

EXECUTIVE SUMMARY OF CHANGES FOR 2023

Global Changes

- Reformatted and restructured the entire guide for grammar, readability, flow and ease of future updates.
- Updated web addresses.
- Updated points of contacts
- Updated all IROC item ordering instructions through-out the guide.
- Created subject and topic headers for every chapter.

Chapter 10 Objectives, Policy, and Scope of Operation

Chapter wide changes

- Added Complex Incident Management Team (CIMT) where appropriate.
- Moved Wildland Fire Weather Forecasts to Chapter 60
- Moved Cost Coding to Chapter 70
- Moved Unit Identifiers to Chapter 70

Purpose

Updated the following:

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

U.S. Agency for International Development (USAID) Bureau for Humanitarian Assistance.
Replaced **Office of Foreign Disaster Assistance** to

U.S. Agency for International Development (USAID) Bureau for Humanitarian Assistance
Replaced text for USAID to read the following:

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

More information about the mission of BHA and how it organizes and responds can be found at following web site:

<https://www.usaid.gov/who-we-are/organization/bureaus/bureau-humanitarian-assistance>

More information about DASP can be found at the following website:

<https://www.fs.usda.gov/about-agency/international-programs/program-topics>

National Resources

Added *Complex Incident Management Teams*

Chapter 20 Overhead and Teams**Chapter wide changes**

- Added Complex IMT (CIMT) where appropriate.
- Moved Flight Manager to Chapter 50
- Moved Helicopter Rappeller Initial Attack Information to Chapter 50
- Moved Helicopter Rappeller Numbers to Chapter 50
- Moved Smokejumper Initial Attack information to Chapter 50
- Moved Smokejumper Numbers to Chapter 50.

Overhead Name Requests

Replaced language with the following:

Prior to placing a name request (overhead) order, the ordering unit should pursue filling needed positions through established ordering channels to satisfy national goals of the closest forces concept; to ensure cost-effective ordering and provision of quality training opportunities.

Personnel being name requested shall be in the resource ordering system with current qualification prior to placing the request. The ordering unit must confirm availability of the requested individual prior to placing the request. All name requests must include the individuals current dispatch location.

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

NMAC reserves the authority to issue further restrictions or guidance concerning name request orders at any point throughout the year.

Remote Employee

Added the following:

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

Helicopter Module

Deleted the *helicopter module chart*.

Updated the following:

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

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

Units requesting helicopter modules for CWN helicopters will do so using an Overhead (O) support request for each position. Helicopter module requests should be coordinated with anticipated helicopter delivery time and location. Ordering a helicopter module for a CWN

helicopter is not automatic. Ordering units should attempt to fill helicopter module positions internally first.

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

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

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

Helicopter Rappellers

Updated the following:

Please refer to Chapter 50 for specific information on helicopter rappeler initial attack ordering, capabilities, and rappeler aircraft.

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 “RPIA – 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.

Smokejumpers

Updated the following:

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

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

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

Boosters are ordered by individual Overhead requests and can be filled from one or multiple bases. Booster requests may specify a desired delivery system (round or square parachutes). Smokejumper aircraft must be ordered separately if the aircraft is needed beyond delivery of the smokejumpers. NICC, GACCs, and local dispatch centers should communicate with the hosting and potential sending smokejumper base(s) before the order(s) are placed and filled.

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

NMAC Management of Teams

Added the following:

NMAC has delegated authority to prioritize and direct the use of all team assignments for Complex, Type 1, Type 2, National Incident Management Organization (NIMO), and Area Command IMTs as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons.

When situations warrant, rationale is required by NMAC for assignment of Complex, Type 1, Type 2, NIMO, and Area Command Teams prior to mobilization. This includes internal assignments.

To manage fatigue, promote mental health and well-being, and provide opportunities for IMT members to attend to work and personal responsibilities, all IMTs will have seven days of unavailability upon return from any assignment (including preposition) of seven days or more (exclusive of travel). This includes IMTs on the national rotation as well as IMTs on internal GA rotations.

Deleted **Type 1 IMTs** Geographic Area dispersion location section.

IMT Configurations

Added and updated:

IMT Configurations - All

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

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

- *Finance/Admin. Section Chief Complex or Type 1 or 2*
- *Procurement Unit Leader*
- *Comp/Claims Unit Leader*

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

Type 1 and 2 IMT Configuration

Type 1 and 2 IMTs ordered through NICC will be requested as either a long or short team.

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, six (6) IMT trainee positions and eight (8) GACC priority trainees.

Configuration of Type 1 and Type 2 IMTs can be found at:

https://www.nifc.gov/nicc/logistics/teams/imt_configuration.pdf

Complex IMT Configuration

All CIMT configurations should follow NMAC CORRESPONDENCE M2023-01 located at:

https://www.nifc.gov/nicc/administrative/nmac/NMAC_M2023-01.pdf

National IMT Rotation Process

Deleted **Type 1** from National Rotation Process and replaced with **National IMT** Rotation Process
Added and updated the following:

- *For 2023, there are 21 IMTs in the national rotation.*
- *Geographic Area Coordination Centers (GACCs) will ensure their respective IMTs in the national rotation are rostered in the Interagency Resource Ordering Capability (IROC) as the appropriate catalog item (e.g., Complex IMT or Type 1 IMT). The NICC will coordinate with ordering and sending Geographic Areas to ensure the IMT order matches the IMT catalog item at the time of mobilization.*
- *Complex/Type 1 IMTs remain on-call for a maximum of seven days.*
- *At the time (clock hour and day of the week) an IMT from the national rotation is requested, the next eligible 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 teams in national rotation will also be notified of the schedule change. Geographic Areas unable to provide an IMT when ordered for a national assignment will be listed as unavailable on the national rotation and will not be considered until the designated slot rotates into position again.*
- *Geographic Areas with more than one Complex/Type 1 IMT may decide which eligible team responds to a national call.*
- *Geographic Areas must pass if no eligible IMT can meet the two-hour call.*
- *Complex, Type 1 and Type 2 IMTs will be considered unavailable for a national assignment if the primary Incident Commander or two Command & General Staff positions are vacant. The Deputy Incident Commander may be allowed to take the team with Geographic Area Multi-Agency 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 an IMT has been committed to an incident, either internally or nationally, it will remain ineligible for a national assignment until all eligible, available IMTs have had an assignment. Once all eligible, available IMTs have had an assignment within Round 1, the national rotation will begin Round 2, following the same procedures that applied in Round 1.*
- *At the end of any round where three or less IMTs remain without an assignment in that round, each of those IMTs will be given one rotation period/week in the number one position before moving to the next round.*
- *A committed IMT that is reassigned to additional incidents prior to being demobilized to their home unit will be counted as a single assignment within the round they were mobilized.*
- *IMTs that are mobilized but 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 towards the current round.*
- *Once an 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 an IMT has been staged by a Geographic Area, the IMT 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 Complex/Type 1 IMT request, the first eligible IMT in national rotation will be ordered.

- *The Geographic Area will coordinate with NICC before reassigning an out-of-area Complex/Type 1 IMT to another incident.*
- *Geographic Areas with only one Complex/Type 1 IMT may stand the team down for rest after coordination with NICC.*
- *NMAC retains the authority to manage all team assignments as necessary to achieve team experience objectives, ensure proficiency, manage fatigue, or for other reasons. This also includes the authority to amend the national rotation or proceeding to the next round as necessary.*
- *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.*

The National rotation and current assignment history for the Complex/Type 1 IMTs is maintained throughout the calendar year at: <https://www.nifc.gov/nicc/logistics/overhead/overhead.htm>.

NIMO Teams

Replaced language to the following:

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

Area Command Teams

Removed **National** from **Area Command Teams**

Updated language to the following:

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

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

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

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

Removed the following language:

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.

All-Hazard Incident Management Teams

Added the following:

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

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

INTERAGENCY BUYING TEAMS (BUYT)

Updated language to the following:

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

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

NWCG Standards for Incident Business Management, PMS 902:

<https://www.nwcg.gov/sites/default/files/publications/pms902.pdf>

National Interagency Buying Team Guide:

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

BUYT Configuration

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

Two (2) qualified procurement personnel.

Four (4) personnel support positions.

One (1) procurement or leader trainee.

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

One (1) qualified procurement personnel.

Two to three (2-3) personnel support positions.

One (1) trainee.

BUYT Mobilization

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

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

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

BUYTs Rotation Process

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

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

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

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

https://www.nifc.gov/nicc/logistics/teams/buy_rotate.pdf

Requesting a CMAT

Updated language to the following:

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

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

Chapter 30 Crews

Interagency Hotshot Crews as T2IA, T2 or Suppression Modules

Updated language to the following:

The active crew qualification in IROC should reflect the standard (T1, T2IA or T2) the crew meets. Do not create a new crew resource item with the other qualification(s), update the active qualification appropriately. When an IHC falls below the crew standards, an Overhead Group - Suppression Module resource item should be created in IROC.

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

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

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

- *SMOD – Kern Valley IHC*

US FOREST SERVICE CONTRACTED CREWS

Added the following language:

Type 2IA Crews

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

For copies of the T-2IA NCR Contract contact:

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

Type 2 Crews

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

For copies of the Type 2 Contract contact:

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

INTERAGENCY RESOURCE REPRESENTATIVE (IARR)

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

Chapter 40 Equipment and Supplies

Equipment/Supplies Mobilization

Updated language to the following:

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

National Contract Mobile Food Service Units

Updated language to the following:

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

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

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

National Contract Mobile Shower Facilities Units

Updated language to the following:

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

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

Chapter 50 Aircraft

AIRCRAFT MOBILIZATIONS

Updated the following language:

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

Flight Manager

The following language was previously in Chapter 20 and updated to the following:

A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights. For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the [Interagency Aviation Training Guide](#) found at:

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

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

- *Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).*
- *Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.*
- *Ensure proper Resource Tracking procedures are met.*
- *Ensure passenger aircraft safety briefing is conducted.*
- *Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.*
- *Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.*
- *Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.*
- *Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).*
- *For Canadian travel, the Flight Manager will ensure proper documentation is included.*

FLIGHT FOLLOWING MANAGEMENT

Flight Following

The following language was deleted:

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.

The Following language was updated:

Responsibilities of the Sending Unit:

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

NICC Flight Tracking: (800) 994-6312

Responsibilities of Sending GACC:

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

Responsibilities of NICC:

- *Relay Aircraft Flight Request/Schedule to the receiving GACC.*
- *Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.*
- *Resource track aircraft to specified destinations.*
- *Monitor flight plans for additional utilization.*

Responsibilities of Receiving GACC:

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

Responsibilities of Receiving Unit:

- *Confirm arrival of all aircraft to Receiving GACC.*

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

COOPERATOR AIRCRAFT

Refer to the Interagency Standards for Fire and Fire Aviation Operations (NFES 2724) for additional information regarding cooperator aircraft.

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

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

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

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

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

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

- *All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.*
- *The use of cooperator aircraft must involve a “significant and imminent threat to life or property” documented daily on the Cooperator Aircraft Use Validation Worksheet (chapter 80) to document the justification for aircraft utilization.*

Non-Federally Approved Cooperator Aircraft

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

The following conditions apply for non-federally approved aircraft:

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

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

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

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

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

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

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

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

Updated and added:

HELICOPTERS

Updated and added the following language:

All Type 1 and 2 federally contracted helicopters are National Resources. There are two categories of helicopters:

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

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

For information on helicopter module staffing, please reference The Interagency Standards for Fire and Fire Aviation Operations: https://www.nifc.gov/policies/pol_ref_redbook.html

There are two contractual types of helicopters:

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

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

CWN Helicopters

Updated the following language:

NICC is the sole source for Type 1 and 2 Federally Contracted CWN Helicopters. GACCs will obtain approval from NICC prior to reassigning Federally contracted CWN Type 1 or 2 Helicopters to another incident.

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

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

For all CWN Helicopter Aircraft, the following apply:

- *The requesting unit must provide a helicopter manager (HMGB) name and contact information, documented in the “Special Needs” of the resource order, before NICC will assign the helicopter. The exception is Alaska, due to the extended mobilization time of the aircraft.*
- *It is preferred that CWN helicopter managers and/or modules meet with their assigned helicopter off-site from the incident prior to performing work.*
- *The specific reporting location should be identified on the Resource Order, such as a Fixed Base Operator (FBO) or other easily located site.*

Exclusive Use Helicopters

Updated the following language:

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

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

For all EU Helicopter Aircraft, the following apply:

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

US Forest Service Type 1 and Type 2 Helicopters

Updated and Added the following language:

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

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

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

The standard 14-day assignment applies to the crew and not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. Extenuating circumstances will be honored and coordinated with the FS National Aircraft Coordinator.

For additional direction please reference the FSM 5700 and NWCG Standards for Helicopter Operations.

Rappellers

The following language was previously in Chapter 20 and updated to the following:

The Forest Service National Helicopter Rappel Program’s primary mission is initial attack. When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as “RPIA – Load, Rappeller, Initial Attack” on an Aircraft request. All initial attack orders will be honored, regardless of geographic area boundary, when rappellers are available. The NICC, in conjunction with the FS National Aircraft Coordinator, may determine situations when closest resource is not applicable.

Please refer to Chapter 20 for specific guidance for ordering helicopter module personnel and booster orders.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending, and receiving rappel base in concurrence with 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.

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

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

Rappeller Numbers

The following language was previously in Chapter 20 and updated to the following:

Planned staffing includes 285 Rappellers at the following locations (actual fire season numbers may vary):

Great Basin	Boise, ID	15
	Price Valley, ID	30

	<i>Salmon, ID</i>	45
<i>Northern Rockies</i>	<i>Gallatin, MT</i>	17
	<i>Libby, MT</i>	16
<i>Northwest</i>	<i>Grants Pass, OR</i>	21
	<i>John Day, OR</i>	28
	<i>Prineville, OR</i>	27
	<i>La Grande, OR</i>	38
	<i>Wenatchee, WA</i>	27
<i>Southern California</i>	<i>Trimmer, CA</i>	21

Rappeller Aircraft

Updated the following language:

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.

Short-haul

Updated the following language:

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

SMOKEJUMPERS

The following language was previously in Chapter 20 and updated to the following:

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

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

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

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

GACCs 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.

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

Please refer to Chapter 20 for specific information on ordering smokejumper boosters.

Smokejumper Numbers

The following language was previously in Chapter 20 and updated to the following:

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

<i>BLM Alaska</i>	<i>(Fairbanks)</i>	<i>75</i>
<i>BLM Great Basin</i>	<i>(Boise)</i>	<i>75</i>
<i>FS Northern Rockies</i>	<i>(Missoula)</i>	<i>70</i>
	<i>(Grangeville)</i>	<i>30</i>
	<i>(West Yellowstone)</i>	<i>30</i>
<i>FS Great Basin</i>	<i>(McCall)</i>	<i>70</i>
<i>FS North Ops</i>	<i>(Redding)</i>	<i>50</i>
<i>FS Northwest</i>	<i>(N. Cascade)</i>	<i>30</i>
	<i>(Redmond)</i>	<i>50</i>

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/smj rpt.php>*

AIRTANKERS

Updated the following language:

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, GACCs, and Local Dispatch Centers) that are required for the mobilization of national resources are staffed and maintained to support mobilizations. The following criteria apply to all Airtankers:

- *Airtankers should be dispatched by closest resource, regardless of Geographic Area boundaries.*
- *When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, or the closest available resource is outside of the GACC, request(s) will be placed with NICC.*
- *All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.*

WATER SCOOPERS

Updated the following language:

Water scoopers are National Resources, and their primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Water Scoopers will be ordered as a “ATM3 - Airtanker, Type 3 (Multi Engine)” with Water Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the Resource Order as scooper capability.

SINGLE ENGINE AIRTANKERS (SEATs) and FIRE BOSSES

Updated the following language:

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 or Fire Boss can be managed by an on-site SEMG or an ATBM.

Fire Bosses may only be managed remotely for 24 hours to allow time for assigned SEMG/ATBM to relocate to the aircraft’s operating location. Requests for a DOI On-Call SEAT or Fire Boss must have a SEMG or ATBM identified with contact information, and the airbase/airport reporting location documented in the “Special Needs” block before NICC assigns a SEAT.

AIRSPACE

Updated the following language:

Temporary Flight Restrictions (TFR) FAR 91.137

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude information for TFRs must be provided in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds’ information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmmssN/ddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid “bow tie” depictions.

For further information on how flight restrictions are requested and implemented, please reference the The NWCG Standards for Airspace Coordination, PMS520 located at:

<https://www.nwcg.gov/publications/520>

Participating Aircraft

Updated the following language:

Internal procedures for requestors to participate in the hazard relief effort and work within incident TFRs will be coordinated to ensure the utmost safety. Please reference The NWCG Standards for Airspace Coordination, PMS520 for standard procedures for Participating Aircraft.

Military Training Routes and Special Use Airspace

Updated the following language:

Military Training Routes (MTR) and Special Use Airspace (SUA) that present conflicts with incident related aviation activities will be identified by local units. One source for this information is the AP/IB, Flight Information Publication, Military Training Routes. Each dispatch office should download a current edition of the AP/IB. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight operations should be organized for easy and rapid utilization (i.e., displayed on local unit aviation hazard maps).

Further direction may be obtained in the NWCG Standards for Airspace Coordination, PMS520.

Airspace Conflicts

Updated the following language:

Aviation personnel have a responsibility to identify and notify the FAA and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the FAA should be timely. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions, TFR intrusions, and Fire Traffic Area (FTA) communication non-compliance. Further guidance is available in the NWCG Standards for Airspace Coordination, PMS520.

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

FAA Temporary Control Tower Operations

Updated the following language:

Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when Air Operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

Geographic Areas within the FAA's Central Service Area (which includes, either entirely or portions of the following states: AR, AZ, IL, IN, KS, KY, LA, MD, MI, MN, MO, MS, ND, NM, NY, OH, OK, PA, SD, TX, WI, WY) may request FAA Air Traffic Control support through the Central Service Area Agreement when Air Operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.

The Interagency agreement with the FAA requires that a resource order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by the GACC to the FAA's Regional Operations Center (ROC). For additional information on

requesting a temporary tower, please reference the checklist found in the NWCG Standards for Airspace Coordination, PMS520.

When procuring a Temporary Tower with an EERA for Forest Service incidents, The Buying Team or a purchaser will need to begin with the AIMS process to set up an EERA with a contractor to provide Temporary Tower Services. All other agencies will need to follow their local procurement process.

NOTE: *The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. The FAA will send a certifier to the location where the Temporary Tower services are being requested once the contracted Mobile Temporary Control Tower is in place.*

Chapter 60 Predictive Services

Chapter wide changes

- Added Complex IMT (CIMT) where appropriate

Wildland Fire Weather Forecasts

Moved from Chapter 10 with no edits.

Required Reporting of Wildland Fires

Updated the **When to Report Wildfire Incidents with an ICS-209 Chart Interagency Situation Report**

Deleted the following:

Completed daily, except when the unit is not staffed

Incident Management Situation Report

Updated the following:

The National Incident Management Situation Report (IMSR) is issued at different frequencies throughout the year due based on incident activity. During periods of light activity, the IMSR shall be issued weekly on Fridays. As activity increases, the IMSR shall be issued daily Monday through Friday. The IMSR shall be issued daily at National Preparedness Level 3 and above, or when incident activity and resource mobilization determine the need for a daily IMSR.

The IMSR is prepared by the NICC Intelligence Program staff from information and data derived from the SIT/209 Application. What is included in the IMSR can be found at:

<https://www.predictiveservices.nifc.gov/intelligence/Understanding%20the%20IMSR%202021.pdf>

Large full suppression wildland fires are typically reported in the IMSR until:

- *The incident is contained.*
- *The incident has less than 100 personnel assigned.*
- *The incident is no longer demonstrating significant activity.*
- *The incident fails to submit an ICS-209 three (3) days in a row.*

Wildland fires managed under a Monitor, Confine, or Point Zone strategy will initially be reported on the IMSR when the event exceeds 100 acres in timber and slash fuel models, 300 acres in grass or brush fuel models, or a Complex, Type 1, or Type 2 Incident Management Team is assigned. Large, long-duration fires will be reported in the IMSR until activity diminishes, and thereafter

when significant activity occurs (i.e., acreage increase of 1,000 acres or more since last reported, significant resource commitment, a significant event occurs, etc.).

The Active Incident Resource Summary is updated daily in the IMSR. It includes the total count of fires and acres with resources assigned that have been reported in the SIT-209 program within the last seven days.

Chapter 70 Incidents

New Chapter for 2023

Previous Chapter 70 Fire Organization Directory was moved to Chapter 90

Unit Identifiers

Moved from Chapter 10 with no edits.

COST CODING

Moved from Chapter 10 with no edits.

Chapter 80 Forms

Updated:

NWCG Aircraft Conflict Initial Report is located at:

<https://www.nwcg.gov/sites/default/files/committee/docs/iasc-aircraft-conflict-initial-report-form.pdf>

NWCG Hazard Relief Participant Request Form, PMS 520-1

<https://www.nwcg.gov/sites/default/files/publications/pms520-1.pdf>

Chapter 90 Organization Directory

Previously referred to as Chapter 70

All information updated for 2023.

Acronym Guide

All information updated for 2023.