

EXECUTIVE SUMMARY OF CHANGES FOR 2025

Summary of Changes Definitions

Non-Policy Changes

- **Changed:** Wording was changed or updated by NICC for clarification or conciseness.
- **Updated:** Topics, descriptions and wording is new and added by NICC.
- **Deleted:** Topics, descriptions, sentences, etc., removed by NICC that are no longer applicable.
- **Moved:** Subject headings and content moved into a new chapter. Subjects rearranged/reorder within the same chapter do not meet this definition.

Policy Related Changes

- **Replaced:** Wording was changed or updated by NMAC for clarification or conciseness
- **Added:** Topics, descriptions and wording is new and added by NMAC
- **Removed:** Topics, descriptions, sentences, etc., removed by NMAC that are no longer applicable.

Chapter 10 Objectives, Policy, and Scope of Operation

Priorities

Added: *Suppression repair to the “Resource allocation decisions are based on the following considerations:*

Length of Assignment

Added: *Refer to the NWCG Standards for Interagency Incident Business Management, PMS 902, <https://www.nwcg.gov/publications/pms902>, as the authoritative source for definitions in this section.*

Assignment Definition

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

Preparedness Level Actions Taken By NICC/NMAC

Preparedness Level 3

Added: *At National PL 3, GAs must identify a CIMT Coordinator to serve as the communication link with the NMAC CIMT Coordinator for all CIMT actions.*

Chapter 20 Overhead and Teams

Overhead Name Requests

Updated: *“Name Requesting of Single Resource Overhead Orders*
Name requests for qualified Overhead resources will be honored regardless of the type of order. The ordering unit must confirm availability for the individual being requested prior to placing the request.

Trainee Requests

Updated: “Trainee Requests

Name request for geographic area priority trainee positions will be justified within the special needs as being approved by the GATR and will be processed without delay. Hosting GA priority trainee list should be utilized first.

Technical Specialist

Changed: *“The use of the Technical Specialist (THSP) position code should be name requested and used when no established NWCG catalog item representative of the job to be performed exists. (Duty Officer, Air Resource Advisor etc.)” To: “Use of THSP position code is appropriate when no other position code exists and requires additional information describing the specialty or work to be included in the assignment. Example: THSP – Duty Officer or THSP Center Manager.”*

Incident Management Teams (IMTS)

Replaced section with:

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

NMAC Management of IMTs

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

When situations warrant (determined by NMAC), rationale is required by NMAC for assignment of Complex, NIMO, and Area Command Teams prior to mobilization. The current rationale form is found at <https://www.nifc.gov/nicc/logistics/reference-documents>.

To manage fatigue, promote mental health and well-being, and provide opportunities for IMT members to attend to work and personal responsibilities, all IMTs will have 7 days of unavailability upon return from any assignment geographically or nationally (including preposition) of 7 days or more (exclusive of travel). (This applies to the IMT; individuals may have differing agency requirements.) During periods of elevated need, there may be a request by NMAC for earlier availability. This will be determined and communicated as early as practicable and prior to the start of the team’s unavailability period. A GA may extend a team’s unavailability period for additional rest. Refer to Chapter 10, CIMT Length of Assignment and Mandatory Unavailability for specific information or to the NWCG Standards for Interagency Incident Business Management, PMS 902, <https://www.nwcg.gov/publications/pms902>.

Appropriate Use of Interagency IMTs

Suppression repair work is limited to the repair of resources, land, and facilities that were damaged as a direct result of suppression actions taken on the incident. Only the most critical suppression repair work should be completed during high preparedness levels. During high preparedness levels firefighting resources are scarce and the deployment and work of these resources should be focused on priority, emerging, and expanding incidents of concern that possess critical values at risk. NMAC's intent is to return CIMTs to availability and/or reassign CIMTs once wildfire incidents have stopped expanding, reached high containment levels, shifted primarily to suppression repair work, and/or when the complexity of the incident decreases such that it can be managed by a lower complexity incident management

organization. CIMTs should not be used to manage ongoing indirect line construction or other non-suppression work when the need is no longer justified and there is a reduction of fire growth, behavior, and projected spread. Once suppression repair becomes the primary emphasis of work, a CIMT may be reassigned to manage other higher priority incidents. Agency Administrators may consider limiting suppression repair until both fire activity and preparedness levels have decreased. The Emergency Stabilization and Rehabilitation (DOI) or Burned Area Emergency Response (FS) process should be used for tasks like hazard tree abatement within the burned area.

Interagency Complex Incident Management Teams (CIMTs)

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

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

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

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

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

IMT Configurations – All

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

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

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

CIMT Configuration

CIMTs are expected to be fully rostered when available. CIMTs will be considered unavailable for assignment without a minimum roster of the seven Complex Command and General Staff (C&G) plus 17 discretionary qualified positions, for a total of 24 positions.

All CIMT rosters shall follow the standard CIMT configuration:

- *Master roster refers to any team's roster for the calendar year based upon approval by their coordinating group/oversight body. The number of personnel and positions on this roster is approved by the coordinating group/oversight body.*

- *Mobilization roster refers to any team's roster in IROC which will be used to fill a current request.*
 - *The minimum required configuration is the seven Complex C&G plus 17 discretionary positions, for a total of 24 positions.*
 - *See the list of recommended positions at <https://www.nifc.gov/nicc/logistics/overhead>.*

POSITIONS	##	NOTES
Minimum Required Roster	24	7 Complex C&G + 17 discretionary qualified positions
Discretionary	51	May be filled as qualified or trainee at IC discretion
TOTAL 75 CANNOT exceed without documented negotiation		

- *The maximum roster is 75 personnel unless approved in writing by the host Agency Administrator (AA) and attached in IROC.*
- *Roster requests of above 75 personnel must be approved in writing by the host unit AA following roster negotiations through the Pre-Mobilization Incident Management Team (IMT) Call, found at <https://www.nifc.gov/nicc/logistics/reference-documents>.*
 - *Personnel may work virtually or on-site, as dictated by GA business rules and IC discretion; however, they still count towards the team's total size.*
 - *Supporting personnel and functions are not included in the team's mobilization numbers (i.e., Resource Advisors, Air Resource Advisors, etc.).*
 - *Local unit personnel assigned to work on the incident with the team are not considered team members but additional support.*

CIMT Roster Negotiation

Upon receiving an order, the mobilization roster will be finalized based upon incident complexity. The IC shall negotiate the mobilization roster configuration through communications with the ordering AA. The Pre-Mobilization Incident Management Team (IMT) Call is intended to facilitate this communication and convey initial situation and intent, which should drive roster negotiations and approvals of over 75 personnel. It should include an overview of fire activity and resource availability geographically and nationally, to inform overhead and resource allocation, provided by a representative from the hosting GA. This representative may be one of the following:

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

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

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

- *The RCA will inform complexity by functional area and assist in identifying additional Incident Command System (ICS) position needs.*
 - *Continued use of Wildland Fire Decision Support System (WFDSS) is equally important for those agencies who do so, using the Part D output to guide the negotiation.*
- *Document the agreed upon mobilization roster in the delegation of authority and on the Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>. For rosters above 75, the approved document must be attached in IROC. Identify how further scaling will be communicated and accomplished during the team's assignment.*

- *For all-hazard incidents, ICs will negotiate the roster with the Regional ESF #4 Coordinator. Refer to the section **IMT Assignments to All-Hazard Incidents** for more information.*
- *The additional negotiated positions will be immediately added to the roster for mobilization. ICs may provide names of qualified available personnel to fill these additional negotiated positions; these name requests will be honored.*
- *GA Coordinating/Operations Groups should additionally approve, directly or by proxy/delegation to the GA CIMT Coordinator, the mobilization roster.*
- *Hosting GA representative will notify the receiving GA of any position shortages.*
- *When a CIMT is ordered to preposition, ICs will negotiate any positions in addition to the master roster with the ordering GA coordinating group chair or delegate to determine the mobilization roster.*
 - *Rosters for NICC preposition orders will be negotiated between the IC and NICC CIMT Coordinator based on direction from NMAC.*
- *To support incident workforce development and succession, assignment of trainees is strongly encouraged.*
 - *AAs and ICs should negotiate the number and types of trainees; consideration should be given to trainees critical to CIMT succession and to trainees in positions that are chronically difficult to fill nationally.*
 - *ICs should utilize trainees in their trainee position, not in a position in which the individual is already qualified.*
 - *Assignment of regular agency employees (including full time state and local agency personnel) deploying as trainees should be given priority over all other Administratively Determined (AD) trainees.*

Mobilization rosters in IROC will be closed at either 75 total positions or at the time of in-briefing. While it is recognized there may be incidents that require large numbers of overhead personnel for safe and effective management, additional personnel should be ordered based upon the specific incident needs rather than by increasing the CIMT roster beyond the approved configuration of 75 total personnel.

CIMT National Rotation Process

For 2025, all 41 interagency CIMTs are eligible for mobilization through the national rotation. Additional teams (such as state or local teams) may be integrated appropriately by the GA with NMAC coordination. (See section on Surge Capacity IMTs below.)

- *GACCs will ensure their respective CIMTs are available for the national rotation and their roster in IROC meets the mobilization configuration standards.*
- *The national rotation rotates every seven (7) days on Thursday, effective 0001.*
 - *All GAs will manage their internal rotations to rotate on Thursday also.*
- *The national rotation will be posted/reallocated by April 1 annually.*
- *The national rotation will be identified by GA; each GA will determine which teams fills the order based on internal rotations and availability.*
 - *GAs are expected to effectively manage workload distribution across all CIMTs to mitigate fatigue, to enable team members to meet home unit responsibilities, to provide experience opportunities to all CIMTs, to meet training and workforce succession goals, and to ensure availability of CIMTs nationally when competition exists.*
 - *To ensure distribution of assignments and days committed to incidents, NMAC strongly encourages GAs consider utilization of the national rotation.*
 - *Historical data suggests a median of 3 assignments per calendar year per CIMT is an optimal goal for NMAC and GAs to manage towards.*

- For the months of January through April and October through December, the national rotation will identify two (2) GAs for a 7-day period.
 - IMT rosters may differ from peak season rosters; ad hoc CIMT rosters are acceptable.
- For the months of May through September, the national rotation will identify a minimum of six (6) GAs for a 7-day period.
 - If necessary, the rotation could restart with the first position within the 7-day period.
- At any time, NMAC may adjust the number of GAs in the national rotation to meet demands.
- Orders will be placed to GAs according to the order of the national rotation. GAs must return a resource order as Unable to Fill (UTF) if no eligible CIMT can meet the date and time needed.
- GAs unable to provide a CIMT when ordered for assignment from the national rotation will be listed as unavailable on the national rotation.
- If the IC determines that the CIMT is underprepared for the incident due to experience or comfort levels of the C&G due to incident complexity, the GA may maintain their place in the national rotation without penalty and the next available GA will be requested to provide a CIMT.
- Prepositioned/staged CIMTs will be considered part of the rotation and will be the first utilized.
 - CIMTs on GACC preposition will be first within the GACC.
 - CIMTs on NICC preposition will be first nationally.
 - CIMTs preposition assignments longer than 7 days will be coordinated with NMAC.
 - Preposition will count as an assignment when the CIMT is assigned 96 hours or longer from the date and time needed.
- Reassignment of a committed CIMT prior to demobilization will be counted as a single assignment.
- The GA will coordinate with the national CIMT Coordinator before reassigning an out-of-area CIMT to another incident.
- Any CIMT mobilized in the previous calendar year whose assignment extends into the next calendar year will not be shown as assigned in the new calendar year.
- If a GA fills a CIMT order but the order is canceled or released within 72 hours, the GA will return to its position on the national rotation for the remainder of its regular rotation period.
- CIMT extensions can be requested by the incident agency through existing approval processes using the appropriate form, <https://www.nifc.gov/nicc/logistics/reference-documents>.
- The CIMT current national rotation and assignment history is maintained throughout the calendar year at: <https://www.nifc.gov/nicc/logistics/overhead>.

Regardless of Preparedness Level, NMAC retains the authority to manage all CIMT assignments or amend the national rotation as necessary.

NICC CIMT Coordinator

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

NICC CIMT Coordinator: (208) 207-2859

NMAC CIMT Coordination Support

When there is increased fire activity in multiple GAs and high demand and limited availability of IMTs, it is necessary to manage assignment of these critical resources nationally. NMAC will activate the NMAC

CIMT Coordinator who will gather intelligence and make recommendations to NMAC on the allocation of these critical resources. The following standard practices will apply when this role is activated:

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

Surge Capacity IMTs

For transparency of national capabilities at all Preparedness Levels, each Geographic Area (GA) will identify annually any CIMTs within their area that may mobilize nationally and report it to the national CIMT Coordinator. Any special mobilization needs, such as supplemental positions or supporting equipment, should also be communicated.

Surge IMTs must meet national standards, including mobilization through IROC. Each GA may establish processes by which the teams mobilize within the GA – either through the GA's rotation or in a surge capacity – and through the national process at any time of the year to supplement CIMT capabilities, as either a standing team or an ad hoc organization. This must be clearly written in the GA's mobilization standards and may not conflict with any national rotation business rules. This must also be communicated to the CIMT Coordinator for NMAC awareness annually. While the identified surge teams may include state or local teams, this process does not preclude or supersede the ability for teams and resources to mobilize through compacts, state-to-state mobilizations, or agency-specific agreements, whether they occur through IROC or not.

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

IMT Assignment to All-Hazard Incidents

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

- *Planned events should be managed internally by the respective agency.*
- *An ESF #4 coordinator will be assigned by the regional ESF #4 coordinator as a representative to the IMT.*
- *IMTs will be given a letter of expectations and an in briefing packet from the ESF #4 representative.*

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

The standards for wildland fire mobilization found herein, to include national rotation process and CIMT configuration, may not apply for all-hazard incident assignments. Rosters will be negotiated appropriately with the ordering authority to be as small as practical for to meet the mission. The Regional ESF #4 Coordinator will participate in the Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>, and document the approved roster on the form for attachment in IROC.

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

CIMT Assignments for Suppression Repair

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

NMAC's intent is to return CIMTs to availability and/or reassign CIMTs once wildfire incidents have stopped expanding, reached high containment levels, shifted primarily to suppression repair work, and/or when the complexity of the incident decreases such that it can be managed by a lower complexity incident management organization.

CIMTs should not be used to manage ongoing indirect line construction or other non-suppression work when the need is no longer justified and there is a reduction of fire growth, behavior, and projected spread. Once suppression repair becomes the primary emphasis of work, a CIMT may be reassigned to manage other higher priority incidents.

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

National Incident Management Organization (NIMO)

There are four (4) National Incident Management Organizations (NIMO). NIMO configuration consists of seven (7) command and general staff positions. Incident Commander Complex (ICCI), Public Information Officer Complex (POIC), Safety Officer Complex (SOFC), Operations Section Chief Complex (OSCC), Planning Section Chief Complex (PSCC), Finance Section Chief Complex (FSCC), and Logistics Section Chief Complex (LSCC). Assignments for NIMO should be designed strategically, as traditional IMT assignments may not be ideal due to the need for additional personnel to support incidents effectively. Appropriate uses for NIMO may

include, but are not limited to, Unified Command as a Federal Representative, augmenting Complex Incident Management Teams, Strategic Operational Command over multiple Type 3 organizations, and support for military mobilizations. NIMO rosters will be held by NICC. Timely communication about availability will be provided to NICC by the NIMO Coordinator.

Area Command Team

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

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

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

All-Hazard Incident Management Teams

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

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

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

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

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

In addition, some All Hazard IMT's may not have significant wildland fire experience and/or NWCG qualifications in the Finance, Planning, and Logistics Sections. It is recommended that the Incident Commander and mobilizing Geographic Area identify any additional needs for NWCG qualified personnel

(i.e. ORDM, ITSS, GISS, etc.) to be attached to the All Hazard IMT roster or filled by the host/ordering unit.

Type 3 Incident Management Teams

The standards for Type 3 IMTs apply to any Type 3 IMT mobilizing across GA boundaries. Internally, a local unit may assign ad hoc Type 3 organizations appropriately configured to the incident.

- Each GA determines their internal rotation and availability periods. Year-round availability of any Type 3 IMT is neither expected nor intended.
- No national rotation will exist for Type 3 IMTs; they will be ordered and filled as needed, following standard ordering processes.
- GAs are encouraged to enact a 7-day unavailability period for standing Type 3 IMTs.
- The minimum roster to mobilize beyond the Type 3 IMT’s home GA is the 10 qualified positions as noted below.
- The remaining 25 positions are identified at the full discretion of the IC and may be either qualified or trainee responders. The pre-mobilization calls between the IC and (AA) will assist in right-sizing the roster and configuration needs based on the specific incident.
 - Type 3 IMTs are encouraged to include Medical Unit Leader (MEDL), Communications Technician (COMT), Helibase Manager (HEBM), Geographic Information System Specialist (GISS), and an additional Division/Group Supervisor (DIVS)/Task Force Leader (TFLD) in the organization.
- The maximum mobilization roster size is not to exceed 35 without documentation of approval from the incident AA.

Minimum Qualified Positions Required for Mobilization	Number	Notes
<i>Incident Commander Type 3 (ICT3)</i>		
<i>Safety Officer Type 3 (SOF3)</i>		
<i>Public Information Officer Type 3 (PIO3)</i>		
<i>Operations Section Chief Type 3 (OPS3)</i>		
<i>Division/Group Supervisor (DIVS)</i>		
<i>Planning Section Chief Type 3 (PSC3)</i>		
<i>Logistics Section Leader Type 3 (LSC3)</i>		
<i>Unit Leader</i>		<i>Discretionary, any Logs Unit Leader</i>
<i>Finance/Administration Section Chief Type 3 (FSC3)</i>		
<i>Unit Leader</i>		<i>Discretionary, any Finance Unit Leader</i>
<i>Minimum Personnel</i>	<i>10</i>	
Discretionary Positions	<i>25</i>	<i>Trainee or Qualified acceptable</i>
Maximum Personnel	<i>35</i>	<i>Not to exceed without documented negotiation</i>

- *Type 3 IMTs are not expected to staff for completing strategic planning such as the Incident Strategic Alignment Process (ISAP), to branch operations, or to mobilize with Liaison Officers (LOFR). These tasks imply an inherent level of complexity to necessitate management by a CIMT.*
- *Roster negotiation process:*
 - *Upon receiving the order, the IC, AA, local fire management officer, and other appropriate entities will review the NWCG Wildland Fire Risk and Complexity Assessment (RCA), PMS 236 and/or Wildland Fire Decision Support System (WFDSS) decision to discuss incident specifics and negotiate roster size and other details as needed.*
 - *Rosters above 35 must be based on RCA/WFDSS, specifically Part D: Functional Complexity, and documented on Pre-Mobilization Incident Management Team (IMT) Call, <https://www.nifc.gov/nicc/logistics/reference-documents>, which should be attached in the IROC.*
- *Suggested business rules for roster management:*
 - *GA Coordinating/Operations Groups should additionally approve, directly or by proxy/delegation to the GA CIMT Coordinator, the mobilization roster.*
 - *Rosters above 35 will not be mobilized without written approval from the incident AA.*
 - *The minimum IMT roster will be used when an IMT is made available for assignment in IROC.*
 - *Required positions for mobilization will preferably not be rostered as Fill on Mob.*
 - *A GA should consider whether a standing Type 3 IMT should be unavailable if the ICT3 or two Command and General Staff (C&G) positions are vacant or designated as Fill on Mob.*
 - *Personnel may work virtually or on-site, as dictated by GA business rules and IC discretion; however, they still count towards the team's total size.*
 - *The same mobilization standards will apply to preposition requests.*
 - *Supporting personnel and functions are not included in the team's mobilization numbers (i.e., drivers, Remote Incident Support Team [RIST], etc.).*
 - *Local unit personnel assigned to work on the incident with the team are not considered team members but additional support.*

Chapter 50 Aircraft

Aircraft Flight Request/Schedules

Added: Tool used between aviation crews and the dispatch system to share flight information critical for resource tracking, identification on intended method of flight following and, if warranted, mishap response.

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

Under Agency Operational Control

- *Added: Applies to CWN aircraft hired on resource orders and mobilizing to requested delivery location. Does not apply to CWN aircraft released back to the vendor "provided no government personnel or cargo on board."*
- *Applies to all government owned aircraft*

- *Does NOT apply to contracted aircraft relocating in preparation for the beginning of a mandatory availability period (MAP) for an exclusive use contract. These aircraft are not under agency operational control until beginning of their exclusive use MAP.*
- *Leaving the local area (dispatch zone), and*
- *Admin/non-tactical/point-to-point flight OR tactical/mission flight that is leaving the local area and includes a scheduled stop for a tactical briefing, fuel stop, or passenger pick-up/drop-off enroute to an incident.*

Flight Following

Added:

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

Resource Tracking

Added:

- *An approved method by which the intended movement of a resource is documented and coordinated prior to departure, at completion of each leg, and upon arrival at destination. This results in the reasonable confirmation of a resource's status and location.*
- *GACC's and NICC complete resource tracking, neither are a flight following entity except for North Ops and South Ops.*

CWN Helicopters

FS CWN

Added: All CWN Type 1, Type 2, and Type 3 US Forest Service (FS) Helicopters will be initially ordered through the NICC. Please reference payload category information in the MATOC section, below, for additional ordering directions. GACCs will obtain approval from NICC prior to reassigning FS contracted CWN Type 1, Type 2, and Type 3 Helicopters to another incident.

DOI CWN

Added: Any federal restricted category helicopter may be filled with either a HMGB (Helicopter Manager) or HMLR (Helicopter Manger Limited Use/Restricted).

Any Standard category helicopter shall only be filled by a HMGB, unless the Standard category helicopter is put into "Limited-Use" as outlined in the NWCG Standards for Helicopter Operations and notated in the resource order request under "Special Needs," then a HMLR may fill the resource order as the manager.

FS EU Helicopters

Added: Forest Service EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of the MAP.

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

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

US Forest Service Type 1 and Type 2 Helicopters

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

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

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

US Forest Service Type 3 Helicopters

Removed: Type 3 EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of the MAP. All pre and post MAP use will be coordinated with FS Procurement and Property Services, Incident Procurement Operations.

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

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

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

<i>Hosting Forest NFDRS Adjective</i>	<i>Type 3 EU Availability Status</i>
<i>Extreme</i>	<i>Hosting Forest of geographic/regional level</i>
<i>Very High</i>	<i>Hosting Forest of geographic/regional level</i>
<i>High</i>	<i>Hosting Forest of geographic/regional level</i>
<i>*Escalating Moderate</i>	<i>Hosting Forest of geographic/regional level</i>
<i>**Deescalating Moderate</i>	<i>National</i>
<i>**Low</i>	<i>National</i>

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

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

FS Short Haul

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

MULTI-AWARD TASK ORDER CONTRACT (MATOC)

Helicopters

Updated: The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. The Type 2’s and Type 3’s are currently the only MATOC helicopters. To: The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. All CWN FS Type 1, Type 2, and Type 3’s are MATOC helicopters.

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

Updated: Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally. The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius. To: Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally. The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius for Type2 and Type 3 helicopters, and 8,000 feet and 25 degrees Celsius for Type 1 helicopters.

*Added: When ordering, please identify **only one** payload category in the special needs of the request. This is the lowest payload category that is technically acceptable for your request. **Do not specify make or model.***

EXECUTIVE SUMMARY OF CHANGES

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

Added:

- **Example: You need a Type 1 w/a bucket that can lift a minimum of 9,000 lbs.**
 - **Your order would be for a 1.9000 helicopter with a bucket**
 - **We would then compete all T1's with a bucket that could lift 9,000 lbs. and above.**

Please include any other specification in the special needs of your request. For all modern aircraft, please include an additional justification in your request, such as a specific Exhibit from the parent contract. For twin engine, specify "twin engine" in your request. For additional assistance with ordering, please contact your Regional Helicopter Operations Specialist or National Rotor-Wing Coordinators.

Removed: *Include any other specification in the special needs of your request. For all modern aircraft, an additional justification in your request, such as a specific Exhibit from the parent contract should be included. For twin engine, specify "twin engine" in your request.*

Added:

Type 1 Restricted w/Bucket

<i>Payload Category</i>	<i>Model</i>	<i>Payload Range</i>
<i>1.2100 – 1.3300</i>	<i>UH-60</i>	<i>Low – High</i>
<i>1.2100 – 1.3300</i>	<i>332L1</i>	<i>Low - High</i>
<i>1.3300</i>	<i>K-1200</i>	<i>N/A</i>
<i>1.2100 – 1.3300</i>	<i>S-61N</i>	<i>Low – High</i>
<i>1.5000</i>	<i>S-61A/SH-3H CMRB</i>	<i>N/A</i>
<i>1.3000 – 1.3300</i>	<i>BV-107</i>	<i>Low – High</i>
<i>1.3300 – 1.7000</i>	<i>UH-60+/HH-60L</i>	<i>Low - High</i>
<i>1.7000 – 1.9000</i>	<i>CH-54A/S-64E</i>	<i>Low – High</i>
<i>1.11000 – 1.17000</i>	<i>CH-54B/S-64F</i>	<i>Low High</i>
<i>1.9000 – 1.15000</i>	<i>BV-234/CH-47</i>	<i>Low - High</i>

Type 1 Restricted w/ Tank

<i>Payload Category</i>	<i>Model</i>	<i>Payload Range</i>
<i>1.2100</i>	<i>UH-60</i>	<i>N/A</i>
<i>1.2100 – 1.3300</i>	<i>332L1</i>	<i>Low - High</i>
<i>1.2100</i>	<i>S-61N</i>	<i>N/A</i>
<i>1.3300 – 1.5000</i>	<i>S-61A/SH-3H CMRB</i>	<i>Low – High</i>

<i>1.3000 – 1.5000</i>	<i>UH-60+/HH-60L</i>	<i>Low - High</i>
<i>1.5000 – 1.7000</i>	<i>CH-54A/S-64E</i>	<i>Low - High</i>
<i>1.9000 – 1.13000</i>	<i>CH-54B/S-64F</i>	<i>Low – High</i>
<i>1.9000 – 1.11000</i>	<i>BV-234/CH-47</i>	<i>Low - High</i>

INFRARED (IR) SUPPORT TO FIRE OPERATIONS

Changed to: ***INCIDENT AWARENESS & ASSESSMENT (IAA)***

Entire section removed and replaced with: *IAA utilizes aerial, satellite-based assets, and ground-based cameras to collect and disseminate incident data and products to resources in near-real time. IAA is available to provide support to wildland fire operations in three mission areas:*

Large Fire Perimeter Mapping

Historically known as National Infrared Operations (NIROPS). This mission is flown at night and consists of agency owned aircraft, contracted aircraft, and Aircraft 3. NIROPS aircraft are National Resources. The National IR Coordinator will coordinate all Infrared Interpreters (IRIN).

Order Process: Visit the IAA Hub and select Request Support. NIROPS requests require the submission of both an IROC order (A# Service, Infrared Night SIRN and a pending request placed in the IAA Hub no later than 1530 hours Mountain Time.

Product deliverables: The delivered products are a shapefile, pdf map, kmz, and IRIN log posted to the incident specific folder in the NIFC File Transfer Protocol (FTP) site.

Aircraft 3 is a Department of Defense asset that is available to provide support for incidents that may not be reachable by regular aircraft. Aircraft 3 products are derived from multiple sources and closely resemble products from the other platforms. Analysis is performed jointly between the National Geospatial Agency (NGA) and the United States Geographic Survey Civil Applications Center (CAC). This asset typically requires a 1-2 day spin up for new incidents, and product delivery timeframes can be highly variable.

New Heat Detection/Lightning Reconnaissance

Order Process: Visit the IAA Hub and select Request Support
Product deliverables: A size-up is reported to the responsible Dispatch Center. This may include an email to the center’s Firenet account and phone/radio communications/confirmation. Imagery, videos, perimeter information will be posted to NIFC EGP.

Operational Support

GIS Perimeters, narrated/unnarrated videos, imagery overlay, and isolated heat identification.
How to Order: Go to the IAA Hub and select Request Support
Product deliverables: All products are posted in NIFC EGP within the Airborne Intel Tool. The requestor will receive a close out email once products have posted.

To request IAA support, visit the IAA Hub at:

<https://iaa-nifc.hub.arcgis.com/>

IAA requestors must have a NIFC AGOL account to submit requests in the IAA Hub. Follow the instructions on the IAA Hub to request a new NIFC AGOL account. For additional ordering information refer to the User's Guide on the IAA Hub.

Certain Interagency Multi-mission aircraft can support wildland fires as Air Attack (ATGS), Helicopter Coordinator (HLCO) and IAA mission support; these resources are known as enhanced Air Attack or Enhanced HLCO. Only one mission can be ordered, performed, and completed for each individual request. An enhanced Air Attack will only perform as an IAA resource if directly ordered for IAA mission support.

Visit the Fire Imaging Technologies for Wildland Fire Operations user guide for more detailed information. The guide can be found at:

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

Airspace Coordination

Added: All assigned Airspace Coordinators will actively participate in the Airspace Coordination meeting at National Preparedness Level 3, and above, Monday – Friday.

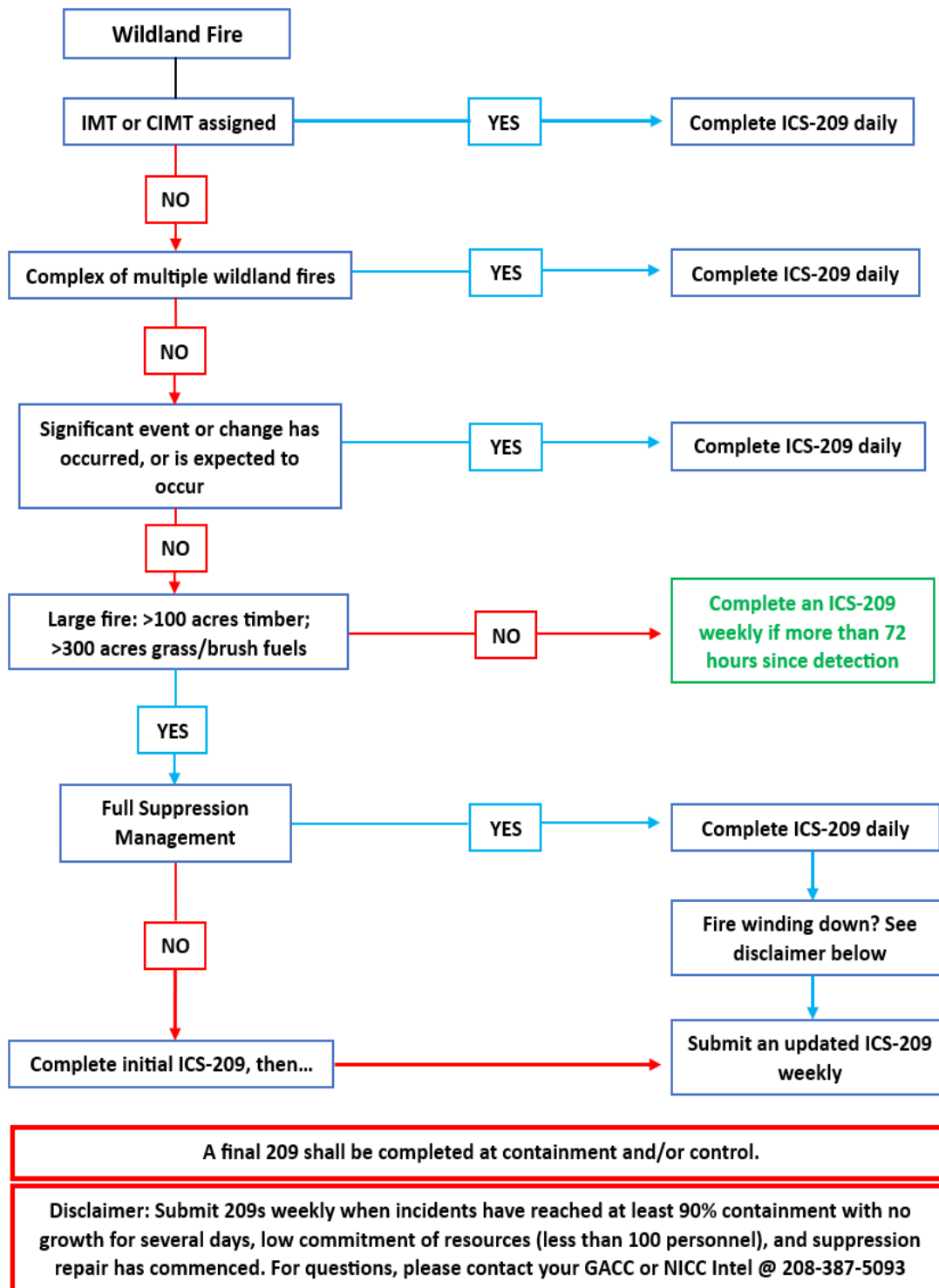
Chapter 60 Predictive Services

Incident Status Summary (ICS-209)

Updated: When to Report Wildland Fire Incidents with an ICS-209 flowchart shown in this chapter below and available at: <https://www.nifc.gov/nicc/predictive-services/intelligence>. To: When to Report Wildland Fire Incidents with an ICS-209 flowchart shown below.

Updated table:

When to Report Wildland Fire Incidents with an ICS-209



Non-Fire Incidents

Removed: *Instructions on how to create a complex can be found at: <https://www.nifc.gov/nicc/predictive-services/intelligence>*

Interagency Situation Report

Removed: *Reporting is required for all prescribed fire activity on the same schedule as wildland fires.*

Incident Management Situation Report

Removed: <https://www.nifc.gov/nicc/incident-information/imsr>

Chapter 80 Forms

Added: *Checklist for Large Aircraft Mobilization*

Added: *Prohibited Items in Accordance with FAA & TSA Regulations*

Updated Online

Chapter 90 Organization Directory

Updated