter Crewmembers</td>
<td>Manager only</td>
<td>Manager only</td>
</tr>
<tr>
<td>2</td>
<td>Manager plus Three (3) Helicopter Crewmembers</td>
<td>Manager only</td>
<td>Manager only</td>
</tr>
<tr>
<td>3</td>
<td>Manager plus Two (2) Helicopter Crewmembers</td>
<td>Manager only</td>
<td>Manager only</td>
</tr>
</tbody>
</table>

CWN Helicopter and Module must meet up away from Incident(s) or Fire Operations. The minimum required staffing levels must be filled with fully qualified personnel. Trainees may be ordered in addition to the standard module configuration.

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.

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**

The USDA Forest Service operates 12 rappel bases nationally in the Northern Rockies, Great Basin, California, and Northwest Geographic Areas. 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 “Load, Rappeller, Initial Attack” on an Aircraft request. 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.
Rappeller Numbers

Planned staffing includes 315 Rappellers at the following locations (actual fire season numbers may vary):

- **Great Basin**
  - Boise, ID    15
  - New Meadows, ID  30
  - Salmon, ID   45

- **Northern California**
  - Fort Jones, CA  20

- **Northern Rockies**
  - Gallatin, MT   15
  - Libby, MT    15

- **Northwest**
  - Grants Pass, OR  20
  - John Day, OR  50
  - Prineville, OR  25
  - La Grande, OR  40
  - Wenatchee, WA  25

- **Southern California**
  - Prather, CA  15

**SWA Mobilization Guide 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 SWCC.*

*Preposition orders of aircraft and rappellers will be coordinated with 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 SWCC in coordination with the host unit. If no rappellers are available in the SW, 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.

Non-Standard Overhead Groups

The generic overhead catalog items “module, fuels” or “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 Mobilization Guide 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) at 208-387-5644. Rental vehicle, lap top computer and cellular phone should be authorized when placing the request.

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.

- 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.

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 (IAT).

The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached. The Flight Manager duties are:
• Brief the traveling personnel providing an overview of travel purpose and 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. The NICC Flight Tracking number is 1-800-994-6312.

• 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, as outlined in the Canadian/United States Operating Agreement.

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 at 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 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, pickup, or similar rental vehicle to travel to incident locations with their equipment (including remote locations) is authorized under section V., part B item 4 of the Interagency Agreement for Meteorological and Other Technical Services. Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

**Air Resource Advisors**

Air Resource Advisors 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) by calling the IWFAQRP Coordinator at 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. A THSP-ARA order for a prescribed fire will be coordinated on a case-by-case 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 Mobilization Guide Supplement

**Air Resource Advisor - Technical Specialist**

Air Resource Advisor technical specialists (THSP’s who are trained to address public health and safety impacts of smoke including effects on roadway visibility) are part of the USFS led Interagency Wildland Fire Air Quality Response Program. 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 they are not available, contact the USFS W.O. FAM Air Resource Specialist, Pete Lahm (pete.lahm@gmail.com and the ARA order line 661-438-1272) to obtain the closest available resource. Use of ARA’s is authorized and directed by the Dingell Act (2019) with explicit direction for use on Type 1 IMT’s and consideration of use on Type 2 IMT’s. Ordering of an ARA should be through the IMT to address smoke issues and are under the Planning Section Chief. Discussion of the need for an ARA may also arise through the agency administrator although based on the Dingell Act, the ARA should be tied to the IMT.

Requests for THSP-ARA resources will be ordered as a name request and mobilized using established procedures. **NOTE**: special needs should identify that the position is for an ARA – Air Resource Advisor with Name Provided by the noted Air Resource Specialist-Program Lead
above. Laptop computer & cell phone should be authorized. The resource will need either an agency or rental vehicle that is capable of hauling smoke monitoring kits. If the incident does not have internet connectivity, a MiFi Broadband unit should be authorized.

**Interagency Resource Representative**

An Interagency Resource Representative (IARR) shall be assigned to incidents occurring outside the Southwest Area that have four or more Southwest Area Type 2 crews or other equipment resources as 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 SECMr.

National Incident Management Teams

Teams will be ordered by type using an Overhead Group request in IROC.

NMAC Management of IMTs

The NMAC retains the authority to manage all team assignments for Type 1, Type 2, Complex, National Incident Management Organizations (NIMO) and Area Command Incident Management Teams as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.

Interagency Incident Management Teams (IMTs)

SWA Mobilization Guide Supplement

All SWA supplemental guidance for IMTs can be found at the end of this section.

Incident Management Teams will be ordered by type. National Type 1 IMTs will be mobilized according to the National call-out procedures from the national rotation managed by NICC. Geographic Area Type 2 IMTs will be mobilized according to Geographic Area policy, with the following exception: Geographic Area Type 2 IMTs that have been ordered through NICC for staging within a Geographic Area will be prioritized and assigned to any new Federal Type 2 incident within that Area, or when a replacement team is needed within that Area.

IMTs will be requested through established ordering channels. Incident Commanders shall make notification to the receiving Geographic Area through established ordering channels of any position shortages, or when their team configuration differs from the standard configuration.

NMAC, at any time, can request a geographic area to utilize an out of geographic area IMT (planned replacement need). The primary mission of IMTs 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 Federal Emergency Management Agency (FEMA) mobilization under the National Response Framework (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 Incident Commander, 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.

Type 1 IMTs

There are sixteen Type 1 IMTs. The Type 1 IMTs are dispersed as follows:

- Alaska Northwest 3
- Northern Rockies 2
- Southern 2
- California 4
- Rocky Basin 3
- Southwest 2

IMT Configurations

IMTs ordered through NICC will be requested as either a long or a short team configuration. Any variation from the standard configuration is at the discretion of the requesting unit. 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 Type 1 or 2, Procurement Unit Leader, Comp/Claims Unit Leader, and Compensation-for-Injury Specialist. IMT 1, IMT 2, and IMT 3 (for out of geographic area assignments) configuration can be found at the following link: https://www.nifc.gov/nicc/logistics/teams/imt_configuration.pdf

In addition to the twenty (20) positions identified on the short team configuration, a maximum of six (6) IMT trainee positions will be mobilized with the team. In addition to the 44 positions identified in the long team configuration, a maximum of fourteen (14) trainee positions will be mobilized with the team. Long team configuration trainee positions include six (6) IMT trainee positions and eight (8) GACC priority trainees.

Unless notified, trainees for both short and long team configurations will be mobilized for incidents on Federal lands.

National Type 1 IMT Rotation Process

- Type 1 IMTs remain on-call for a maximum of seven days.
- At the time (clock hour and day of the week) a Type 1 IMT from national rotation is requested, the next eligible Type 1 IMT in rotation will be notified and placed in two-hour call status and will remain in call status for the next seven days. The next two Type 1 IMTs in national rotation will also be notified of the schedule change. Geographic Areas unable to provide a Type 1 IMT when ordered for a national assignment will be listed as unavailable on the national rotation list and will not be considered until the designated slot rotates into position again.
• Geographic Areas with more than one Type 1 IMT may decide which “eligible” team responds to a National call. Geographic Areas must pass if no “eligible” Type 1 IMT can meet the two-hour call.

• Type 1 and Type 2 IMTs will be considered unavailable for a National assignment if the primary Incident Commander position or two Command/General Staff positions are vacant. The Deputy Incident Commander may be allowed to take the team with Geographic Area Multi- Coordinating Group (GMAC) approval. Any deviation to the aforementioned availability and substitution principle must have GMAC and NMAC approval. An IMT that is not available for a National assignment will be listed as unavailable on the national rotation list.

• Within Round 1 of the national rotation, once a Type 1 IMT has been committed to an incident, either internally or nationally, it will remain ineligible for a National assignment until all Type 1 IMTs have had an assignment. Once all Type 1 IMTs have had an assignment within Round 1, the national rotation will begin Round 2, following the same procedures that applied in Round 1.

• A committed Type 1 IMT that is reassigned to additional incidents prior to being demobilized to home unit will be counted as a single assignment within the round that the team was mobilized.

• Type 1 IMTs that are mobilized but are cancelled or released within 48 hours will remain eligible for National assignments in the current round of the National rotation.

• All assignments, internal or national, count as experience.

• Once a Type 1 IMT, mobilized from the National rotation is staged by NICC, that team will be prioritized and assigned when a Geographic Area requires a replacement team. Once a team has been staged by a Geographic Area, the team will be prioritized and assigned to any new incident within that Area, or when a replacement team is needed within the Area. If NICC receives another Type 1 IMT request, the first eligible Type 1 IMT in National rotation will be ordered.

• The Geographic Area will coordinate with NICC before reassigning an out-of-area Type 1 IMT to another incident.

• Geographic Areas with only one Type 1 IMT may stand the team down for rest after coordination with NICC.

• The NMAC retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.

• 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.

• When situations warrant, rationale is required by NMAC for assignment of Area Command, National Type 1 and NIMO Teams prior to mobilization. This includes internal assignments.
The National rotation and current assignment history for the Type 1 IMTs is maintained throughout the calendar year at the following link:
https://www.nifc.gov/nicc/logistics/overhead/overhead.htm

**SWA Mobilization Guide Supplement**

**IMT Membership**

All Southwest Interagency Incident Management Teams (IMTs) are managed by the Southwest Coordinating Group. Nominations to Southwest Area IMTs are received annually and are approved by the individual’s supervisor, Incident Commanders, and the Southwest Operations Committee. Membership to the IMTs 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 Type I or Type 2 Team will be on more than one IMT; (that includes Zone Type 3 Teams). 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 Type 1 and 2 Interagency Incident Management Team rosters. When an IMT is ordered and subsequently filled in IROC, each IMT member is assigned to an overhead subordinate request (a request number with a decimal point). The SWCC will allow the adding of subordinate requests up to 80 for T1 IMT and 72 for T2 IMT 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 IMT must be through the host expanded dispatch on individual “O” numbers. For out of area assignments, total personnel on the roster will be negotiated.

**Note each IMT position configuration may vary but are still within the standards identified in the National and Southwest Mobilization Guides**

**Type 1 IMT Rotation**

For assignments both within the Southwest Area and Nationally, the Southwest Area Type 1 Team On-Call Schedule will be utilized.
### SWA Interagency IMTs and Availability Periods

<table>
<thead>
<tr>
<th>Type of Team</th>
<th>Designation</th>
<th>Name of IC</th>
<th>Last Year as IC</th>
<th>Normal Minimum Season</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1</td>
<td>SWA T-1 Team 1</td>
<td>Carl Schwope</td>
<td>2024</td>
<td>Year Round</td>
</tr>
<tr>
<td>Type 1</td>
<td>SWA T-1 Team 2</td>
<td>Dave Bales</td>
<td>2023</td>
<td>Year Round</td>
</tr>
<tr>
<td>Type 2</td>
<td>SWA T-2 Team 3</td>
<td>Lance Elmore</td>
<td>2024</td>
<td>April - August</td>
</tr>
<tr>
<td>Type 2</td>
<td>SWA T-2 Team 4</td>
<td>Aaron Hulburd</td>
<td>2024</td>
<td>April - August</td>
</tr>
<tr>
<td>Type 2</td>
<td>SWA T-2 Team 5</td>
<td>Mark Bernal</td>
<td>2022</td>
<td>April - August</td>
</tr>
</tbody>
</table>

### IMT Mobilization

Southwest Area Interagency IMTs 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.

Response times to an incident are dependent upon where that team is in the rotation. Reference the Type 1 and 2 IMT Rotation sections later in this Chapter for more information.

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 IMT is staged within the Southwest Area, the staged team shall receive the next assignment at that complexity level. Certain circumstances may exist where a local team is assigned before a staged team, as approved by the SWCG.

If a Southwest IMT is staged and then released within 48 hours of the date and time needed, they will retain their position in the rotation prior to the staging assignment.

### Preorders

Preorders for IMTs are established preseason and are shared with all SWA Dispatch Centers.

Upon mobilization, communication must occur between the LSC of the IMT 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:

- **IMT’s should always prioritize critical items with the most need (ie. Communications, Caterer, Showers unit)** ensuring the host expanded dispatch is aware and processing these pending orders first.
- **NFES items are acquired via the IMT 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 IMT and ultimately duplicate resources at the incident. Incident Dispatch Centers should work closely with the IMT 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 6) 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.

Response Times for Type 1 IMTs

Type 1 IMTs in the Southwest are available throughout the calendar year. When a request is placed for a Type 1 IMT, the following response times (from time of the call to travel status*) should be implemented, unless the date and time needed dictates otherwise:
• IMT1 first in rotation – 2 hours
• IMT1 second in rotation – 24 hours**

*Travel shall be in accordance with Incident Operations Driving Standards and discouraged between the hours of 2200 and 0500 (Southwest Mobilization Guide Ch. 10).

**After the first IMT1 in the rotation is mobilized, the second IMT1 response time will be 2 hours. If an IMT cannot meet the rotation response time, they will be skipped and/or potentially dropped to the bottom of the rotation.

**Type 2 Incident Management Teams**

There are three Type 2 Interagency Incident Management Teams (IMTs), long or short configuration in the Southwest Area.

**Type 2 IMT Rotation**

The SWA IMT2 Rotation is set up where the 3 IMTs will rotate in and out of 3 slots on a weekly cycle. The following guidelines will be used by the SWCG and SWCC to manage the rotation:

• The rotation changes every Tuesday at 0001 hours
• Call-out Readiness/Response Times
  o Team availability for all SWA IMTs April 1 – August 31st with response times following core and non-core season
  o Core Season (May 1 July 15): 1st Out 2-hour; 2nd Out 4-hour; 3rd Out 8-hour
  o Non-Core Season: 1st Out 2-hour; 2nd Out 24-hour; 3rd Out 48-hour
• During periods of high fire activity, the SWCG with concurrence from the IC(s) in the 2nd and 3rd out positions may elect to lessen the call out periods
• An IMT can regain their first out slot if the entire duration of an assignment occurs within their one-week availability period
• If an IMT has two more assignments than another IMT, the SWCG in coordination with the ICs may alter the rotation
• The beginning rotation order is a product of the previous year: last in, last out basis
• In SWA PL 3 or higher, IMT members in rotation slots 1 and 2 are available to freelance "local only" and IMT members in slot 3 may freelance within the geographic area
• Regardless of SWA PL level, IMT members need to communicate with their Section Chief or IC when considering freelancing assignments in the April - Sept timeframe. Assessment of out of area assignment potential should be considered, especially those IMTs in slots 1 and 2
• The rotation for SWA Type 2 IMTs can be found here.
Incident Management Team Freelance Guidelines

Southwest Agency Administrators intend that Southwest IMTs be available for timely response during periods of likely team mobilization and large fire risk. It is the IMT 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 an IMT callout occurs with IMT member freelancers deployed, it is the freelancer’s and IMT 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 Type 1 teams should consider the following guidelines to avoid conflicts mentioned above:

<table>
<thead>
<tr>
<th>Preparedness Level</th>
<th>National</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Southwest</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Unrestricted</td>
</tr>
<tr>
<td>2</td>
<td>ON-SW OFF-NA</td>
</tr>
<tr>
<td>3</td>
<td>ON-LC OFF-SW</td>
</tr>
<tr>
<td>4</td>
<td>ON-LC OFF-SW</td>
</tr>
<tr>
<td>5</td>
<td>OFF/ON-LC</td>
</tr>
</tbody>
</table>

Legend
- Unrestricted - Freelancing Allowed
- No - Freelancing Not Allowed
- ON - On-Call IMT
- OFF - Off Call IMT
- SW - Southwest Only
- NA - National OK
- LC - Locally Only

Type 2 teams are essential for an immediate and timely geographic response during their Southwest availability periods. Members will be available to freelance “locally only” when the Southwest is at PL-3 or higher during their official IMT availability dates unless the IC approves otherwise after carefully considering the factors above.

SWA IMT Lend/Lease of Resources

The Southwest Area Lend/Lease Program is an informal agreement between incidents that provides an avenue to share critical resources for short periods of time to fill critical operational needs. This is an effective and efficient way of managing resources that are either unavailable or
where incidents only need these resources for a limited time. Typically, Lend/Lease should not exceed 48-72 hours (validated each day by Operations). Lend/Lease of resources should only be used when two or more IMTs are assigned within the same local dispatch area or in the event of a close-proximity boundary incident in the adjacent dispatch area. In this case, good communication must occur between the 2 affected dispatch centers and the SWCC. Resource orders are not initiated by the receiving incident. Tracking of these resources is done on a separate spreadsheet maintained by the local dispatch center. The Lend/Lease resource spreadsheet data will be shared with the SWCC and Geographic MAC Group daily. Roles and responsibilities of each functional area within an IMT organization (e.g. I-suite procedures) can be found in the Southwest Area Lend/Lease Procedures document on the SWCC website: https://gacc.nifc.gov/swcc/, Overhead and Teams page.

**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 – Phoenix Interagency Dispatch Center
- Southeast Zone – Tucson Interagency Dispatch Center
- White Mountain Zone – Show Low Interagency Dispatch Center
- Albuquerque Zone – Albuquerque Interagency Dispatch Center
- Pecos Zone – Alamogordo Interagency Dispatch Center
- Santa Fe/Taos Zone – Taos 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

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

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

<table>
<thead>
<tr>
<th>ICS Position</th>
<th>Number on active roster for deployment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incident Commander Type 3</td>
<td>1</td>
</tr>
<tr>
<td>Safety Officer</td>
<td>1</td>
</tr>
<tr>
<td>Information Officer</td>
<td>1</td>
</tr>
<tr>
<td>Operations</td>
<td>1</td>
</tr>
<tr>
<td>Task Force Leader or Division Group Supervisor</td>
<td>2</td>
</tr>
<tr>
<td>Plans</td>
<td>1</td>
</tr>
<tr>
<td>Logistics</td>
<td>1</td>
</tr>
<tr>
<td>Finance</td>
<td>1</td>
</tr>
<tr>
<td>Primary Trainees*</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12</strong></td>
</tr>
</tbody>
</table>

*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 Mob Guide

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/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 Incident Management Team Type of Assignments

There are four (4) National Incident Management Organization Teams (NIMO).

The following criteria will be considered in determining appropriate assignments for NIMO:

- Wildland Fire – NIMO Teams may be ordered for managing wildland fire. This is not limited to Type 1 or 2 wildfires, it may also be appropriate for multiple Type 3 fires for developing personnel capability as mentors, trainers, and evaluators.

  Trigger Points:
  - Multiple ignitions within a GACC.
  - Agency Administrator requesting additional support.
  - Fire is Type 2 complexity with potential for Type 1 (NIMO Team is assigned and Type 2 IMT remains integrated and in support and/or obtains Type 1 training and experience).
  - Long Duration Incidents – A NIMO Team may be assigned to fires that are expected to last for several weeks or as the “second” team in to bring incidents to their conclusion.

  Trigger Points:
  - Incident is projected to last more than fourteen (14) days.
  - Agency Administrator’s request for additional support.
  - Cost containment, WFDSS, Risk and Complexity Assessment, etc., indicates need for a non-traditional approach in managing the incident.
  - Mission Specific Assignments.
  - National/Geographic Area Operations Support.
  - International Assignments.
  - All Hazard.
  - Fuels Management.

Due to the nature of incidents that NIMO teams will be assigned to, team 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.
National Area Command Team

There are three (3) National Area Command Teams. They are dispersed as follows:

Northwest  1
Great Basin  1
California  1

National Area Command Teams will be mobilized according to the National call-out procedures from the National Area Command Team rotation managed by NICC. Orders for National Area Command Teams will be placed through established ordering channels using an Overhead Group Request to NICC.

National Area Command Team Configuration

National Area Command Teams are comprised of six (6) positions: four (4) specific and two (2) trainees identified by the Area Commander. The Area Commander position may only be filled by a current agency employee.

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

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

National Area Command Team Rotation Process

- National Area Command Teams remain on-call for a maximum of fourteen (14) days.
- At the time (clock hour and day of the week) an Area Command Team from National rotation is requested, the next eligible Area Command Team in rotation will be notified and placed in two-hour call status and will remain in call status for the next fourteen days. The next two National Area Command Teams in National rotation will also be notified of the schedule change.
- Substitutions of current Area Commanders/Deputy Area Commanders between teams and Command positions are permissible with prior coordination with NICC.
- Teams that receive an assignment will be out of the National rotation until all Area Command Teams have had an assignment.
The national rotation and current assignment history for the Area Command Teams is maintained throughout the calendar year at the following link:
https://www.nifc.gov/nicc/logistics/overhead/overhead.htm

Incident Support Teams

Teams will be ordered using an Overhead Group request in IROC, with the exception of Aviation Safety and Technical Assistance Teams.

Overhead requests for specialized team member of non-standard teams, such as After Action Review teams, will be placed as Technical Specialist (THSP).

National Interagency Buying Teams (BUYT)

There are ten (11) National Interagency Buying Teams. The teams are dispersed as follows:

- Northern Rockies 1
- Great Basin 1
- Eastern 2
- Southwest 2
- California 2
- Northwest 1
- Southern 2

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

The primary mission of a BUYT is to support the local administrative staff with incident acquisition. In addition, the BUYT Leader has the responsibility for coordinating property accountability with the Supply Unit Leader. Responsibilities and coordination of BUYTs can be found in the NWCG Standards for Incident Business Management:


and the NWCG Incident Business Committee webpage:

https://www.nwcg.gov/committees/incident-business-committee/

BUYTs should not be utilized as de facto payment teams. Incident host agencies should order a Review, Audit, Process Team if the situation warrants.

BUYTs are ordered by the incident host agency and report to the agency administrator or other designated incident agency personnel. Buying teams work with the local administrative staff to
support the incident acquisition effort. Geographic Areas will internally mobilize their National Buying Teams, local Geographic Area buying teams, or ad-hoc buying teams before requesting a National Interagency Buying Team from NICC. National BUYTs are mobilized according to National Call-Out Procedures.

**BUYT Configuration**

National Interagency BUYTs are comprised of a leader and six team members. One of the six members may be assigned as an assistant or deputy leader. In addition to the seven-member team, personnel from the incident host agency or alternate buying team members may be added as needed, to supplement the primary team. National Interagency BUYTs will consist of the following:

- Six qualified buying team members will be a combination of those with and without a government purchase card and contracting officers with their applicable agency training.

**SWA Mobilization Guide 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

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.
- The 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 the following link:

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

**SWA Mobilization Guide Supplement**

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

- Each Buying Team Leader will identify a “Team Coordinator” to work with SWCC for maintaining the team’s roster and a list of alternates.

The **SWA has two established National BUYTs**

- Team 1 lead by Lorrie Evans
- Team 2 lead by Melissa Tovar

**Payment Teams**

The National Park Service Payment Teams will no longer be ordered on a rotational basis. Instead, before a Payment Team is ordered to audit and process DOI incident invoices, the ordering unit should contact:

Danica Colley, 208.387.5296, danica_colley@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. Payment team leaders and members will be ordered by the jurisdictional unit as THSPs.

**SWA Mobilization Guide Supplement**

**Communications Advanced Teams (CAT)**

The **CAT team is ordered by SWCC on a SWCC 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 work for SWCC and will be assigned and reassigned at SWCC’s discretion.

**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.

BAER team mobilization decisions are based on incident complexity and values to be protected. Less complex incidents will use local, regional, interagency, and contracted ad-hoc BAER teams and resources. Bureau’s coordinators maintain rosters of BAER personnel for less complex incidents.

The Department of the Interior (DOI) maintains one National BAER Team to assist field units plan for complex post-fire emergency stabilization. The National BAER Team is scalable in long and short configurations. It may be ordered as command and general staff or ordered as individual resources. 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 multiple jurisdictions are the dispatch prioritization criteria issues factored into the mobilization decision. Less complex incidents will use local, regional, interagency, and contracted ad-hoc BAER teams. Bureaus 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 make contact with 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 National Interagency BAER Team Leader, after making contact with 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 the NMAC, after making contact with 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):

- Lou Ballard (National Coordinator) FWS 208-387-5584
- Rich Schwab (National Coordinator) NPS 208-830-4791
- Darryl Martinez (National Coordinator) BIA 505-563-3369
- Molly Anthony (Acting National Coordinator) BLM 971-373-3816

National Interagency BAER Team resources are mobilized through established ordering channels. 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 Mobilization Guide Supplement**

- 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, Region 6, 7, 8, FWS: Thad Herzberger (NM-R2R)
- Department of Interior, Interior Region 8, BLM: Lisa Thornley (AZ-PHD)
- USDA Forest Service: Region 3, Anna Jaramillo (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 onsite 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 onsite.

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 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.

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

NFPET Coordinators

<table>
<thead>
<tr>
<th>Geographic Area</th>
<th>Geographic Area Coordinator</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Great Basin</td>
<td>Julie Campbell</td>
<td>Kelsey Griffee</td>
</tr>
<tr>
<td></td>
<td>Work: (801) 625-5718</td>
<td>Cell: (775) 386-7430</td>
</tr>
<tr>
<td></td>
<td>Cell: (801) 389-3200</td>
<td><a href="mailto:kgriffee@blm.gov">kgriffee@blm.gov</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Julie.a.campbell@usda.gov">Julie.a.campbell@usda.gov</a></td>
<td></td>
</tr>
</tbody>
</table>
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.

**CMAT Configuration**

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

<table>
<thead>
<tr>
<th>Region</th>
<th>Team Leader</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern</td>
<td>Dennis Fiore</td>
<td>Work: 208-993-0995 <a href="mailto:dennis.fiore@usda.gov">dennis.fiore@usda.gov</a></td>
</tr>
<tr>
<td>Northern Rockies</td>
<td>VACANT</td>
<td>Follow Agency Ordering Procedures</td>
</tr>
<tr>
<td>Northwest and Alaska</td>
<td>Jacob Gear</td>
<td>(541)-589-4669 <a href="mailto:jacob.gear@usda.gov">jacob.gear@usda.gov</a></td>
</tr>
<tr>
<td></td>
<td>Karen Curtiss</td>
<td>Work: (541) 383-5583 Cell: (541) 480-8246 <a href="mailto:karen.curtiss@usda.gov">karen.curtiss@usda.gov</a></td>
</tr>
<tr>
<td>California</td>
<td>Lance Noxon</td>
<td>Phone: (707) 562-9167 Cell: (530) 412-2332 <a href="mailto:Lance.noxon@usda.gov">Lance.noxon@usda.gov</a></td>
</tr>
<tr>
<td></td>
<td>Zachary Ellinger</td>
<td>(702)-239-1927 <a href="mailto:zellinger@blm.gov">zellinger@blm.gov</a></td>
</tr>
<tr>
<td>Rocky Mountain</td>
<td>VACANT</td>
<td>Follow Agency Ordering Procedures</td>
</tr>
<tr>
<td>Southern</td>
<td>E.J. Bunzendahl</td>
<td>Phone: (859)-745-3148 <a href="mailto:elizabeth.bunzendahl@usda.gov">elizabeth.bunzendahl@usda.gov</a></td>
</tr>
<tr>
<td>Southwest</td>
<td>Francisco Salazar</td>
<td>Phone: (505) 842-3897 Cell: (505) 239-2668 <a href="mailto:Francisco.salazar@usda.gov">Francisco.salazar@usda.gov</a></td>
</tr>
<tr>
<td>National</td>
<td>Zachary Ellinger</td>
<td>Cell: (702)-239-1927 <a href="mailto:zellinger@blm.gov">zellinger@blm.gov</a></td>
</tr>
<tr>
<td></td>
<td>Fred Turck</td>
<td>Cell (757)-334-2695 <a href="mailto:fred.turck@dof.virginia.gov">fred.turck@dof.virginia.gov</a></td>
</tr>
</tbody>
</table>

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*Chapter 20 Overhead and Teams*  
722022 Southwest Interagency Mobilization Guide
• Teams are comprised of a team lead, mitigation specialists and may include trainees. Additional support position 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 Technical Specialists (CMAT) through established ordering channels.

CMAT Leads
Jonathan Bruno (719) 433-6775 jonathan@cusp.ws

To request a CMAT: complete the request form located at: https://www.fs.usda.gov/managing-land/fire/cmat and submit to team leads listed above.

Fire and Aviation Safety Teams (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:

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

FAST reviews 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 the NICC.

FASTs will be chartered by their respective 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.

**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 declining 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.

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

**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 Mobilization Guide 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: https://www.nifc.gov/policies/pol_ref_redbook.html

Team members ordered through established channels will be mobilized as THSPs. Requests for SAIT members mobilized 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 Office

**SWA Mobilization Guide 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.

**Geographic Area Editors**

- USDA Forest Service – Abie Carabajal/Harold Riggs
- USDI National Park Service – Windy Bunn
- USDI Fish and Wildlife Service – Thad Herzberger
- USDI Bureau of Indian Affairs Navajo Region – Dale Glenmore, Johnson Benallie
- USDI Bureau of Indian Affairs Southwest Region – Brian Tonihka
- USDI Bureau of Indian Affairs Western Region – Reeve Armstrong
- USDI Bureau of Land Management AZ – Rance Marquez
- USDI Bureau of Land Management NM – Richard Sinkovitz

**Specialty Services**
Critical Incident Stress Management

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

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.

NIFC Forest Service has contracted nationally for T-2IA Crews (National Contract Resources, or NCR). National Contract Resources (NCR) are hosted by local units (Host Unit Coordination Centers, or 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 NCR Contract contact:

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

Minimum Crew Standards for National Mobilization

For a detailed description of minimum crew standards see Interagency Standards for Fire and Fire Aviation Operations: https://www.nifc.gov/policies/pol_ref_redbook.html

Type 1 Interagency Hotshot Crews

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

https://www.fs.fed.us/science-technology/fire/people/ihc

Interagency Hotshot Crews (IHC) meet or exceed all standards found in the Standards for Interagency Hotshot Crew Operations (SIHCO).
https://www.nifc.gov/policies/pol_ref_hotshotOps.html

Interagency Hotshot Crews require appropriate Federal or State agency sponsorship and a recommendation by their respective Geographic Area Coordinating Group for inclusion into the National Interagency Mobilization Guide. 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
- Fire equipment (minimum two cases of fuses)
- Chain saws (four kits)
- Saw fuel (ten gallons, unmixed)
- Bar oil (five gallons)

**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 they may still be dispatched as a T2IA, T2 Crew or Suppression Module provided they meet the standards for the lesser qualification.

Naming conventions for these crews will be as follows:

Fire – Crew, T2 IA American River IHC
Groups – Module, Suppression – Craig IHC

**Type 2 and Type 2 IA Crews**

Type 2 Crews will be ordered as Type 2 or Type 2 IA. 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 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. Type 2 IA and Type 2 Crews may come equipped with hand tools and chain saws. 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.

Standard crew size is twenty people maximum and eighteen people minimum (including Crew Boss, Crew Representative, and trainees).

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

All crew personnel mobilized and demobilized outside the local unit through NICC will be identified on a crew manifest form. Crew supervisors will maintain a minimum of four accurate copies of this form at all times. Crew weights will be manifested separate from personal gear and
equipment weights. The crew supervisor or CREP will ensure compliance with weight limitations.

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 have the ability to be fiscally self-sufficient.

**SWA Mobilization Guide Supplement**

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

In cases of crew resource shortages or heightened demand, 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.
<table>
<thead>
<tr>
<th>Crew Name</th>
<th>Unit</th>
<th>Superintendent</th>
<th>Cell Phone</th>
<th>Home Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aravaipa</td>
<td>AZ-GID</td>
<td>Greg Smith</td>
<td>(520) 975-0874</td>
<td>Sierra Vista, AZ</td>
</tr>
<tr>
<td>Black Mesa</td>
<td>AZ-ASF</td>
<td>Tom Kelley</td>
<td>(602) 680-5030</td>
<td>Overgaard, AZ</td>
</tr>
<tr>
<td>Blue Ridge</td>
<td>AZ-COF</td>
<td>Travis Fuller</td>
<td>(928) 856-1029</td>
<td>Happy Jack, AZ</td>
</tr>
<tr>
<td>Carson</td>
<td>NM-CAF</td>
<td>Tim Memmer</td>
<td>(707) 951-7337</td>
<td>Taos, NM</td>
</tr>
<tr>
<td>Flagstaff</td>
<td>AZ-COF</td>
<td>Mark Adams</td>
<td>(928) 853-8797</td>
<td>Flagstaff, AZ</td>
</tr>
<tr>
<td>Fort Apache</td>
<td>AZ-FTA</td>
<td>Brian Quintero</td>
<td>(928) 205-9459</td>
<td>Whiteriver, AZ</td>
</tr>
<tr>
<td>Geronimo</td>
<td>AZ-SCA</td>
<td>Julius Hostetler</td>
<td>(928) 961-1792</td>
<td>San Carlos, AZ</td>
</tr>
<tr>
<td>Gila</td>
<td>NM-GNF</td>
<td>Mike Head</td>
<td>(575) 313-7611</td>
<td>Reserve, NM</td>
</tr>
<tr>
<td>Globe</td>
<td>AZ-TNF</td>
<td>Drew Maxwell</td>
<td>(928) 200-7944</td>
<td>Globe, AZ</td>
</tr>
<tr>
<td>Mesa</td>
<td>AZ-TNF</td>
<td>Pat Moore</td>
<td>(602) 509-8021</td>
<td>Mesa, AZ</td>
</tr>
<tr>
<td>Mormon Lake</td>
<td>AZ-COF</td>
<td>Sara Sweeney</td>
<td>(509) 846-4959</td>
<td>Flagstaff, AZ</td>
</tr>
<tr>
<td>Mt. Taylor</td>
<td>NM-CIF</td>
<td>Howard Kenny</td>
<td>(505) 240-3996</td>
<td>Grants, AZ</td>
</tr>
<tr>
<td>Navajo</td>
<td>AZ-NAA</td>
<td>Vann Smith</td>
<td>(928) 205-1696</td>
<td>Fort Defiance, AZ</td>
</tr>
<tr>
<td>Payson</td>
<td>AZ-TNF</td>
<td>Mike Schinstock</td>
<td>(928) 202-7683</td>
<td>Payson, AZ</td>
</tr>
<tr>
<td>Prescott</td>
<td>AZ-PNF</td>
<td>Darin Fisher</td>
<td>(928) 713-1307</td>
<td>Prescott, AZ</td>
</tr>
<tr>
<td>Sacramento</td>
<td>NM-LNF</td>
<td>Matt Barone</td>
<td>(575) 921-9266</td>
<td>Sacramento, NM</td>
</tr>
<tr>
<td>Santa Fe</td>
<td>NM-SNF</td>
<td>David Simpson</td>
<td>(505) 231-4831</td>
<td>Santa Fe, NM</td>
</tr>
<tr>
<td>Silver City</td>
<td>NM-GNF</td>
<td>Justin Romero</td>
<td>(575) 654-3938</td>
<td>Silver City, NM</td>
</tr>
<tr>
<td>Smokey Bear</td>
<td>NM-LNF</td>
<td>JJ Rue</td>
<td>(575) 937-5105</td>
<td>Ruidoso, NM</td>
</tr>
<tr>
<td>Zuni</td>
<td>NM-ZUA</td>
<td>Rickey Booqua Jr.</td>
<td>(505) 870-8892</td>
<td>Zuni, NM</td>
</tr>
</tbody>
</table>

The current Chair of the SWA IHC Committee is Mark Adams (Flagstaff 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 crew’s...
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, 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, large aircraft transport logistics, time constraints, cost consideration, values at risk, and suppression tactics at the incident 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 IHC’s**

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, SWCC, 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. 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. 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 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), New Mexico State Department of Forestry, 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.
<table>
<thead>
<tr>
<th>Dispatch Center</th>
<th>Sponsoring Unit</th>
<th>Crew Name</th>
<th>Type</th>
<th>Assembly Point</th>
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<tbody>
<tr>
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<td>A1S</td>
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<td>T2IA</td>
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<td>A1S</td>
<td>Diablo Canyon</td>
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<td>Arizona</td>
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<td>A2S</td>
<td>Escudilla</td>
<td>T2</td>
<td>Springerville, AZ</td>
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<td>TAD</td>
<td>Taos BLM</td>
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</table>
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. 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, 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.
### Camp Crew List

<table>
<thead>
<tr>
<th>Dispatch Center</th>
<th>Sponsoring Unit</th>
<th>Crew Name</th>
<th>Assembly Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>A5S</td>
<td>Adobe State Camp Crew</td>
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<tr>
<td>Silver City</td>
<td>GNF</td>
<td>Cobre</td>
<td>Silver City, NM</td>
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</tbody>
</table>

### 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 guaranteed standby hours. Compensable standby must be determined by fire indices and unit-specific response levels. When resources are being staged at mobilization centers 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 SWCC, units hosting prepositioned resources on regional monies must contact 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.
All Equipment and Supply Orders will follow established ordering procedures (Type 1, 2, 3 incidents), 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.

**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.

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 Mobilization Guide Supplement**

The SWCG Member agencies have agreed to the following general guidance for dispatching Engine and Water Tender resources 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 and State-contracted resources
    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.

When SWCC receives engine and/or tender requests for out of area assignments, consideration is given to the requesting Geographic Area priority dispatch order (e.g. cooperators may be mobilized before IBPA resources). When 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

Equipment/Supplies Demobilization

When demobilizing contracted tactical equipment, contractors awarded Incident Blanket Purchase Agreements (I-BPAs) as a result of competitive solicitations, shall be given priority to remain on the incident over tactical equipment with incident-only 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, and not all contracted resources.

Release information for equipment and accountable supply items must be promptly relayed through IROC.
National Interagency Support Cache Ordering Procedures

- The National Interagency Supply Cache Coordinator (NISCC) can be activated when activity warrants but is always activated at the higher Preparedness Levels.
- Orders for cache restock will be placed directly between National Interagency Support Caches until the NISCC position is activated at NICC.
- When the NISCC is activated at NICC, all cache restock orders from National Interagency Support Caches will be placed with the NISCC. Based on national priorities, the NISCC will forward requests to the appropriate National Interagency Support Cache(s) for processing.

The cache to cache restock process should be utilized before large replacement supply orders are procured through other sources. Large replacement supply orders will be coordinated by a representative from the NFES at all planning levels to avoid overstocking the system.

**SWA Mobilization Guide Supplement**

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

<table>
<thead>
<tr>
<th>Cache</th>
<th>Unit ID</th>
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<tr>
<td>Prescott Interagency Fire Cache</td>
<td>AZ-PFK</td>
</tr>
<tr>
<td>Silver City Interagency Fire Cache</td>
<td>NM-SFK</td>
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</table>

Orders placed to the 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 Type 1 or 2 IMT 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 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 as follows:

- 1 ea. Sprungerville, Arizona
- 1 ea. Albuquerque, New Mexico
• 1 ea. Santa Fe, New Mexico
• 1 ea. Alamogordo, New Mexico
• 3 ea. Silver City, New Mexico
• 1 ea. Tucson, Arizona (optional, if equipment and supplies are available)

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.

A 50-Person Module is available from the Silver City Cache for Type 3 and Type 4 incidents. This can be ordered with NFES 008634 - Module, 50-Person Kit. Order 1 kit for every 50 persons assigned to the incident.

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. 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.

NFES Items in Short Supply

- NICC, in cooperation with NISCC, will advise all incident support agencies of those items in high demand with limited quantities and will distribute this information through the NFES Managed Items List.
- Identified items on the NFES Managed Items List will be requested through established ordering channels and will be coordinated through the NFES Representative at NIFC.

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. 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 Interagency Incident Business Management Handbook (Chapter 30) for procedures dealing with replacement of non-NFES supplies and equipment.

Local Unit Incident Replacement: Type 3 and Type 4 Incidents

The hosting units’ Agency Administrator or authorized representative must approve all 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 NIICD CDO.

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, 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 Family Radio Service (FRS) for communications on any planned or ongoing incident.

For a complete listing of NIICD telecommunications components, refer to the National Incident Radio Support Cache User’s Guide, NFES 000968
https://www.nifc.gov/NIICD/documents.html#user

or the NWCG Fire Supplies and Equipment Catalog, Part 1,
https://www.nwcg.gov/publications/pms449-1
Radio Ordering

Requests for NIICD radio systems and kits will be placed in IROC 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 at 208-387-5644 when an order for a Starter System is received for an incident. The CDO will identify which prepositioned Starter System will be assigned to the incident. 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 Mobilization Guide Supplement**

*When a Type 1 or Type 2 IMT is assigned to an incident, the team Communications Unit Leader 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.*

*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/NIFC. 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)**

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

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 Fire Supplies and Equipment Catalog:

[https://www.nwcg.gov/publications/pms449-1](https://www.nwcg.gov/publications/pms449-1)

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) at (208) 387-5726 is recommended.

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 at 208-387-5726. Upon release from the incident, the IRAWS will be returned to NIFC via the most expeditious method available.

**Project Remote Automatic Weather Stations, (PRWAS – NFRS 005970)**

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 at 208-387-5726 prior to ordering to determine the PRWAS configuration. Set up of the PRAWS is the responsibility of the ordering unit. Upon release from the project, the PRAWS will be returned to NIFC via the most expeditious method available.

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

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

[https://sites.google.com/wildlandfiresmoke.us/iwfaqrp/smoke-monitoring](https://sites.google.com/wildlandfiresmoke.us/iwfaqrp/smoke-monitoring)
National Contract Mobile Food Services and National Contract Mobile 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, first meal served will be dinner. Allow a minimum of 24 hours from time order is in place to the 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 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 at Section C.2 of the National Mobile Food Services Contract 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 (see Section J.10, National Mobile Shower Facilities Contract), 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 (See Section C.2, 2.2, National Mobile Shower Facilities Contract). 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 at Section C.2 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 through 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/coord_forms.htm
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 hours in advance of demobilization. All release information will be entered into IROC within fifteen minutes of demobilization. Contractors may take twenty-four 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 by visiting the following sites:

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 by emailing:

FS-FS AQM ISB SM.FS.fsaqmisb@usda.gov

**Engines and Water Tenders**


**SWA Mobilization Guide 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. 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.

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 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**

Within the ICS structure, the MEDL works within the Logistics Section under the Logistics Section Chief. The main roles of the MEDL position are to prepare a medical emergency plan, to obtain medical aid and transport for injured or ill incident personnel, and to prepare reports and records. Each IMT will mobilize with a qualified MEDL as part of their roster.

**EMT and Paramedic Position Codes**

<table>
<thead>
<tr>
<th>Fireline Qualified (Arduous)</th>
<th>Non-Fireline Qualified</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EMTF</strong> – Emergency Medical Technician, Fireline</td>
<td><strong>EMTB</strong> – Emergency Medical Technician, Basic</td>
</tr>
<tr>
<td><strong>AEMF</strong> – Advanced Emergency Medical Tech, Fireline</td>
<td><strong>AEMT</strong> – Advanced Emergency Medical Technician</td>
</tr>
<tr>
<td><strong>EMPF</strong> – Paramedic, Fireline</td>
<td><strong>EMTP</strong> – Emergency Medical Technician, Paramedic</td>
</tr>
</tbody>
</table>

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 are often routed to Fire Departments via agreements with States.
**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 as well as the ability to split up.

Fireline Medical Teams consist of:
- 1 EMPF and 1 EMTF (2 EMPF is acceptable)
- 1 BLS kit, 1 ALS kit
- 4-wheel drive vehicle
- UTV / ATV (optional)

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.

**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 Technician Level in Rope Rescue
  - Balance is trained to the Operations Level in Rope Rescue
  - At least one is an EMPF and the Balance are EMTF (more than one EMPF is acceptable)
  - 1 or 2 4WD vehicles
  - REMS Equipment
  - UTV/ATV Optional

REMS are currently ordered in IROC as Overhead > Category GACC ONLY > Module, Rapid Extraction Support. Units hosting these resources should fill these requests using the roster function in IROC.
**Medical Resource Types (ordered within the Equipment Catalog)**

**Medical Support Units**

Medical Support Units are an equipment catalog item in the IROC system and typically refer to a vendor-provided Fireline Medical Team that is nationally certified for providing services across state lines. An Incident Only EERA must be written by a Contracting Officer for procurement of these resources.

**Ordering Considerations**

- The ordering unit must identify the level of service being requested, ALS or BLS
- Are Fireline Qualifications required?

**Basic Life Support (BLS) Kit**

A Basic Life Support (BLS) medical kit contains items that allow fundamental, non-invasive interventions appropriate to the EMT scope of practice and medically necessary supplies and service to perform basic life support assessment and intervention. Typically it would be rare to receive an order for just a BLS kit without EMT personnel also, but the ordering process is the same as a Medical Support Unit.

**Advanced Life Support (ALS) Kit**

An ALS Kit contains supplies to perform basic life support and advanced life support assessment and intervention within the state of registration. Advanced life support intervention may include: The administration of intravenous (IV) administration of fluids/medication, manual defibrillation/cardioversion, cardiac pacing, endotracheal intubation, chest decompression, surgical airway, or intraosseous administration of fluids/medication. Typically it would be rare to receive an order for just an ALS kit without EMT personnel also, but the ordering process is the same as a Medical Support Unit.

**Ambulances**

All ambulances will be mobilized with the minimum standards identified by the state of registration/certification. Ambulance requests are often routed to Fire Departments via agreements with States. 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**

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

<table>
<thead>
<tr>
<th>RESOURCE</th>
<th>AMBULANCES (GROUND)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CATEGORY:</td>
<td>Health &amp; Medical (ESF #8)</td>
</tr>
<tr>
<td>MINIMUM CAPABILITIES:</td>
<td>TYPE I</td>
</tr>
<tr>
<td>COMPONENT</td>
<td>METRIC</td>
</tr>
<tr>
<td>Team</td>
<td>Care provided</td>
</tr>
<tr>
<td>Personnel</td>
<td>Minimum staff</td>
</tr>
<tr>
<td>Vehicle</td>
<td>Transport</td>
</tr>
</tbody>
</table>
### RESOURCE

**AMBULANCES (GROUND)**

<table>
<thead>
<tr>
<th>CATEGORY:</th>
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<th>KIND:</th>
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</tr>
<tr>
<td><strong>COMPONENT</strong></td>
<td><strong>METRIC</strong></td>
<td><strong>TYPE I</strong></td>
<td><strong>TYPE II</strong></td>
</tr>
<tr>
<td>Personnel</td>
<td>Training and equipment</td>
<td>Same as Type III</td>
<td>Non-HazMat response</td>
</tr>
</tbody>
</table>

### 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 can work 12-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. Ambulances most often should be ordered as Type, Any

2. 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)

3. Note: With the limited existence of a true (4WD) with high clearance, additional medical resources, such as REM, ATV/UTV capability may be needed

**Advanced Life Support (ALS) Ambulance**

A ground ambulance with the personnel, medically necessary supplies, and service to perform basic life support and advanced life support assessment and intervention within the state of registration. Advanced life support intervention may include: The administration of intravenous (IV) administration of fluids/medication, manual defibrillation/cardioversion, cardiac pacing, endotracheal intubation, chest decompression, surgical airway, or intraosseous administration of fluids/medication. Standard configuration is at least one certified/licensed EMT Paramedic and one EMT Basic. An additional ALS Kit is not required when ordering.

**Basic Life Support (BLS) Ambulance**

A ground ambulance with the personnel, medically necessary supplies, and service to perform basic life support assessment and intervention within the state of registration. The standard configuration is two EMT Basics. An additional BLS Kit is not required when ordering.

**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.
CHAPTER 50
AIRCRAFT

NICC is the sole source for large transport aircraft holding 14 CFR Part 121 Certificates and for Type 1 and 2 Call-When-Needed (CWN) Helicopters.

Cooperator aircraft (State contracted, State owned, State managed National Guard aircraft, county, city, or other) may be used on federal fires under the following conditions:

- 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/Department of the Interior letter.
- Cooperator exclusive use contracted 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 or -operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter. Cooperator-owned or -operated aircraft meeting requirements of the NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters 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 USDA Forest Service/DOI letter.
- The cooperator aircraft will be operated within limitations specified in the written approval.
- The cooperator aircraft will be used only in situations where federal aircraft are not reasonably available.
- The cooperator aircraft will 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 (National Interagency Mobilization Guide, chapter 80 Forms) to document the justification for aircraft utilization. https://www.nifc.gov/nicc/logistics/coord_forms.htm

SWA Mobilization Guide Supplement

Military Helicopters (DOD)

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

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

Aircraft Mobilization

When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Documentation of special needs, threats or specific reporting instructions are critical for the proper and timely processing of each request. 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.
- Timeliness.
- Cost effectiveness.
- Performance specifications for density/high altitude operations.
- Airtanker Types T1 & T2 LATs, VLAT, or SEAT. (closest resource, regardless of geographic area boundary).
- 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.

SWA Mobilization Guide Supplement

The Southwest Coordination Center, in coordination with the SWCG/ GMAC Group, has dispatching control of all Large Airtankers (LATs), Very Large Airtankers (VLATs), nationally contracted SEATs, and Lead Plane/ASMs operating from bases located within the Southwest Area. The priorities for LATs, VLATs, SEATs, and Lead Plane/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 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 SWCC or an adjacent neighbor dispatch will suffice.*

**Initial Attack Load – Smoke Jumpers**

When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in IROC as “Load, Smokejumper, Initial Attack” on an Aircraft request. All Initial Attack Orders will be honored when smokejumpers are available.

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 pre-positioning 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 the 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.

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.

BLM 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.
**SWA Mobilization Guide Supplement**

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

**USFS & DOI Aircraft Procurement and Payment (Released VS Reassigned)**

Reference the Interagency Tech Bulletin 2015-01 to assist in determining what agency initially hired the aircraft and if or when this should change to a different agency payment system. The helicopter/flight manager and vendor are the responsible parties in determining the initial path to take, depending on the original resource order and contract jurisdiction.

**Aircraft 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.

**Flight Management Procedures**

**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 Automated Flight Following (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.

**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 flights with a scheduled air carrier on a seat fare basis). 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.

**SWA Mobilization Guide Supplement**

**Flight Manager**

There will be a flight manager designated on all point-to-point flights originating within the Southwest Area. Flight Manager Duties and Responsibilities Form

Reconnaissance flights are to be ordered through 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 SWCC and the region. For Leadplanes, ASMs, Air Attack platforms, priority is tactical, all other missions will be approved by SWCC and Aerial Supervision Program Manager.

**FAA Flight Plans and Flight Following**

All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air Traffic Control (ATC) may or may not provide it. It is the pilot’s responsibility to confirm with dispatch which type of FAA flight plan will be used. The pilot shall close out the flight plan with the FAA once the flight is completed. FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact 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.

Verbal and AFF flight following is not required en route when an FAA flight plan has been filed.

**Agency Flight Plans and Flight Following**

Agency flight plans are the responsibility of the pilot, to be distributed through originating dispatch office and are documented on an Aircraft Flight Request/Schedule. For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and Radio Check-in. AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are
acceptable when utilizing AFF. (See AFF procedures below for more information). Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude and heading. Agency flight following is used for all mission flights but is not required when an FAA flight plan has been filed for a point-to-point flight. All aircraft operating on Agency flight plans shall monitor Air Guard. Helicopters conducting Mission Flights shall check-in prior to and immediately after each takeoff/landing per the NWCG Standards for Helicopter Operations:
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.

**SWA Mobilization Guide Supplement**

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.

**Resource Tracking**

NICC will resource track, through the use of an Aircraft Flight Request/Schedule, all aircraft crossing Geographic Area boundaries, which have been ordered through NICC on:

- Aircraft Orders
- Flight Requests

**SWA Mobilization Guide Supplement**

**Aircraft Flight Request/Schedule Form**

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

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

The Sending Unit (dispatch center) is responsible for initiating a flight schedule form. Dispatch centers will communicate with pilots and/or flight managers to coordinate the completion of the flight schedule form. Documenting thorough information on the form is critical for search and rescue actions in the event of a missing aircraft or aircraft accident. The sending dispatch center is responsible for reviewing completed flight schedule forms, and distributing them to SWCC and applicable Zone Dispatch Centers.

Responsibilities

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

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

Responsibilities of the Sending Unit:

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and method of Flight Following (agency or FAA) to the Sending Unit’s GACC via established ordering channels.
- 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 flight requiring stops enroute to a destination, instruct the Pilot-In-Command or Flight Manager to contact NICC at (800) 994-6312. Aircraft support vehicles should contact NICC at fuel stops.

Responsibilities of Sending GACC:

- Sending GACC will relay the Aircraft Flight Request/Schedule to NICC via email or fax.
- 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. Utilize agency aircraft search and rescue guides, as appropriate.

Responsibilities of NICC:

- Relay Aircraft Flight Request/Schedule to the receiving GACC by email or fax.
• 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 by email or fax.
  • Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty minutes.
• Confirm arrival of all aircraft to NICC by telephone; notify NICC of any aircraft overdue by more than thirty minutes.
• Assist with search procedures for overdue aircraft. Utilize agency aircraft search and rescue guides, as appropriate.

**Responsibilities of Receiving Unit:**

• Confirm arrival of all aircraft by telephone 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. Utilize agency aircraft search and rescue guides, as appropriate.

**Automated Flight Following (AFF) Requirements and Procedures:**

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:**

• Automated flight following 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.
• Procedures for flight requests, ordering aircraft, requirement for a Flight Manager, etc., are the same as radio check-in procedures.
• The aircraft must be equipped with the necessary hardware (transmitter and antenna).
• The dispatch office responsible for the flight following must have a computer connected to the Internet immediately available to them in the dispatch office. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.
• Training: The flight following dispatcher must have a working knowledge of the automated flight following program (Web tracker) and must have a current username and password for the automated flight following system.
Procedures for Utilizing AFF:

- When an aircraft is ordered, or a user requests flight following from a dispatch office, and the above “Requirements to Utilize AFF” are met automated flight following shall be utilized.
- The dispatch office will log on to the automated flight following web site, verify that the aircraft icon is visible on the screen, and be able to quickly monitor this 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 15-minute 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. If radio contact is made after a lost signal, flight may continue utilizing 15-minute radio check-ins for flight following. (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.)
- When the aircraft has completed the flight and landed, the pilot or flight manager (passenger, observer, 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/

**SWA Mobilization Guide Supplement**

**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.

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

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 strikes
- Birdstrike
- 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.

Airtankers

Airtankers are National Resources and their primary mission is initial attack. The 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 and Local Dispatch Centers) that are required for the mobilization of national assets (i.e. Airtankers, Lead Planes, ASMs, and Type 1 and 2 Helicopters) are staffed and maintained to support mobilizations. When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, request(s) will be placed with NICC. Large Airtanker initial attack agreements between neighboring unit level dispatch centers are valid only where proximity allows the airtanker to respond loaded direct to the
incident. All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.

There are five types of airtankers:

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity (Minimum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>VLAT</td>
<td>8,000 gallons or more</td>
</tr>
<tr>
<td>1</td>
<td>3,000 to 4,999 gallons</td>
</tr>
<tr>
<td>2</td>
<td>1,800 to 2,999 gallons</td>
</tr>
<tr>
<td>3</td>
<td>800 to 1,799 gallons</td>
</tr>
<tr>
<td>4</td>
<td>Up to 799 gallons</td>
</tr>
</tbody>
</table>

**SWA Mobilization Guide Supplement**

**Large Airtanker Base Locations**

**Arizona**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Latitude N / Longitude W</th>
<th>Manager</th>
<th>Capabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ft. Huachuca</td>
<td>31° 35.97’N / 110° 20.88’W</td>
<td>E. Lathrop</td>
<td>VLAT, LAT, SEAT, MAFFS</td>
</tr>
<tr>
<td>Phoenix-Mesa Gateway</td>
<td>33° 18.47’N / 111° 39.33’W</td>
<td>C. Price</td>
<td>VLAT, LAT, SEAT, MAFFS</td>
</tr>
<tr>
<td>Prescott</td>
<td>34° 39.39’N / 112° 24.83’W</td>
<td>J. Podany</td>
<td>LAT, SEAT</td>
</tr>
<tr>
<td>Winslow</td>
<td>35° 01.27’N / 110° 43.12’W</td>
<td>E. Pacheco</td>
<td>LAT, SEAT</td>
</tr>
</tbody>
</table>

**New Mexico**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Latitude N / Longitude W</th>
<th>Manager</th>
<th>Capabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alamogordo</td>
<td>32° 50.27’N / 105° 59.77’W</td>
<td>S. Mitchell</td>
<td>LAT, SEAT</td>
</tr>
<tr>
<td>Albuquerque</td>
<td>35° 02.87’N / 106° 36.45’W</td>
<td>R. Beal</td>
<td>LAT, SEAT, MAFFS</td>
</tr>
<tr>
<td>Roswell Air Center</td>
<td>33° 18.32’N / 104° 31.15’W</td>
<td>J. King</td>
<td>VLAT, LAT, SEAT</td>
</tr>
<tr>
<td>Silver City</td>
<td>32° 37.87’N / 109° 08.97’W</td>
<td>S. Ochoa</td>
<td>LAT, SEAT</td>
</tr>
</tbody>
</table>

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 Management**

To ensure consistent utilization, rotation and management of the national airtanker fleet, please refer to *Interagency Standards for Fire and Fire Aviation Operations*, Chapter 16, Aviation Operations and Resources located at:

*Interagency Standards for Fire and Fire Aviation Operations* | National Interagency Fire Center (nifc.gov)

and the *Forest Service Standards for Airtanker Operations* located at:

U.S. Forest Service and Interagency Aviation Publications | U.S. Forest Service (usda.gov)

**SWA Mobilization Guide Supplement**

*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 SWCC and 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), Lead Planes, 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
- *SWCC, NICC, and 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 Lead Plane, or ASM Required: Refer to NWCG Standards for Aerial Supervision (PMS 505) pages 35-36, January 2022 Edition

A qualified Air Tactical Group Supervisor Lead Plane 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 Lead Plane/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 Lead Planes/ASMs operating within the Southwest Area. Situations may develop necessitating reassignment of Airtankers and Lead Plane/ASMs en route to an incident or diverting them from fires they are working on.

In all instances, the pilot in command (PIC) is responsible for the flight safety and operation of their aircraft. The PIC may consult with Airtanker Base Managers or Aerial Supervision to determine the feasibility of a flight.

<table>
<thead>
<tr>
<th>Night</th>
<th>30 Min.</th>
<th>30 Min.</th>
<th>Airtanker Startup and Cutoff Regulations</th>
<th>30 Min.</th>
<th>30 Min.</th>
<th>Night</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>UNSUPERVISED</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SUPERVISED*</td>
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<td>@</td>
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<td></td>
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<td>*</td>
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</tr>
</tbody>
</table>

@ = Arrived over the fire (no earlier in the morning or later than in the evening).
* = SUPERVISED (Defined as Air Tanker Coordinator or Air Tactical Group Supervisor).

Note: Sunrise and sunset are determined by the official sunrise and sunset tables of the nearest reload base.
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 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.

Modular Airborne Firefighting Systems (MAFFS)

Objectives

MAFFS provides emergency capability to supplement commercial airtankers on wildland fires.

Policy

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).

Responsibility

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. For additional information, see the MAFFS Operating Plan.

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

NIFC Responsibility

NIFC is responsible for ascertaining that all suitable commercial contract airtankers nationally are committed to wildland fires, initial attack, or cannot meet timeframes of requesting units. When this occurs, the Duty Coordinator will notify the FS Assistant Director for Operations, NIFC. The FS Assistant Director for Operations or his/her acting, NIFC, or in his/her absence, the FS Assistant Director for Aviation, Fire and Aviation Management Washington Office, is responsible for initiating a MAFFS mission. Once approval is given, the NICC Manager activates the request through proper DOD channels. After the initial contact has been made, the NICC will submit a Request for Assistance (RFA) to the DOD Liaison at NIFC. The Governors
of California, 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.

**Ordering Criteria**

FS domestic requests will be placed through established ordering channels to NICC.

NICC will place a Request for Assistance (RFA) to the Region X Defense Coordinating Officer (DCO).

The requesting Geographic Area needs to order the following support:

- 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.
- 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 Lead Plane.

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 aircraft. Refer to the current MAFFS Operating Plan for specifics.

**SWA Mobilization Guide Supplement**

**Approved SWA MAFFS Bases**

<table>
<thead>
<tr>
<th>ABQ</th>
<th>Albuquerque International Sunport</th>
<th>Albuquerque, NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>IWA</td>
<td>Phoenix-Mesa Gateway</td>
<td>Phoenix, AZ</td>
</tr>
<tr>
<td>PRC</td>
<td>Prescott Regional</td>
<td>Prescott, AZ</td>
</tr>
<tr>
<td>ROW</td>
<td>Roswell Air Center</td>
<td>Roswell, NM</td>
</tr>
<tr>
<td>FHU</td>
<td>Libby Army Airfield (Ft. Huachuca)</td>
<td>Sierra Vista, AZ</td>
</tr>
</tbody>
</table>

**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, 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 an Airtanker, Type 3 (Multi Engine) with Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the Resource Order as scooper capability.

**SWA Mobilization Guide Supplement**

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 & Fire Bosses)**

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 a SEMG or an ATBM. If the request is filled with a DOI On-Call SEAT, a SEMG or ATBM must be identified with contact information and 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. 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. 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.


The National SEAT Coordinator can be reached at 208-387-5419, or via email at blm_fc_seat@blm.gov.
### SWA Mobilization Guide Supplement

#### Single Engine Airtanker Bases

**Arizona**

<table>
<thead>
<tr>
<th>Unit</th>
<th>Designated Base</th>
<th>Lat/Long</th>
<th>Dispatch Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Apache BIA</td>
<td>Show Low, AZ (SOW)</td>
<td>34° 15.92’N x 110° 00.33’W</td>
<td>Sprungerville Dispatch</td>
</tr>
<tr>
<td>Arizona State Forestry</td>
<td>Marana, AZ (AVQ)</td>
<td>32° 24.57’N x 111° 13.10’W</td>
<td>Arizona Dispatch</td>
</tr>
<tr>
<td>Arizona State Forestry</td>
<td>Buckeye, AZ (10AZ)</td>
<td>33° 22.00’N x 112° 37.12’W</td>
<td>Arizona Dispatch</td>
</tr>
<tr>
<td>Gila District BLM</td>
<td>Safford, AZ (SAD)</td>
<td>32° 51.20’N x 109° 38.10’W</td>
<td>Tucson Dispatch</td>
</tr>
<tr>
<td>Colorado River District BLM</td>
<td>Kingman, AZ (IGM)</td>
<td>35° 15.56’N x 113° 56.28’W</td>
<td>Prescott Dispatch</td>
</tr>
<tr>
<td>Phoenix District BLM</td>
<td>Wickenburg, AZ (E25)</td>
<td>33° 58.23’N x 112° 47.70’W</td>
<td>Prescott Dispatch</td>
</tr>
</tbody>
</table>

**New Mexico**

<table>
<thead>
<tr>
<th>Unit</th>
<th>Designated Base</th>
<th>Lat/Long</th>
<th>Dispatch Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIA-SW Region</td>
<td>Double Eagle, NM (AEG)*</td>
<td>35° 08.69’N x 106° 47.71’W</td>
<td>Albuquerque Dispatch</td>
</tr>
<tr>
<td>Las Vegas, N4S</td>
<td>Las Vegas, NM (LVS)*</td>
<td>35° 39.25’N x 105° 08.54’W</td>
<td>Santa Fe Dispatch</td>
</tr>
<tr>
<td>Jicarilla BIA</td>
<td>Dulce, NM (24N)*</td>
<td>36° 49.71’N x 106° 53.05’W</td>
<td>Taos Dispatch</td>
</tr>
<tr>
<td>Lincoln NF</td>
<td>Sierra Blanca, NM (SRR)*</td>
<td>33° 27.65’N x 105° 31.80’W</td>
<td>Alamogordo Dispatch</td>
</tr>
<tr>
<td>Pecos District BLM</td>
<td>Carlsbad, NM (CNM)</td>
<td>32° 20.24’N x 104° 15.80’W</td>
<td>Alamogordo Dispatch</td>
</tr>
<tr>
<td>New Mexico State Forestry</td>
<td>Raton, NM* (RTN)</td>
<td>36° 44.54’N x 104° 30.10’W</td>
<td>Taos Dispatch</td>
</tr>
</tbody>
</table>

*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**

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 Special Needs block to identify type of aircraft utilizing the service:

- Helicopter
- SEAT
- LAT
- VLAT
Aerial Supervision Aircraft

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

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.

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Leadplanes are required for non-IA rated airtankers, such as VLATs and MAFFS. Lead Planes 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.

For a list of all Leadplanes/Aerial Supervision Modules, refer to the following web site:

https://www.nifc.gov/nicc/logistics/aviation/aviation.htm

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, please refer to Interagency Standards for Fire and Aviation Operations Chapter 16, Aviation Operations and Resources located at

https://www.nifc.gov/policies/pol_ref_redbook.html

SWA Mobilization Guide Supplement

Six Exclusive Use Air Attack platforms with an ATGS are located throughout the SWA. 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), Bureau of Land Management (Alamogordo), and the State of Arizona (Wickenburg) call signs, ATGS assigned and location varies contingent upon availability and incident activity.
Additional Fixed Wing Air Tactical aircraft are hired through a USFS CWN Regional Light Fixed-Wing contract or the DOI On-Call contract. The Government does not guarantee the placement of any orders for use under these contracts and is obligated only to the extent of authorized orders actually 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.

### 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 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 Lead Plane, 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 Lead Plane/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 Lead Plane/ASM where the latter performs these operations.

Order an Air Tactical Group Supervisor (ATGS) or ASM to direct operations involving multiple aircraft when a Lead Plane 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/Lead Plane.
Permanently assigned “call signs” will be used for pilots on Lead Plane 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 en route 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 Lead Plane/ASM by an Airtanker pilot
Smokejumper Aircraft

For a list of all Smokejumper Aircraft, refer to the following website:
https://www.nifc.gov/nicc/logistics/aviation/aviation.htm

Helicopters

Call-When-Needed (CWN)

- Type 3 helicopters are ordered through normal ordering channels and are dispatched either locally, or through GACCs.
- All Type 1 and 2 helicopters are National Resources and will be dispatched by NICC.
- There are two categories of helicopters:
  - Restricted: No government personnel/passage or internal cargo transport, lift only. See NWCG Standards for Helicopter Operations, PMS 510 for additional information.
  - Standard: Government personnel/passage and cargo hauling.
- When processing requests for helicopters, NICC will inform the requesting GACC of the contract type of the assigned resource: Exclusive Use or CWN. Exclusive Use Contract helicopters are mobilized complete with an assigned module. If the request is filled with a CWN helicopter, the requesting Area must provide a module, in alignment with the NWCG Standards for Helicopter Operations, Exhibit 2.1. See https://www.nwcc.gov/publications/510.
- A Helicopter Manager (HMGB) must be identified with contact information and documented in the Special Needs block before NICC assigns a CWN helicopter, with the exception of Alaska, due to the extended mobilization time of the aircraft from the Lower 48 to Alaska. 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. GACCs will obtain approval from NICC prior to reassigning Type 1 or 2 Helicopters to another incident.

SWA Mobilization Guide Supplement

Helicopter managers must ensure that helicopters and pilots are properly approved (carded) prior to being put into service. CWN Type 3 helicopter lists are available from the SWCC and the Regional Helicopter Operations Specialist. 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 Regional 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 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 is the main office authorized to place orders under the contract. However, dispatch centers may place orders for resources based within their zone. Contractors may not accept orders from any other source.

**Call-When-Needed Helicopter Modules**

Units requesting modules for Call-When-Needed (CWN) and On-Call helicopters will utilize Overhead requests, using a separate “O” number for each member. 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**

- All Forest Service Exclusive Use Type 1 and 2 Helicopters are contracted by the Forest Service 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.
- 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.
When ordering helicopters specifically for their rappel capability, these resources will be ordered as IA Load, Rappellers, in IROC.

Helicopters ordered specifically for short haul capability, will be ordered as either Type 2 Standard, Helicopter, or Type 3 Standard, Helicopter, 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 capability.

Periodically, Forest Service Type 1 and Type 2 Exclusive Use Helicopters not within their Mandatory Availability Period (MAP) are hired under their Exclusive Use Contract for optional use periods for incidents or projects. A modification to the Exclusive Use Contract is required for the duration of the incident assignment. The Exclusive Use Contract designates the COR.

If a Forest Service Exclusive Use 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 Exclusive Use Helicopter is being dispatched.

**SWA Mobilization Guide Supplement**

**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.

**Forest Service Type 1 and Type 2 Helicopters**

All Forest Service CWN and EU T1/T2 Helicopters & modules (helitack/rappellers), are National Resources, prepositioned and allocated by the NICC/National Aircraft Coordinator, in alignment with the NMAC and Agency prioritization and direction.

Forest Service 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 to the NICC.
As such, 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 Forest Service EU helicopter from another geographic area, without coordination with the NICC and/or the National Aircraft Coordinator. The standard 14-day assignment applies to the crew and not the helicopter platform. Modules leaders are expected to rotate their crew in order to maintain helicopter availability. Extenuating circumstances will be honored and coordinated with the Forest Service National Aircraft Coordinator. For additional direction please reference the NWCG Standards for Helicopter Operations and the FSM 5700.

**SWA Mobilization Guide Supplement**

**Exclusive Use Contract Helicopter Base Locations**

<table>
<thead>
<tr>
<th>Helibase</th>
<th>Lat/Long</th>
<th>Aircraft Type</th>
<th>Dispatch Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apache Summit Helibase</td>
<td>33° 13.50'N x 105° 41.00'W</td>
<td>AS350 B3</td>
<td>Alamogordo</td>
</tr>
<tr>
<td>Vulcan Peak Helibase</td>
<td>35° 08.69'N x 106° 47.71'W</td>
<td>AS350 B3</td>
<td>Albuquerque</td>
</tr>
<tr>
<td>Fort Apache Helibase</td>
<td>33° 48.64'N x 109° 59.14'W</td>
<td>AS350 B3</td>
<td>Springerville</td>
</tr>
<tr>
<td>Grand Canyon South Rim Helibase</td>
<td>36° 02.12'N x 112° 07.77'W</td>
<td>AS350 B3** MD-900/207E**</td>
<td>Williams</td>
</tr>
<tr>
<td>Navajo Region Helibase</td>
<td>35° 40.00'N x 109° 03.51'W</td>
<td>AS350 B3</td>
<td>Flagstaff</td>
</tr>
<tr>
<td>Payson Helibase</td>
<td>34° 15.55'N x 112° 20.03'W</td>
<td>407 HP</td>
<td>Phoenix</td>
</tr>
<tr>
<td>Pittman Valley Helibase</td>
<td>35° 16.30'N x 112° 03.30'W</td>
<td>407 HP</td>
<td>Williams</td>
</tr>
<tr>
<td>Prescott Helibase</td>
<td>34° 39.29'N x 112° 25.15'W</td>
<td>407 HP</td>
<td>Prescott</td>
</tr>
<tr>
<td>Round Valley Helibase</td>
<td>34° 07.90'N x 109° 18.40'W</td>
<td>Bell 407 HP</td>
<td>Springerville</td>
</tr>
<tr>
<td>Sandia Helibase</td>
<td>35° 04.26'N x 106° 22.82'W</td>
<td>AS350 B3</td>
<td>Albuquerque</td>
</tr>
<tr>
<td>Sierra Vista Helibase</td>
<td>31° 35.3'N x 110° 21.60'W</td>
<td>CH-47 205 A-1++</td>
<td>Tucson</td>
</tr>
<tr>
<td>Silver City Helibase</td>
<td>32° 38.19’N x 108° 09.38’W</td>
<td>CH-47D 407 HP</td>
<td>Silver City</td>
</tr>
<tr>
<td>TA-49 Helibase</td>
<td>35° 50.00’N x 106° 19.10’W</td>
<td>AS350 B3</td>
<td>Santa Fe</td>
</tr>
</tbody>
</table>
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.

Initial Attack Load – Rappellers

When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “Load, Rappeller, Initial Attack” on an Aircraft request. All initial attack orders will be honored when rappellers are available.

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 the NICC and the GACCs. GACCs pre-positioning 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 the 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.

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.

**Large Fire Support – Rappellers**

The Forest Service National Helicopter Rappel Program’s primary mission is initial attack. 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.

**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. In order 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.

**Large Transport Aircraft**

Large transport aircraft are National Resources and will be requested through NICC.

- **Scheduling:** 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.
- **Requests for Large Transport:** 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 person and telephone number.

All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.

**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:

Detection: 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. Can be conducted during the day or night.

Infrared camera systems can be categorized into two primary categories: 1) Line Scanner / Step-stare camera systems, or 2) gimbal mounted electro-optical / infrared (EO/IR) camera ball. 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. 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 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 https://fsapps.nwcg.gov/nirops/users/login.

Aircraft equipped with gimbal mounted EO/IR camera balls are typically better suited to detection or tactical IAA missions. 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 are some guidelines to 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 cycle. For more “persistent” coverage of an incident, consider requesting a large UAS capable of providing 12-18 hours of flight time per day.

Visit the Fire Imaging Technologies User Guide for more detailed information:


**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.

For specifics on how to order UAS, please see https://uas.nifc.gov/uas-ordering

There are three federal UAS ordering scenarios:

1. Agency UAS for situational awareness (SA)/ Infrared (IR)/mapping
2. Agency UAS for aerial ignition (also capable for SA/IR/mapping)
3. CWN contract UAS for large fire

Notes:

- UAS personnel are in high demand. Please order trainees when approved/possible.
- For RX Fire UAS Operations (including Aerial Ignition) please call the UAS Coordinator.
Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or USFS.

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. The ordering unit can contact the UAS Fire Coordinator at 208-387-5335 with ordering questions.

**SWA Mobilization Guide Supplement**

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](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.info rmation/documentID/1028086

Additional information can be found on the FAA website: https://www.faa.gov/uas/

Temporary Flight Restrictions, FAR 91.137 (TFR)

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The FAA requires that latitude/longitude information for TFRs (Temporary Flight Restrictions) must be provided in degrees, minutes, and seconds, including reference to north latitude and west longitude. If seconds’ information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmssN/dddmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid “bow tie” depictions. The NWCG Standards for Airspace Coordination, located at https://www.nwcg.gov/publications/520 further describes how flight restrictions are requested and implemented.

Military Training Routes and Special Use Airspace that present conflicts with incident related aviation activities will be identified by local units. One source for this information is AP/1B, Flight Information Publication “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 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.

**SWA Mobilization Guide 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 SWCC prior to the close of business (COB) during the first day/operational period.
• VOR bearing and distance descriptions should be to the closest VOR. Do not use NDB or T-VOR information in the description

• The Southwest Area standard for a TFR is 3,000 feet above the highest Terrain within airspace up to 5 nautical miles from the center point of an incident. Altitude must be given to the FAA as MSL.

• 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 penetrated 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 SWCC when a TFR is canceled.

Note: TFRs and Airport Closures - The FAA does not manage airports and cannot request closure of an airport. 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 LEAD PLANE 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

**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/IB Flight Information Publication provides detailed information on MTRs. Additional information about SUA and MTRs may be found in the NWCG Standards for Airspace Coordination.

Units will review SUA and MTR route structure (AP/IB and sectionals) for airspace conflict with established helibases, helispots, or airtanker bases under their control. The unit aviation officer should work to resolve any conflicts and 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

**Boundary Deconfliction**

The potential for airspace conflicts exists along each boundary between neighboring dispatch centers. When aircraft are operating on or near these boundaries, it is required that the affected dispatch centers communicate to reduce the hazard. The requirement for coordination is due to the possibility of two or more units conducting simultaneous aviation operations within these areas.

Each dispatch center must first identify where aircraft conflict could occur between adjacent dispatch center areas.

Contact information must be shared and made available between the dispatch centers.

It is the responsibility of the dispatch center where the aircraft operation originated to make initial contact with each neighboring center that is affected.

Ensure Air-to-Air frequencies are communicated to all aircraft associated with boundary operations.

Hazard maps must be produced and distributed that display all known aviation hazards including boundary areas for the unit.

**Violations of Temporary Flight Restrictions by Manned Aircraft**

Violations of temporary flight restrictions should be reported to an FAA facility as rapidly as possible. If reported immediately, the FAA may be able to locate the offending aircraft on radar and track it to its destination. If information is passed quickly to the FAA, the flight plans can be pulled and it will be easier to find the aircraft. Initial reporting will be by telephone, followed up with a written report by an appropriate government official to the FAA within 15 days.

**Information Needed** - Provide as much of the following information as possible:

• Time of violation
• Location
• Type and model of aircraft involved
• “N” number, any identifying markings
• Color(s)
• Altitude
• Direction of flight
• Nature of violation

When a TFR violation is reported, notify the SWCC immediately and submit a SAFECOM.

Airspace Conflicts

Consult the NWCG Standards for Airspace Coordination at:
https://www.nwcg.gov/publications/520

The Aircraft Conflict Initial Report can be accessed at https://www.nwcg.gov/tags/iasc

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 (NMAC), TFR intrusions, and FTA communication non-compliance. Further guidance is available in the NWCG Standards for Airspace Coordination.

SWA Mobilization Guide 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

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](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)**


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.

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. 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). There is a helpful checklist found in NWCG Standards for Airspace Coordination, PMS 520 that aids in requesting a Temporary Tower.

When procuring a Temporary Tower with an EERA The Buying Team or a purchaser will need to begin with the AIMS process to set up an EERA with a contractor to provide Temporary Tower Services.

NOTE: The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. They 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. This is REQUIRED by the FAA. If the EERA route is utilized, please notify the National Airspace Coordinator. Please follow your local and Geographic Area protocols.
Currently the FAA is having difficulties with staffing to fulfill all of our needs for Temporary Towers utilizing our FAA Temp Tower Agreement. Additionally, the Temp Tower Contractors are no longer vendors and are not on the DPL

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Dispatch Centers will contact 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 SWCC along with an IROC order for a temporary tower service. The form can be found at:


Note – The FAA’s Western Service Area (WSA) agreement covers 20% 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.

If the request is for New Mexico call the Central ROC, 817-222-5006.

The FAA has requested additional information be provided when requesting FAA temporary control towers. The FAA Temporary Tower Request Form can be found at:


**Dedicated Radio 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 assigned. **IA assignments are not dedicated to 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, and after that a dedicated AM frequency should be ordered from the CDO through IROC.

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Each zone has pre-assigned air-to-air frequencies. Frequencies allocated to zones for initial attack are not to be dedicated for project fire use. Additionally, the frequency 122.925 is approved for Air Tactical aircraft to utilize for 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 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 SWCC. Initial attack frequencies will be released from an incident once new frequencies are in place.

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 Mobilization Guide Supplement**

**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

**Southwest Area Aircraft Emergency Transport Sources**

**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.
PREDICTIVE SERVICES

CHAPTER 60
PREDICTIVE SERVICES

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.

**SWA Mobilization Guide Supplement**

**Fire Weather**

The “Southwest Area Fire Weather Annual Operating Plan” (AOP) is the official document to describe fire weather services in the Southwest Area. The Fire Weather AOP, available fire weather forecasts, and a variety of weather intelligence is available online via the “Weather” section of the SWCC Web site at: [https://gacc.nifc.gov/swcc/predictive/weather/weather.htm](https://gacc.nifc.gov/swcc/predictive/weather/weather.htm)

**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 units. 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 unit posts its outlook. Each Geographic Area Predictive Services unit will determine whether to routinely produce a morning or afternoon product. Issuance times for each Area’s outlook can be found in the Geographic Area Mobilization Guide and/or in its 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 unit is not staffed. Forecasts will include the forecaster’s name or other agreed upon identifier to facilitate coordination.

All Geographic Area outlooks are available at:

The outlooks produced by the 10 Geographic Area Predictive Services units will be consolidated into a National 7-day Significant Fire Potential map located at:

https://fsapps.nwcg.gov/psp/npsg/forecast#/outlooks?state=map

**SWA Mobilization Guide Supplement**

**Southwest 7-Day Fire Potential Outlook**

*The Southwest 7-day Significant Fire Potential Outlook is a tabular/graphical product that is issued daily by 1000 MST/MDT during fire season (usually from mid-April through July) and on weekdays by 1100 MST/MDT during the remainder of the year. It is available via the “Outlooks” section of the SWCC Web site. The product depicts the risk for significant fire activity for each Predictive Services Area (PSA) through the next 7 days, with brown/orange/red colors indicating a moderate/high risk and green 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. The Outlook is a composite of outlooks prepared by the individual Geographic Area Predictive Services units and national discussions prepared by NICC Predictive Services. It provides fire managers at all levels 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.

**SWA Mobilization Guide Supplement**

**Video Briefings**

*Predictive Services personnel will work to develop and post video representations of select products and services to the Predictive Services section of the SWCC website. The intent is to provide high-quality and flexible means for Predictive Services customers to view decision-support information. The information in these video briefings is meant to be strategic, in that it will apply to the entire Southwest Area and focus on looking ahead a week or more.*

*Monthly/Seasonal Outlook Briefing – This briefing will feature the monthly and seasonal fire potential outlooks, and is intended to mimic the briefings and presentations given to a variety of audiences in preparation for each fire season. These will be produced and posted monthly, during the first week of the month, with a priority of being available during January through April.*

**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 can be 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 that will be posted on the national Advisory map must be coordinated with the National Interagency Coordination Center and Geographic Area Coordination Center Predictive Service Units. Each Advisory must include a map of the affected area. Only one Advisory may be active at any time over any area. If multiple Advisory conditions are present incorporate them into one Advisory. Advisories will remain in effect for 14 days from issuance. If the Advisory conditions continue
beyond the 14 days a new Advisory will need to be issued to update conditions and circumstances with more timely information. Advisory templates can be found at:

https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_advisories.htm

and in Chapter 80 of the National Interagency Mobilization Guide.

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 or federal ownership and is submitted to the GACC. Lands administered by states and other federal cooperators may also report in this manner.

The ICS-209 is submitted by the agency that has protection responsibility for the incident, regardless of who administers the land. If the protection agency is non-federal and chooses not to meet federal reporting standards, then the federal agency which has administrative jurisdiction will submit the incident ICS-209. 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 ICS-209 flowchart shown below available at:

https://www.predictiveservices.nifc.gov/intelligence/intelligence.htm

or as set in their Geographic Area Mobilization Guide, if more frequent.


SWA Mobilization Guide Supplement

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 maintaining a 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 SWA dispatch center has overall responsibility for initiation, updating, and finalizing all ICS-209s within the dispatch area, and being the point of contact for all ICS-209’s within a dispatch area when the ICS-209 is completed outside of the dispatch center. 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.
**Required Reporting of Wildland Fires**

Wildland fires managed for complete perimeter control (full suppression) will submit an ICS-209 daily when that fire meets large fire criteria. For fires being managed under full suppression strategy an ICS-209 will be submitted daily before 0200 Mountain Time to report the previous day’s activity, until the incident is contained. Refer to the GACC Mobilization Guide, or agency policy for reporting requirements once containment is achieved.

The NICC classifies large fires as 100 acres or larger in timber and slash fuel types, 300 acres or larger in grass or brush fuel types, or when a Type 1 or 2 IMT is assigned.

Wildland fires managed under a Monitor, Confine, or Point Zone Protection management strategy will submit an ICS-209 following the guidelines outlined in the When to Report Wildland Fire Incidents with an ICS-209 flowchart shown below. For incidents that require daily reporting, ICS-209’s should be submitted daily before 0200 Mountain Time. For incidents that require weekly reporting, ICS-209’s should be submitted weekly before Friday at 0200 Mountain Time.
Wildland fires within a complex should be aggregated and included on one ICS-209. A complex is two or more individual incidents located in the same general proximity, which are assigned to a single incident commander or unified command. In order to maintain data management, reporting integrity, resource management and cost accountability for individual wildland fire incidents within a parent complex and to facilitate the necessary data sharing between fire application systems through IRWIN, the following complex reporting business practices for ICS – 209 and IRWIN must be followed:

- The complex parent is a unique record and is not a converted wildland fire incident record.
• The complex parent record should be created in an IRWIN recognized CAD system, or as an individual ICS-209. The parent incident shall include the word “Complex” and not be named from an existing fire.
• Individual child incidents can be added to a complex within the 209 program as either preexisting ICS-209 incidents or as individual IRWIN incidents created from another IRWIN recognized application using the ‘Complex by Incident’ button in block 7 of the 209 data entry screen. Finalize an existing ICS-209 child incident prior to associating the incident to the parent Complex.
• Incidents that do not have a unique IRWIN record cannot be added to the complex using the ‘Complex by Incident’ button.
• If an incident is removed from the complex, it may resume ICS-209 reporting as an individual incident if appropriate, using normal ICS-209 reporting guidelines.
• Prescribed fires will be reported following the requirements outlined in the When to Report Wildland Fire Incidents document.

For 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 Type 1 or 2 Interagency Incident Management Team has been assigned.

For more information refer to When to Report Wildland Fire Incidents document on the National Intelligence website at: https://www.predictiveservices.nifc.gov/intelligence/intelligence.htm

**SWA Mobilization Guide Supplement**

• Access to the SIT209 Application is via FAMAuth (https://iwfrip.nwcg.gov/)
• If the strategy for the incident is Suppression only (i.e. 100%)
  ○ An “Initial” ICS-209 will be initiated on the day the incident meets the above “Large Fire Criteria”
  ○ “Updates” are submitted “daily” no later than 1800 (Dispatch Center Local Time)
  ○ A Final ICS-209 can be submitted once the incident is 100% contained
  ○ If deemed necessary, the SWCG/SWCC can require additional ICS-209’s to be submitted per day
  ○ 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/SWCC has the discretion to change the sequence of submissions (i.e. change submissions from daily to weekly or vice versa)
• If the strategy for the incident is Confine, Monitor, or Point Protection, or any combination (including Suppression, as part of)
  ○ An “Initial” ICS-209 will be initiated on the day the incident meets the minimum
criteria or
    o Traditional “Large Fire Criteria” (i.e. 100 acres in Timber/Slash or 300 acres in grass/brush) is met
    o Type 1 or Type 2 IMT is committed
    o A Type 1 Helicopter (EU) or Type 1 Crew (IHC) is (or will be) assigned beyond the first 72-hours
    o Incident is formalized into a “Complex”
    o A severe accident or fatality has occurred
  o “Updates” will be submitted on “Thursday” no later than 1800 (Dispatch Center Local Time)
    ▪ If, at any time, one or more of the minimum criteria is met, “updates” will be changed to daily submissions
  o A “Final” ICS-209 will be submitted once the incident is declared 100% contained, controlled, completed, or out
  o If deemed necessary, the SWCG/SWCC can require additional ICS-209’s to be submitted (per day or per week)
  o 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/SWCC has the discretion to change the sequence of submissions (i.e. change submissions from daily to weekly or vice versa)
• IMT Assignment
  o 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
  o The dispatch center will need to give “ADS (Authoritative Data Source)” in WildCAD to the IMT for the period the IMT is in place
  o If an IMT remains assigned past the containment date, an ICS-209 will continue to be submitted by the IMT until the IMT transfers command at which time the receiving command (i.e. dispatch center/district/field office, etc) will continue ICS-209 submissions
  o 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)
  o If an IMT departs before 100% containment, daily submission of the ICS-209 will be continued by the dispatch center (district/field office) until the incident is declared 100% contained.
Interagency Situation Report

- **Completed daily, except when the unit is not staffed.**

GACC Intelligence staff will ensure that all of their dispatch centers have submitted completed Situation Reports. 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 Report program by 0200 Mountain Time following this reporting period. Fires and acres shall be reported by protection responsibility. Reporting is required for all prescribed fire activity along the same schedule as wildfires. The Situation Report application is divided into five sections:

- Daily Fire Statistics
- Planned Prescribed Fires
- Remarks
- Year-to-Date Statistics
- Incident Priority


**SWA Mobilization Guide Supplement**

- **Access to the SIT209 Application is via FAMAuth (https://iwfirp.nwcg.gov/)**
- **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 no matter if there was any fire activity that day or not.
    - 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.
  - 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.
- **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 SWCC**

**TABS:**

- **Daily Fire Statistics:**
  - Enter the fire danger level, preparedness level, and total number of uncontrolled A-B-C 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

- **Planned Rx:** Optional (Not required in the Southwest Area)

- **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
  - The “On Call” block is optional

- **YTD Statistics:**
  - 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

### Incident Management Situation Report

The National Incident Management Situation Report (IMSR) shall be issued daily at National Preparedness Level 2 and above, or whenever significant wildland fire activity or resource mobilization occurs. Whenever daily reporting is not required, the IMSR will be issued weekly on Fridays.

The IMSR is prepared by the NICC Intelligence Coordination staff from information and data derived from the Situation Report and 209 Program. A brief national weather/fire potential
outlook will be prepared by NICC Predictive Services for inclusion in the Predictive Services Discussion section of the IMSR.

Large full suppression wildland fires are typically reported in the IMSR until the incident is contained; no longer has a commitment of at least 100 personnel; is no longer demonstrating significant activity; or is failing to provide new reports submitted as required. Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported in the IMSR when the event exceeds 100 acres in timber and slash fuel types, 300 acres in grass or brush fuel types, or has a Type 1 or 2 IMT assigned. Such large, long duration fires will be reported in the IMSR until activity diminishes, and thereafter when significant activity occurs (such as an acreage increase of 1,000 acres or more since last reported, significant resource commitment or a significant event occurs).

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.

**SWA Mobilization Guide Supplement**

**PRODUCTS AND APPLICATIONS**

The following products are produced by the SWCC Intelligence Operations Section and are posted to the SWCC website:

<table>
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<tr>
<th>PRODUCT</th>
<th>DAILY/WEEKLY</th>
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<tr>
<td>SWCC Morning Situation Report (SMSR)</td>
<td>Daily</td>
<td>March to October</td>
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<td>SWCC Prescribed Fire Report (SPFR)</td>
<td>Daily</td>
<td>September to April</td>
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<td>SWCC Fire Environment Report (SFER)</td>
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<td>April to September</td>
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<td>SWCC Daily Resource Summary</td>
<td>Daily</td>
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<td>SWCC Wildland &amp; Prescribed Fire Map</td>
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<td>SW Fire Danger Report &amp; Map (By Dispatch Area)</td>
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<td>SW 7-Day Resource Mobilization Potential (SMob) and associated Map</td>
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<tr>
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<tr>
<td></td>
<td>Weekly</td>
<td>November to February</td>
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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 User name 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 Operations Section

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.

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 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 Operations Section.

**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).
• If a resource is initially assigned to an incident in the local dispatch area, that resource may or may not be displayed via IROC Reports.

For additional information or if you have questions about IROC Reports contact the SWCC Intelligence Operations Section.

**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, 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.

• IRWIN Observer
  ○ This program allows one to monitor all incident-related activity 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.
CHAPTER 70
FIRE ORGANIZATION DIRECTORY

Fire 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)**

**Canadian Interagency Forest Fire Center (CIFFC)**

**Southwest Mobilization Guide Supplement**

*The Southwest Area Dispatch Centers maintain the SWA Fire, Aviation, And Dispatch Directory which can be found here:*  

*To obtain log-in information, fill out the Form here:*  
https://swcc.gacc.nifc.gov/Admin/Contact_Us/pw_requests/REQ_Phone_Directory.htm
**Fire Directory – National Interagency Coordination Center (NICC)**

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<td>National Interagency Coordination Center</td>
<td>(208) 387-5400</td>
<td>1-800-994-6312</td>
<td>(208) 387-5400</td>
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<tr>
<td>3833 S. Development Avenue Boise, Idaho</td>
<td>(208) 387-5414</td>
<td>(208) 387-5663 or</td>
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<td>83705-5354</td>
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Fire Directory – Alaska Interagency Coordination Center (AICC)

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### Fire Directory – Eastern Area Coordination Center (EACC)

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Fire Directory – Great Basin Coordination Center (GBCC)

**UNIT:**
Great Basin Coordination Center  
401 Jimmy Doolittle Rd., Suite 202  
Salt Lake City, UT 84116

**FIRE TELEPHONE NO:** 801-531-5320  
**TOLL FREE:** 800-844-5497  
**TOLL FREE:** 801-556-0647 or 801-556-1698  
**NIGHT OR 24 HOUR NO:** 801-531-5321  
**FACSIMILE NUMBER:** 801-531-5321  
**ELECTRONIC ADDRESS:** sm.fs.gbc_cod@usda.gov

***IF NO ANSWER AT ABOVE NUMBER, CALL IN ORDER LISTED BELOW***

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Center Manager | Salt Lake City, UT | 801 | 531-5320 |
| VACANT  
Deputy Center Manager | Salt Lake City, UT | 801 | 531-5320 |
| MCCABE-HOWELL, Roni  
Intelligence Coordinator | Salt Lake City, UT | 801 | 531-5320 |
| JASBERG, Jeff  
Operations Coordinator-Aircraft | Salt Lake City, UT | 801 | 531-5320 |
| BURBRIDGE, Brian  
Operations Coordinator Crews | Salt Lake City, UT | 801 | 531-5320 |
| WHALEN, Kim  
Operations Coordinator Equipment | Salt Lake City, UT | 801 | 531-5320 |
| PLATT, John  
Operations Coordinator Overhead | Salt Lake City, UT | 801 | 531-5320 |
| NEWMERZHYCKY, Basil  
Fire Weather Program Manager | Salt Lake City, UT | 801 | 531-5320 |
| LAW, Shelby  
Fire Weather Assistant | Salt Lake City, UT | 801 | 531-5320 |
| MCGUIRE, Gina  
Fire Weather Assistant | Reno, NV | 775 | 861-6650 |
| TIPPETS, Ryan  
Webmaster | Salt Lake City, UT | 801 | 531-5320 |
| STUCKI, Sarah  
Intelligence Assistant | Salt Lake City, UT | 801 | 531-5320 |
| ANDERSON, Richard  
Administrative Assistant | Salt Lake City, UT | 801 | 531-5320 |
### Fire Directory – Northern California (ONCC)

**UNIT:**
Northern Operations Coordination Center  
6101 Airport Road  
Redding, California 96002

**BUSINESS TELEPHONE NO.:** (530) 226-2800/2801  
**TOLL FREE:** (530) 226-2800  
**NIGHT OR 24 HOUR NO.:** (530) 226-2800  
**FACSIMILE NUMBER:** (530) 223-4280  
**ELECTRONIC MAIL:**  
SM.FS.onclogistics@usda.gov  
SM.FS.oncintell@usda.gov  
one-aviation@usda.gov  
caoncc@firenet.gov  
caoncc_expanded@firenet.gov

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# Fire Directory – Northern Rockies Coordination Center (NRCC)

** UNIT: **
Northern Rockies Coordination Center
Aerial Fire Depot
5765 W. Broadway
Missoula, Montana 59808-9361

** FIRE TELEPHONE NO.: ** (406) 329-4880
** TOLL FREE: **
** NIGHT OR 24 HOUR NO.: ** (406) 329-4880
** FAXSIMILE NUMBER: ** (406) 329-4891
** Cache: ** (406) 329-4962
** ELECTRONIC MAIL: ** mtncr@firenet.gov

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### Fire Directory – Rocky Mountain Area Coordination Center (RMACC)

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**Fire Directory – Southern Area Coordination Center (SACC)**

| UNIT: Southern Area Coordination Center | FIRE TELEPHONE NO.: (678) 320-3000 |
| 1200 Ashwood Parkway, Suite 230 | TOLL FREE: 1-800-959-9181 |
| Atlanta, Georgia 30338 | NIGHT OR 24 HOUR NO.: (678) 320-3000 |
| FACSIMILE NUMBER: (678) 320-3036 | ELECTRONIC MAIL: gasac@firenet.gov |

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## Fire Directory – Southern California Coordination Center (OSCC)

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<td>Mobilization Duty Officer:</td>
<td>(951) 276-6725 24hr</td>
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<td>Aviation Duty Officer:</td>
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<td>24hr Intel. Duty Officer:</td>
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Fire Directory – National Interagency Support Caches (NISC)

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<td>451-2641 Fax: 451-2669</td>
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<td>Great Basin Area Incident Support Cache (GBK)</td>
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<td>538-5611 Fax: 388-5672</td>
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CHAPTER 80
FORMS

Listed below are links to commonly used forms. It is suggested that units download and save these forms to assure access to them when they might not be immediately available via the internet. Frequent downloads will make sure units have the current version of the forms.

The following forms are all available at [https://www.nifc.gov/nicc/logistics/coord_forms.htm](https://www.nifc.gov/nicc/logistics/coord_forms.htm)

- Resource Order Form
- Mobile Food and Shower Service Request
- 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](https://fam.nwcg.gov/fam-web/sit/ics209.pdf)

The Fuels and Fire Behavior Advisory Template is located at [https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_fire-danger.htm](https://www.predictiveservices.nifc.gov/fuels_fire-danger/fuels_fire-danger.htm)
APPENDIX: ACRONYM GUIDE

The following acronyms are used throughout the Nation Mobilization Guide:

- AD: Administratively Determined
- AFF: Automated Flight Following
- AMRS: All-Hazards Meteorological Response System
- ARA: Aircraft Rental Agreement
- ASAT: Aviation Safety Assistance Team
- ASM1: Aerial Supervision Module
- ATD: Actual Time of Departure
- BAER: Burned Area Emergency Response
- BIA: Bureau of Indian Affairs
- BLM: Bureau of Land Management
- BNML: Battalion Military Liaison
- BPA: Blanket Purchase Agreement
- BUYT: Buying Team
- CDO: Communications Duty Officer
- COMC: Communications Coordinator
- COML: Incident Communication Unit Leader
- COP: Chief-of-Party
- COR: Contracting Officer Representative
- CRWB: Crew Boss
- CREP: Crew Representative
- CRM: Crew Resource Management
- CWN: Call When Needed
- DASP: Disaster Assistance Support Program
- DCO: Defense Coordinating Officer
- DMS: Dispatch Messaging System
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<td>Emergency Firefighter Time Report</td>
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EXECUTIVE SUMMARY OF CHANGES FOR 2022

Global Changes

- Updated web addresses
- Grammatical fixes

Chapter 10 Objectives, Policy, and Scope of Operation

Local and Geographic Area Drawdown Levels

- Updated language: 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 the National Multi-Agency Coordinating Group (NMAC) to meet higher priority obligations.

National Surge Packages

- Added: National Surge Package section.

National Surge Package (NSP) resources are intended to assist Geographic Area Coordinating Groups (GACGs) 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 NSP response packages. Geographic Area Coordination Centers will be notified by the NICC of the availability of NSP packages. Interested GACGs will provide a written request for NSP packages to NMAC through their NMAC liaison within 24 hours of notification. At any time, GACGs may also request specific resources for consideration and assembly by NMAC as NSP resources/packages.

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 objectives over the course of a three to seven-day span, and then move the resources to the next priority incident to accomplish key incident objectives. 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 GACGs 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 GACGs to ensure NSP resources/packages are utilized in alignment with the original request.

**Office of Foreign Disaster Assistance**

- Update language: U.S. Agency for International Development 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. Ch 10, page 28, 3rd paragraph 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 will include available resources through the land management agencies, BHA would go to DASP, DASP will place requests through NICC, which 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. 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-topic

**Length of Assignment**

- Add: All length of assignment rules apply to aviation resources personnel, including aircraft pilots (notwithstanding the FAA and agency day off regulations). 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 personnel are expected to utilize a personnel rotation schedule that meets staffing criteria required of the resource.
Initial Attack Definition

- Add: Initial Attack will take priority over extended attack incidents.

National Resources

- Combine smokejumpers and smokejumper aircraft.
- Add: Exclusive Use Air Tactical Aircraft and personnel.
- Add: helitack (including rappel) and associated contract personnel to National Contract Type 1 and Type 2 Helicopters.
- Add: (Agency and Contract) to National Infrared Aircraft.

Standard Cubes, Weight, and Gear Policy for all Personnel.

- Change: Maximum allowable crew weight, including equipment, is 5,300 pounds to include (6,625 pounds for 25 person crews.)

National Fire Preparedness Plan

- Add: … and non-fire activity in five locations where fire activity is referenced.

Unit Identifiers

- Change: Each GACC Center Manager shall designate a Unit Identifier Data Custodian (GACC Data Custodian) and an alternate for their Geographic Area. GACC Data Custodians are responsible to ensure the documented agency internal process has been completed and have authority to ensure appropriate NWCG Organizational Unit Codes are created. GACC Data Custodians are responsible for timely entry of proposed additions, modifications, and deactivations of Unit Identifiers and associated information in the system of record (SOR) upon receipt of written requests. The Unit Identifier Board Chair/Co-Chair is responsible for monthly publication of changes to (NWCG) Unit Identifiers PMS 931.2 after approval by the NWCG Unit Identifier Board (UIB).

Chapter 20 Overhead and Teams

Overhead Mobilization and Demobilization

- Delete: NICC will not accept requests for clerical, driver, or laborer positions. It is not cost effective to hire and transport such personnel when they are normally available from local sources.

Smokejumpers

- Change: All Initial Attack Orders will be honored when smokejumpers are available.
Air Resource Advisors

- Add section: Air Resource Advisors 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) by calling the IWFAQRP Coordinator at 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. A THSP-ARA order for a prescribed fire will be coordinated on a case-by-case 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 mobilized with each ARA. Reimbursement of costs associated with utilization of Standard ARA equipment is authorized. Damages, failure, and daily wear incurred to standard equipment during an assignment are also eligible for reimbursement.

Interagency Incident Management Teams

- Add: NMAC Management of IMTs. The National Multi-Agency Coordinating Group (NMAC) retains the authority to manage all team assignments for Type 1, Type 2, Complex, NIMO and Area Command Incident Management Teams as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.
- Add: …. regional ESF #4 Coordinator to coordination process for 30-day FEMA extensions.

Review, Audit, Process Team (RAP) Change to: Payment Teams

- Change: The National Park Service Payment Teams will no longer be ordered on a rotational basis. Instead, before a Payment Team is ordered to audit and process DOI incident invoices, the ordering unit should contact:

  Danica Colley, 208.387.5296, danica_colley@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. Payment team leaders and members will be ordered by the jurisdictional unit as THSPs.
Chapter 30 Crews

Type 1 Interagency Hotshot Crews

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

Type 2IA and Type 2 Hand Crews

- Change to: 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. Organized Type 2 IA and Type 2 Crews may come equipped with hand tools and chain saws.

Chapter 40 Equipment and Supplies

Mobile Retardant Bases

- Change: Move Mobile Retardant Bases to Chapter 50

Chapter 50 Aircraft

Opening Language

- Language updates to match 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/Department of the Interior letter.

Cooperator exclusive use contracted 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/Department of the Interior letter.

Cooperator-owned or -operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/Department of the Interior letter. Cooperator-owned or -operated aircraft meeting requirements of the NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters 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 USDA Forest Service/Department of the Interior letter.

The pilot and aircraft have been approved in writing for the mission by either the FS or the Office of Aviation Services (OAS).

There exists a written MOU (Memorandum of Understanding), Interagency Agreement, or other document that authorizes use and payment for the mission.
The cooperator aircraft will be operated within limitations specified in the written approval.

The cooperator aircraft will be used only in situations where federal aircraft are not reasonably available.

The cooperator aircraft will 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 (National Interagency Mobilization Guide, chapter 80 Forms) to document the justification for aircraft utilization. https://www.nifc.gov/nicc/logistics/coord_forms.htm

**Aircraft Mobilization**

- **Change**: Aircraft assigned will remain in the Geographic Area until released or reallocated by the NICC.
- **Change**: The following selection factors will be used considered when ordering aircraft:
  - Airtanker: Types 1 & 2 LATs, VLAT, or SEA (closest resource, regardless of geographic area boundary).
  - Special flights/capabilities, to include, short-haul, STEP, aerial ignition, rappel, hoist, etc.
  - Special equipment, bucket vs. tank, tundra pads, floats, etc.

**Mission Flights**

- **Change**: 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.
FAA Flight Plans and Flight Following

- Add: Verbal and AFF flight following is not required enroute when an FAA flight plan has been filed.

Agency Flight Plans and Flight Following

- Add: … but is not required when an FAA flight plan has been filed for a point-to-point flight.

Airtankers

- Add: All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.

Airtanker Use in Optional and Post Season Periods

- Change to: The NFWC or designated representative will notify the NAPM, who will determine the availability of airtankers. Airtanker/vendor selection will be communicated back to the NICC.

Water Scoopers

- Add: Water Scoopers will be ordered as a Airtanker, Type 3 (Multi Engine) with Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the Resource Order as scooper capability.

Leadplanes and Aerial Supervision Modules

- Changes to entire section Aerial Supervision Aircraft Leadplanes (LP) and Aerial Supervision Modules (ASM).

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

The ASM is a fixed wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Leadplanes are required for non-IA rated airtankers, such as VLATs and MAFFs. Leadplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA
rated airtanker missions. Please contact the USFS National Fixed-Wing Coordinator, or appropriate agency program manager for any lead plane needs or for planning purposes.

- For a list of all Leadplanes/Aerial Supervision Modules, refer to the following web site:
  https://www.nifc.gov/nicc/logistics/aviation/aviation.htm

- 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, please refer to Interagency Standards for Fire and Aviation Operations Chapter 16, Aviation Operations and Resources located at

Air Tactical Aircraft

- Delete: 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.

Helicopters


- Delete: Type 3 helicopters are ordered through normal ordering channels and are dispatched either locally, or through Geographic Area Coordination Centers.

Exclusive Use

- Language changes throughout:

  All FS Exclusive Use Type 1 and 2 Helicopters are contracted by the Forest Service Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC. Incident Support Branch (ISB) located at NIFC.
All Exclusive Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.

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.

When ordering helicopters specifically for their rappel capability, these resources will be ordered as IA Load, Rappellers, in IROC.

Helicopters ordered specifically with short haul capability, will be ordered as either Type 2 Standard or Type 3 Standard, Helicopter, 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 capability.

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

**USFS Type 1 and 2 Helicopters**

- Add section: for USFS T1/T2 Helicopters

All USFS CWN and EU T1/T2 Helicopters & modules (helitack/rappellers), are National Resources, prepositioned and allocated by the NICC/National Aircraft Coordinator, in alignment with the NMAC and Agency prioritization and direction.

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 to the NICC.

As such, if a GACC has a need to backfill behind a FS 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/or the National Aircraft Coordinator. The standard 14-day assignment applies to the crew and not the helicopter platform. Modules leaders are expected to rotate their crew in order to maintain helicopter availability. Extenuating circumstances will be honored and coordinated
with the USFS National Aircraft Coordinator. For additional direction please reference the NWCG Standards for Helicopter Operations and the FSM 5700.

**BLM Helicopters**

- Delete: The BLM Type 1 Helicopter Program is currently a pilot project under evaluation and direction of the BLM National Office. This aircraft comes with a compliment of crewmembers and flight mission capabilities that are unique to this category of aircraft.

**Initial Attack Load – Rappellers**

- Add section for Initial Attack load – rappellers

When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “Load, Rappeller, Initial Attack” on an Aircraft request. All Initial Attack Orders will be honored when rappellers are available.

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 the NICC and the GACCs. GACCs pre-positioning 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 the 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.

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.

**Large Fire Support – Rappellers**

- Add section for Large Fire Support Rappellers

The U.S. Forest Service National Helicopter Rappel Program’s primary mission is initial attack. 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.

**Unmanned Aircraft Systems**

- Change entire section

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.

For specifics on how to order UAS, please see [https://uas.nifc.gov/uas-ordering](https://uas.nifc.gov/uas-ordering). There are three federal UAS ordering scenarios:

1. Agency UAS for situational awareness (SA)/ Infrared (IR)/mapping
2. Agency UAS for aerial ignition (also capable for SA/IR/mapping)
3. CWN contract UAS for large fire

Notes:

- UAS personnel are in high demand. Please order trainees when approved/possible.
- For RX Fire UAS Operations (including Aerial Ignition) please call the UAS Coordinator.
- Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or USFS.

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. The ordering unit can contact the UAS Fire Coordinator at 208-387-5335 with ordering questions.

**Airspace conflicts**

- Update: 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 (NMAC), TFR intrusions, and FTA communication non-compliance. Further guidance is available in the NWCG Standards for Airspace Coordination.

**Chapter 60 Predictive Services**
• Removal of all Famweb language with the SIT-209 program.

**Chapter 70 Fire Organization Directory**

• Contact information updated for 2022

**Chapter 80 Forms**

• No Changes