

National Interagency Fire Center



**Military Use
Handbook**

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MILITARY USE HANDBOOK

2006

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INTRODUCTION

The National Interagency Fire Center (NIFC) Military Use Handbook provides guidance for federal wildland fire agencies who receive military resources to augment their firefighting efforts. The handbook also provides guidance on mobilizing ground forces including the mission, what to bring, items provided, and an overview of firefighting operations and military command and control.

Deployed battalions work for the Incident Commander (IC); battalions are under the Operational Control (OPCON) to the US Northern Command (USNORTHCOM) and Tactical Control (TACON) to the IC.

For simplicity within this document, “battalion” will refer to a battalion, task force, or other composite force.

Military personnel: Prior to arrival of the NIFC Advance Party please take time to read this handbook.

For additional information once deployment notification is received, contact the Defense Coordinating Officer (DCO) at the National Interagency Coordination Center (NICC), located at NIFC, Boise, Idaho, (208) 387-5400.

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CHAPTER 10

GENERAL

10.1 Purpose. The purpose of this operational handbook is to provide: (1) a compilation of material about the lessons learned from use of military assets, (2) an overview of the mobilization process, (3) checklists which can be used to ensure the effective use of military resources.

10.2 Overview. Approximately five days are required after the decision to use military assets before trained military firefighters are available for their first operational assignment.

Appendix – Exhibit 1 provides a detailed overview of this process.

Proactive planning and decision making are essential to ensure the military is deployed efficiently. The National Fire Preparedness Plan (Chapter 20 of the National Interagency Mobilization Guide, <http://www.nifc.gov/nicc/logistics/references.htm>) identifies checkpoints and tasks which must be completed to meet this objective.

Mobilization of military assets is a complicated, detailed, and time consuming process. This task cannot be accomplished within the existing organizational structure. Military Liaison Officers will be needed at almost every level including the National Interagency Coordination Center (NICC), Geographic Area Coordination Centers (GACCs), Area Command or agency headquarters, and at individual incidents.

In addition to the Military Liaison Officers assigned to the various organizational levels, a Battalion Military Liaison (BNML) position is assigned to each battalion of military firefighters. This liaison travels to the military installation, begins the coordination process, oversees the training, accompanies the battalion to the incident, and provides liaison between the Battalion Commander and the Incident Commander (IC). The BNML is the key person in mobilization and coordination.

This operational handbook is applicable for regular military assets and does not apply to operations conducted by National Guard units or regular military units working under local Memorandums of Understanding.

Military personnel are required to meet Service Physical Fitness Requirements on a recurring (biannual or annual, depending on the service) basis. These requirements meet fire agency standards and preclude the need to administer a fitness evaluation.

10.3 Ordering Requirements and Procedures. Prior to military assets being mobilized, all civilian resources must be assigned either to active fires or to initial attack. NICC will ensure civilian resources are assigned prior to ordering military assets. The short-term use of trained DoD assets should be considered until civilian or wildland fire agency resources become available to replace DoD assets. For long-term use/assignments, the following process will be followed:

- NICC will place all Requests for Assistance (RFAs) for DoD assets to the US Northern Command (USNORTHCOM) in Colorado Springs, CO. The RFA will include a fiscal code for DoD use.
- USNORTHCOM will follow DoD chain of command.
- When NIFC reaches National Preparedness Level (PL) 4, a Defense Coordinating Officer (DCO) will be appointed.
- The length of mobilization for any battalion will not exceed 30 days—first day of assignment beginning with classroom training. Agency personnel assigned to a battalion/incident(s) should plan on a 30- to 33-day assignment.
- Activated DoD units can be reassigned within or to another geographic area(s) if situations warrant, unless preempted by a priority defense mission.

10.4 Authorities/Responsibilities.

10.4.1 National Interagency Fire Center (NIFC):

- Ensure all civilian resources are assigned.
- Request the assignment of a DCO at PL 4.
- Inform the DCO of all requests for military assistance.
- Provide guidance/clarification on resources being mobilized.
- As appropriate, negotiate which services are reimbursable as outlined in the Interagency Agreement for the Provision of Temporary Support during Wildland Firefighting Operations (Chapter 40 of the National Interagency Mobilization Guide, <http://www.nifc.gov/nicc/logistics/references.htm>).
- Monitor deployment of military resources and provide assistance as appropriate.
- Send the NIFC Advance Party to the military installation to provide assistance and a briefing on the firefighting mission.
- Provide a BNML, BNML-Deputy, 6 Strike Team Leaders/Military (STLMs), and 26 Military Crew Advisors (MCADs) per battalion.
- Provide training as outlined in this handbook.

NOTE: Throughout this handbook, the term MCAD includes the six STLMs. Specific duties and responsibilities of the STLMs are located in *Chapter 60*.

10.4.2 Agency Receiving Military Assistance:

- Begin coordination with the DCO at NICC.
- Provide a primary Point of Contact (POC).
- Provide/arrange for military office space as appropriate.
- Negotiate/coordinate through appropriate channels which military resources will be mobilized.
- Provide timely feedback on all aspects of military operations.
- Once military resources have been ordered, begin the coordination process with the BNML who will be at the military installation providing assistance.

- Be prepared to meet and brief the Military Advance Party (or ADVON). An Agency/Area Command Liaison Officer may need a staff (Communication Unit Leader, Agency Aviation Military Liaison, Logistics Coordinator, Plans, and Public Affairs Officer) to work with the Military Advance Party.
- Identify and provide a U.S. Postal Service mail address for correspondence with military personnel (agency name, address, incident, etc.).
- Submit through the appropriate channels an “After Action Report” on the use of military resources.

10.4.3 Incident Commander (IC):

- Coordinate with the Agency/Area Command Liaison Officer resources the military brings to the incident.
- Be prepared to manage/support additional military assets including four to six commercial or military command and control vehicles.
- Provide a minimum of 10 acres of camp area for each battalion.
- Provide a formal initial briefing for the Battalion Commander and staff.
- Involve the Battalion Commander and staff in planning/coordination meetings.

10.4.4 Defense Coordinating Officer (DCO):

- The DCO is the on-scene, single POC for the DoD. The DCO closely confers with NIFC to ensure prompt, effective, and appropriate use of federal military assistance to fire suppression efforts.
- Additionally, the DCO’s Defense Coordinating Element (DCE) staff and team of Liaison Officers (LNOs) form an indispensable core which assists NIFC in coordinating military support activities.
- The DCO will review requests for military assistance prior to transmittal and advise NIFC on military-related matters. He/she will also advise NIFC which requests are appropriate for the DoD.

10.5 Billing Procedures. Costs incurred by military agencies will be sent to USNORTHCOM for review and then forwarded to NIFC.

Any agency field office receiving invoices from the military or supporting installations will send those invoices through appropriate channels to NIFC.

Refer to **Chapter 100** for specific guidance regarding financial management issues.

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CHAPTER 20

RESOURCE ORDERING PROCEDURES FOR MILITARY ASSETS

20.1 Ordering Process. The following resource ordering process will be utilized:

20.1.1 The National Interagency Coordination Center (NICC) determines the availability of civilian suppression resources.

20.1.2 If civilian resources are not readily available, the resource request(s) will be returned from NICC to the Geographic Area Coordination Center (GACC) indicating military assets are the only available resources and estimated time frames for delivery.

20.1.3 The resource order(s) will be passed back from the GACC to the ordering dispatch center, indicating military assets are the only available resources and estimated time frames for delivery.

20.1.4 The resource order(s) will be passed back from the ordering unit dispatch center to the incident indicating military assets are the only available resource and estimated time frames for delivery. The unit dispatch center must certify the incident needs are current and ensure military integrity will be kept intact by deploying a minimum of one battalion (25 crews) to the same incident. The unit dispatch or GACC may opt to reassign civilian crews to other incidents so outstanding crew orders can be grouped on one incident.

20.1.5 Incidents must reorder military assets using the appropriate resource categories in the following format:

- Crews will be ordered by battalion (25 crews @ 20 persons per crew). Each battalion will have one crew request number (C-#). Each battalion will be deployed to the same incident. A battalion, including command and control and support should not exceed 560 personnel.
- Aviation support will be ordered by required missions. Each type of mission will have its own aircraft request number (A-#). Refer to **Chapter 70** for ordering procedures. This includes the medevac helicopter support.

20.1.6 The resource order(s) will then be placed from the incident through established dispatch channels to NICC. NICC will forward these orders to USNORTHCOM.

20.1.7 NIFC provides the following resources or fiscal code for DoD acquisition:

20.1.7.1 For each battalion:

- Ground transportation from the closest jetport to the incident and return to the closest jetport upon completion of assignment. The military may provide

this transportation if the incident is near the battalion's home installation.

- Fiscal code (fund cite) for organic or the acquisition of four to six command and control vehicles
- Fund cite for express mail delivery (FedEx, UPS, etc.) from home installation to the incident every other day
- Mobile food service, shower and laundry facilities (a minimum of one mobile kitchen and one shower unit initially)
- Daily transportation at the incident
- Power
- Maps
- Petroleum, oils and lubricants
- Command/tactical radio kits (5 kits; 80 programmable radios)
- Cellular telephones may be provided on a case-by-case basis.
- BNML, BNML-Deputy, 6 STLMs plus 26 MCADs; these positions deploy with the battalion and remain throughout the assignment

20.1.7.2 For each military personnel:

- Fire resistant shirts** (2 each)
- Fire resistant pants** (2 each)
- Fire shelter with carrying case (1 each)
- Hard hat (1 each)
- Safety glasses (1 each)
- Headlamp with batteries (1 each)
- Gloves (1 pair)
- Flat file and handle (for tool sharpening) (1 each)
- 1-quart canteens without covers* (2 each)
- Sleeping bag (1 each)
- Sleeping pad (1 each)
- Firefighter web gear/day pack# (1 each)
- Boots (1 pair)

* Provided by the incident if needed.

** Exchanges for wrong sizes will occur at the incident.

Limited availability. Determination is made at time of order.

20.1.8 Prior to the arrival of a battalion at an incident, NICC will:

- Initiate resource orders for, and mobilize the BNML, BNML-Deputy, 6 STLMs, and 26 MCADs to NIFC.
- Request the GACC initiate a change order for the BNML, BNML-Deputy, 6 STLMs, and 26 MCADs to the appropriate incident.
- Initiate resource orders for the caterer, shower unit and radios.

- Request the GACC initiate a change order for the caterer, shower unit and radios.
- The GACC will request overhead, equipment (radios) and supply request numbers (O-, E-, S-#, respectively) from the incident for these resources. NICC will transfer resources assigned from the initial NICC order to the incident order.

(Refer to the *Appendix – Exhibit 3* for sample overhead, supply and equipment resource orders.)

20.1.9 The incident must order adequate support equipment, transportation and handtools to equip 500 firefighters plus 50-60 support personnel. The incident is responsible for supplying petroleum, oils, and lubricants for ground vehicles and aviation fuel for aviation assets. All firefighting personnel will come equipped with personal protective equipment (PPE).

20.1.10 Command and control helicopters, if needed, are ordered separately, based on incident command and staff needs.

20.1.11 Military medevac helicopter Requests for Assistance (RFAs) will be included on the same RFA as the battalion. Medevac helicopters are not automatically a part of, or mobilized with, the assigned battalion. When a medevac helicopter is located away from the incident helibase, the host agency provides appropriate transportation for the flight crew.

20.2 Military Follow-up Orders. All other civilian support requested specifically by the military at the incident will follow incident ordering procedures.

20.3 NIFC-Contracted Commissary Services/Army and Air Force Exchange Service (AAFES).

- Military units may utilize NIFC-contracted commissary services or can obtain commissary support through AAFES.
- Civilian firefighters may not use AAFES when a NIFC-contracted commissary service is assigned to the incident.

20.4 Demobilization Procedures. Demobilization procedures will be accomplished through coordination channels in the same manner as mobilization. **A lead time of 72 hours is needed to release military firefighters.** NICC will release assets to the military and may provide transportation to the home station(s). The incident should be prepared to provide ground transportation to the demobilization jetport. All tools, PPE and other issued firefighting equipment, except boots, must be collected at the incident prior to demobilization.

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CHAPTER 30

NIFC ADVANCE PARTY

30.1 General Briefing. The purpose of the NIFC Advance Party is to provide a briefing to the command and support staffs of the involved military units. This may involve personnel from battalion through division level but at a minimum should include the Battalion Commanders and their respective logistics staffs. The briefing covers the following subjects:

- National wildland fire situation
- Incident intelligence—inclusive of maps
- Military support requirements
- Aviation issues (24-hour military medevac capabilities at incident)
- Aircraft capabilities currently on site
- Communication issues
- Public information issues
- Meal accommodations while on the military site
- Use of military transportation by the MCADs (40 PAX bus)
- Coordination of personal protective equipment (PPE) issuance
- Business management issues
- Items that the wildland fire agency and the military will provide
(Refer to Appendix – Exhibit 2 for specific information.)
- Exchange of key contact telephone listings
- Benefits and arrangements for sending a Military Advance Party (ADVON) to the incident
- Preparation and coordination for all involved over the 30-day period
- Arrangements to assign MCADs to battalion in the morning formation
- Arrangements for mail and telephone use at the incident(s)
- Incident Command System (ICS), ICS organization, and incident planning process overview **(Refer to the Appendix – Exhibits 4 and 5.)**
- Arrangements for military and civilian command and control linkage at incident
- Fire suppression spectrum and the changing conditions which may occur (Initially the military will, in most cases, be assigned mop-up activities. Within a few shifts, they may be reassigned to hotline fire activities.)
- Training objectives, time frames, and support needs (Chainsaw training may be provided at the incident based on the skills and abilities of the soldiers. The BNML will discuss/negotiate this training with the Battalion Commander.)
- Length of work shift, R & R, etc., and coordination of these with the IMT

Upon completion of the general briefing, separate specific briefings with question/answer sessions should be conducted involving the individuals of the NIFC Advance Party and their counterparts from the military. The involved military commanders should remain for the logistics briefing. Additionally, a representative from the supporting CONUSA will arrive at the supporting installation to brief the chain-of-command on the firefighting mission.

A video presentation beginning with the decision process of military activation including training, mobilization, daily life in fire camp and redeployment will be presented by the NIFC Advance Party. The video is designed to orient military and agency staffs having involvement.

30.2 Positions and Qualifications. The NIFC Advance Party will be composed of civilian subject matter experts. Membership of the NIFC Advance Party will be determined and approved by the National MAC group and be ordered by the National Interagency Coordination Center (NICC). Potential members of the NIFC Advance Party include the following:

30.2.1 Chief of Party. The Chief of Party will be appointed by and report to the National MAC Group. The individual will be a senior representative of one of the federal wildland fire organizations with intimate knowledge of NIFC and fire operations.

30.2.2 Battalion Military Liaison (BNML). Each BNML is selected by the National MAC Group. The BNML is the Battalion Commander's liaison to the Incident Commander. This person should be well versed in military firefighter mobilizations.

30.2.3 National Military Coordinator. The National Military Coordinator will be appointed by NICC. This individual will be a qualified coordinator with experience in military firefighter mobilizations.

30.2.4 Communications Officer. The Communications Officer will be a senior communications specialist provided by the National Interagency Radio Support Cache (NIIRSC) at NIFC. This individual will be an expert in incident communication systems and familiar with military communications capabilities.

30.2.5 Aviation Officer. The Aviation Officer will be a qualified rotor-wing pilot/aviation specialist appointed by the United States Forest Service (USFS), Aviation Management (AM) directorate (formerly OAS), and Bureau of Land Management (BLM) aviation groups at NIFC.

30.2.6 Public Affairs Officer. The Public Affairs Officer will be assigned from the National Office of External Affairs. This individual will be an experienced fire Public Information Officer, preferably with knowledge of military public affairs.

30.2.7 Training Coordinator. The Training Coordinator will be appointed by the National Military Coordinator. This individual will have experience in military firefighter training operations.

30.2.8 Training/Cadre Logistics Coordinator. The Training/Cadre Logistics Coordinator will be appointed by the National Military Coordinator. This individual will have experience in military firefighter training operations.

30.2.9 Financial Advisor. A Financial Advisor will be appointed by NIFC.

30.3 Responsibilities.

30.3.1 Chief of Party.

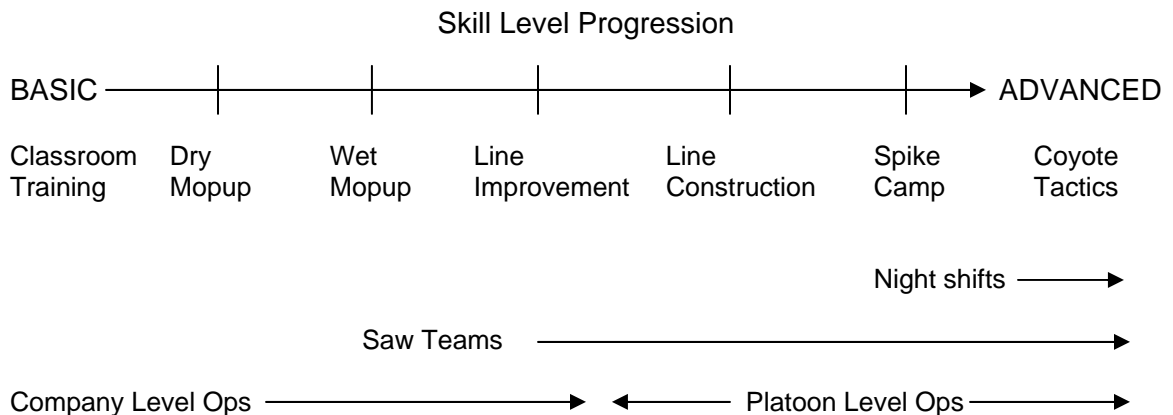
- Establishes initial contact with the military installation to schedule briefing times and locations.
- Ensures all party members are fully briefed on individual roles.
- Orders aircraft and identifies necessary ground transportation through NICC.
- Provides introductions of party members to the military and gives a general briefing on the national fire situation and the NIFC role.
- Outlines fiscal responsibilities and procedures.

30.3.2 National Military Coordinator.

- Establishes contacts at the military installation for use by NICC during deployment and commitment of troops.
- Provides maps of the incident(s), surrounding area, and Western U.S. with location of major fires.
- Provides copies of *Military Use Handbook*, NFES 2175.
- Provides general briefing on the national coordination system and the role of the system in supporting the military.
- Provides specific briefing concerning necessary equipment needed to support the troops and support to be provided by NIFC.
- Introduces the Training Coordinator who will remain at the installation as the senior NIFC representative and liaison between the installation, the training team, and the military until the battalion is deployed.

30.3.3 Battalion Military Liaison. Presents overview of suppression duties the battalion performs once assigned to an incident. As an aid to clarify firefighting duties, the chart below outlines the progression of assignments a battalion/task force may encounter.

FIREFIGHTING MISSION



- 30.3.4 Communications Officer.
- Provides a general briefing to command and staff on type and capability of communications equipment provided by NIFC.
 - Meets with Military Communication Specialist to provide specific information regarding fire communications system and its interface with military communications.

- 30.3.5 Aviation Officer.
- Provides status of incident aircraft by type and explains basic operating procedures to include communications linkage.
 - Meets with military aviation support personnel to assist in determining their aviation requirements.
 - Provides point of contact at the incident for air operations.
 - Provides a high quality map showing the location of incident helibases, heliports and nearest commercial airport(s).
 - Explains use and requirement of highly reflective paint and avionics package.

(Refer to the Appendix – Exhibit 6.)

30.3.6 Public Affairs Officer (PAO). Provides a general briefing on public affairs role at the incident and provides point of contact for the military PAO at the incident.

30.3.7 Training Coordinator. Provides the organizational structure, time frames, schedules, and overall objectives of the military firefighter training effort.

(Refer to the Appendix – Exhibits 1 and 7.)

- 30.3.8 Training/Cadre Logistics Coordinator.
- Provides specific information on training requirements and support needs for Training Cadre and MCADs while at the military installation.
 - Inspects eight classrooms to be used for training including equipment check.

30.3.9 Financial Advisor. Provides information for reimbursable and non-reimbursable financial support needs; billing, procurement and ordering procedures; costs and incident accounting; and points of contact.

30.4 Common Mobilization Issues and Questions. **(Refer to Appendix – Exhibit 8.)**

CHAPTER 40

TRAINING

40.1 General. NIFC is responsible for training active duty military personnel for wildland firefighting, training civilian overhead personnel assigned to work with the military units, and facilitating assignment of MCADs to their military counterparts. A half-day of classroom orientation and training is provided at the unit's installation by a NIFC-provided Training Cadre and assigned MCADs. The military firefighting training process is slightly different from that provided to civilian wildland firefighters. The military provides extensive training in organization, discipline, physical fitness and other skills which facilitate quick utilization in a wildland fire capacity. On-the-job training and improvement of performance skills continues throughout the assignment under direction of the BNML/MCADs, with safety a primary concern. This training is equivalent to the Firefighting Training, S-130 and Introduction to Wildland Fire Behavior, S-190 courses given to civilian wildland firefighters.

40.2 Training Cadre Support at the Military Installation. The Training Cadre should be lodged off post. The military is not responsible for transportation of the Training Cadre. Military dining facilities may be used by the Training Cadre. Military installations will make available telephones and facsimile capabilities to the Training Coordinator (TC) and BNML.

40.2.1 Classroom Training. The following topics are included in the *Military Wildland Fire Suppression Training* package:

- Introduction
- Fire Situation
- Fire Organization
- Fire Terminology
- Introduction to Handtools
- Fire Behavior
- Fireline Safety
- Fire Shelter
- Wrap Up

40.2.2 Field Training. Field training at the incident consists of fire suppression methods and procedures. The assigned MCADs, Military Officers in Charge (OIC), and BNML will determine when military crews are to be incorporated into the suppression organization. Each BNML, OIC, and MCAD will utilize the MCAD Checklist (**Refer to Appendix – Exhibit 9**) as an aid in determining this readiness. Field training includes the following topics:

- Reinforcement of material learned in the classroom as well as on-the-job training
- Watch Out Situations and Standard Firefighting Orders, related to specific conditions at the fire location
- Personal protective equipment (PPE)
- Use, transportation, and maintenance of tools

- Line construction techniques and proper use of appropriate handtools
- Crew coordination techniques
- Fireline safety
- Securing the control line and mopup

40.3 Organization and Staffing. (Refer to *Appendix – Exhibit 7* for Training Cadre organization and staffing.)

NOTE: Due to shortages of experienced Training Cadre members, assigning trainees to all training positions is strongly recommended.

40.4 Qualifications and Responsibilities. The Training Cadre Advanced Party will consist of:

- Training Coordinator
- Training/Cadre Logistics Coordinator
- Military Installation Logistics Coordinator
- Military Logistics–Ramp
- Military Logistics–PPE
- Purchasing Agent

40.4.1 Training Coordinator (TC). The TC is appointed by and reports to the National Military Coordinator. The TC is responsible for ensuring successful completion of the mission. The TC must be a highly qualified wildland fire training instructor with experience training military firefighters. The TC is responsible for:

- Organizing and supervising the Training Cadre and selecting support staff necessary to complete the mission.
- Traveling as a member of the NIFC Advanced Party to coordinate training objectives, scheduling, classroom and equipment needs with the military.
- Attending military command briefings to orient commanders, staff, and family members to the military firefighter training program and fire assignment.
- Obtaining current situation reports from the National Military Coordinator, Training Cadre, military commanders, and MCADs.
- Making periodic reports to the National Military Coordinator.
- Leading evening reviews of each day’s events and ensuring appropriate notes of these meeting are kept.

40.4.2 Training/Cadre Logistics Coordinator. The Training/Cadre Logistics Coordinator must have experience in the mobilization of the Training Cadre and knowledge of resource ordering procedures. Experience as a member of a military Training Cadre is desirable. This position reports to the TC and will:

- Coordinate actions with the National Military Coordinator and TC.
- Anticipate arrival of incoming Training Cadre, BNMLs, MCADs and coordinate with the Great Basin Mobilization Center to provide for their needs while at NIFC.
- Assist in the mobilization of the Training Cadre.
- Acquire copies of resource orders for PPE from the National Military Coordinator.
- Provide logistical support to the Training Cadre as needed.
- Order, assemble and/or assign training materials, tools and equipment, and personal portable radios to the Training Cadre and BNML.
- Maintain a manifest of Training Cadre members, personnel gear and training materials; ensure weights are listed separately.
- Secure intelligence on the current fire situation.
- Attend briefing at military installation with Battalion Commanders and staff. Attend additional briefings with the Battalion S-1, S-3, S-4 and military Movement Coordinator as needed.
- Provide and exchange pertinent contact information for agency and military personnel.
- Meet with military point of contact to coordinate Training Cadre needs. Provide the military with a list of needs including classrooms, audio-visual equipment, materials, office space, on-post dining and transportation.
- In conjunction with the Purchasing Agent, arrange for off-post food, lodging and transportation for Training Cadre.
- Provide maps of the training site showing location of classrooms and dining facilities including hours of operation. Provide organization charts of military units to be trained.
- Ensure that classrooms are set up properly—adequate seating and operational audio-visual equipment.
- Reorder supplies for each additional battalion to be trained.
- Arrange for return of battalion instructor kits to NIFC or next military installation.

Helpful Hints:

- PPE should arrive one day prior to the first training day.
- Coordinate with the local suppression agency (forest, district, etc.) for temporary personnel support.
- Military personnel needing to exchange or acquire additional PPE should do so at the incident.

40.4.3 Military Installation Logistics Coordinator. The Military Installation Logistics Coordinator must have knowledge and experience in military firefighter mobilization and coordination of national, area and local resources. A person with at least Support Dispatcher qualifications is desirable for this position. This person reports to the National Military Coordinator and will:

- Assist the Training/Cadre Logistics Coordinator as necessary.
- Attend briefings at military installation with Unit Commanders and staff.
- Attain proper take-off and landing authorizations (Prior Permission Requests) from the National Military Coordinator. Identify staging and loading areas.
- Contact the civilian airport manager or military flight control; advise of mission aircraft type, ETAs and fuel requirements.
- Arrange with the Division Transportation Officer (DTO) for aircraft tug or equivalent.
- Arrange through the military counterpart for 10 to 14 (same group throughout all deployment flights) soldiers to assist with baggage loading.
- Relay all aircraft flight following information to NICC within established guidelines.
- Coordinate with the Battalion S-4 for delivery, security, issuance and accountability of PPE.
- Arrange through the military counterpart for six to eight soldiers to assist with the preparation of issuing and recording of PPE. Coordinate schedule with the TC. Monitor issuance and provide assistance as needed.
- Maintain dialogue with NICC and the TC for scheduling and capabilities of aircraft assigned for battalion transport to incident(s).
- Ensure aircraft passenger manifests and load configurations are completed and shared with appropriate parties (NICC, Loadmasters, Movement Coordinator, etc.).
- Relay transportation information to the appropriate military contacts (Battalion S-3).
- Assist in resolving issues or problems associated with the aircraft, passengers or flight.
- Coordinate with the BNML and Battalion S-1 for accurate completion of passenger and cargo manifests.
- Monitor aircraft loading; document and inform the flight crew of personnel and cargo distribution for weight and balance computations.
- Monitor military personnel and cargo embarkation in conjunction with the DTO of the cooperating military installation.
- Arrange for the return of non-issued PPE.

40.4.4 Military Logistics–Ramp. The Military Logistics–Ramp must have knowledge and experience in military firefighter mobilization and coordination of national, area, and local resources. This person reports to and assists in completing the duties of the Military Installation Logistics Coordinator.

40.4.5 Military Logistics–PPE. The Military Logistics–PPE must have knowledge and experience in military firefighter mobilization and coordination of national, area, and local resources. This person reports to and assists in completing the duties of the Military Installation Logistics Coordinator.

40.4.6 Purchasing Agent. The Purchasing Agent must have procurement authority (\$10,000 warrant preferred). A person who is qualified to instruct S-130 and S-190 is desirable for this position. This position reports to the National Military Coordinator. The Purchasing Agent will:

- Negotiate and/or formalize all procurement agreements; e.g., lodging, meals, vehicles, and pay all resultant bills.
- Instruct in area of expertise on an emergency basis.
- Coordinate actions with the Training/Cadre Logistics Coordinator.

40.4.7 Lead Instructor. The Lead Instructor is appointed by and reports to the TC. The Lead Instructor must be a highly qualified wildland fire training instructor with experience in military firefighter training. The Lead Instructor will:

- Serve as acting TC.
- Serve as the point of contact for logistics and finance to meet the needs of the Training Cadre.
- Obtain the following items in electronic format and ensure they are inserted into each *Military Wildland Fire Suppression Training* package: lightning detection map, weather forecast, large incidents map, incident map where military will be assigned, and National Wildland Fire Outlook map.
- Obtain copies of a current Incident Action Plan (four per instructor) for use during classroom training.
- Perform as a classroom instructor should the need arise.
- Monitor instructor/MCAD presentations for quality, standardization and coverage of all subjects.
- Troubleshoot problems arising in the distribution and operation of training equipment, both military and civilian.
- Report to the TC at the end of the morning and afternoon training sessions and attend evening reviews.
- Upon returning to NIFC at the end of the training detail, conduct a debriefing of Training Cadre and prepare the battalion instructor kits for the next mobilization.

40.4.8 Instructor. The Instructor must be a qualified wildland fire training instructor interested in this assignment and supportive of military firefighter training. Experience with military firefighter training is desirable. The Instructor reports to the Lead Instructor and will:

- Account for a handheld radio, battalion instructor kit, and other assigned equipment until demobilized.
- Obtain the following items in electronic format from the Lead Instructor and insert into the *Military Wildland Fire Suppression Training* package: lightning detection map, weather forecast, large

- incidents map, incident map where military will be assigned, and National Wildland Fire Outlook map.
- Obtain four copies of a current Incident Action Plan from the Lead Instructor for use during classroom instruction.
- Ensure that the battalion instructor kit has the necessary training materials for classroom instruction.
- Review the *Military Wildland Fire Suppression Training* prior to traveling to the military installation.
- Equip and prepare classroom at the military installation.
- Instruct military personnel using the *Military Wildland Fire Suppression Training* package and MCADs as fully functional classroom instructors, to provide continuity for field training.
- When instruction at the installation is completed, package the battalion instructor kit, tools and supplies for return to NIFC or the next military installation.
- Notify the Lead Instructor in a timely manner of any resupply needs.
- Provide information on needed revisions and/or additions to the *Military Wildland Fire Suppression Training* package.
- Provide the Lead Instructor and the TC with information on the progress and success of the instructional process.

40.4.9 NIFC Briefing Coordinator (BC). The BC is ordered by and reports to the National Military Coordinator. The BC provides briefings at NIFC for the assigned BNMLs and the MCADs prior to their mobilization to the military installation. The BC must be a good trainer; experience as a BNML is desired. The BC will:

- Obtain a briefing and briefing coordinator's package from the National Military Coordinator and TC.
- Provide a thorough situation briefing at NIFC to the BNMLs and a detailed briefing to the MCADs on their roles and responsibilities for training at the military installation, field training and fire suppression duties at the incident. The briefing coordinator's package contains a briefing outline, handouts and visual aids.
- Provide the BNML with 40 copies of the MCAD Checklist printed on yellow paper and sized to fit into the *Fireline Handbook*.
(Refer to Appendix – Exhibit 9 for the MCAD Checklist.)

40.4.10 Battalion Military Liaison (BNML). The BNML coordinates with the TC and the Unit Commander at the military installation.

While at the military installation this person is responsible for:

- Supervising and coordinating activities of the MCADs during the training at the installation.
- Organizing MCADs to integrate with appropriate levels in the battalion's particular organization.
- Participating in military briefings to orient command and staff to the fire assignment.
- Assisting the military with deployment planning.

- Creating and distributing a contact list linking IMT members with their military counterparts—both at the installation and on the incident.
- Obtaining copies of training site(s) and schedules for classroom and on-the-job training to be accomplished.
- Interfacing with military command staff and Training Cadre at the training site.
- Briefing MCADs regarding military crew assignments and training schedules.
- Distributing copies of the MCAD Checklist to MCADs.
- Deploying with the military unit after the classroom training has been completed.

NOTE: Refer to **Section 60.1** for a complete listing of qualification requirements and description of duties.

40.4.11 Battalion Military Liaison–Deputy (BNML–Deputy). In coordination with the BNML, assists in assigning appropriate numbers of MCADs to STLMs in relation to the number of crews within each company of the battalion.

While at the military installation, this person is responsible for:

- Assisting in supervision and coordination of MCADs during training.
- Assisting and participating in the integration of MCADs into the battalion’s organization.
- Attending and participating in military briefings, assisting and orienting the battalion’s staff to the fire assignment.
- Providing coordination to the BNML and MCADs for deployment to incident.
- Interfacing with Battalion Command Staff and Training Cadre at the installation.
- Deploying with military unit after classroom training has been completed.

NOTE: Refer to **Section 60.2** for a complete listing of qualification requirements and a description of duties.

40.4.12 Military Crew Advisors (MCADs). While at the military installation, these individuals are responsible for:

- Following the direction of the BNML, team up with members of the Training Cadre and assist in conducting the classroom wildland fire suppression training of assigned military crew.
- Developing a close working relationship with the assigned crew commander.
- Obtaining copies of the MCAD Checklist/Military Firefighter Training Certification from the BNML for completion during field training.
- Deploying to incident with the assigned military crew.

NOTE: Refer to **Sections 60.3 and 60.4** for a complete listing of qualification requirements and description of duties.

40.5 Training Equipment and Supplies. The initial order of supplies listed below must be ordered by the Training/Cadre Logistics Coordinator and shipped to the installation with the Training Cadre. The battalion instructor kits contain Instructor's Guides, miscellaneous instructional materials, checklists, publications and supplies for eight instructors.

80 bk	NFES 0065	Fireline Handbook***
80 ea	NFES 1077	Incident Response Pocket Guide***
80 ea	NFES 1570	Your Fire Shelter***
800 ea	NFES 2243	Fireline Safety Reference
8 pg	NFES 2388	Standard Fire Order/Situation decal
8 pg	NFES 2389	Standard Fire Order/Situation card
8 pg	NFES 2397	LCES decals
80 ea	NFES 2407	Shelter, fire w/case, for "PRACTICE ONLY"

*** For distribution to company commanders and above.

(Refer to Appendix – Exhibit 3 for a sample supply resource order.)

40.6 Facilities and Equipment Requirements at the Military Installation. Facilities and equipment required at the military installation include:

- Eight classrooms, each equipped with overhead projector and screen, easel with flip chart paper and markers, and VHS video tape player connected to a video monitor.
- Dining facilities for MCADs while on base.
- Transportation (typically by military bus) for MCADs from the lodging site (near, but off the installation) to military dining facilities and classrooms.
- Telephone and facsimile communications needs for the TC and BNML, requested from the assigned battalion.

40.7 Sequence of Events. Arrival of the Training Cadre and MCADs with their training equipment at the military installation is critical to the mission. **(Refer to Appendix – Exhibit 1 for the Military Firefighter Training/Mobilization Process.)**

40.8 Aviation Training. Refer to **Chapter 70.**

CHAPTER 50

MILITARY OPERATIONS

50.1 General. The U.S. military provides disciplined, physically fit personnel for the wildland fire suppression mission.

50.2 Chain of Command. Every commanding officer has the authority to give lawful orders to those under their command. The orders are passed from the Battalion Commander to the Company Commander. A list of various ranks, the units they command, and the approximate number of personnel per unit includes:

<u>UNIT</u>	<u>COMMANDER</u>	<u>APPROXIMATE NUMBER OF PERSONNEL</u>
Squad or Section	Sergeant (SGT)	9 to 13
Platoon	Lieutenant (1LT/2LT)	36 to 48
Company (Troop/Battery)	Captain (CPT)	150 to 180
Battalion (Squadron)	Lt. Colonel (LTC/Lt Col)	550 to 800
Regiment/Brigade	Colonel (COL/Col)	2,000 plus
Division	Major General (MG)	14,000 to 20,000

50.3 Discipline and Conduct. The Code of Conduct was prescribed by the President of the United States in 1955 and is a simple written creed applying to all military personnel.

The code is not intended to provide guidance on every aspect of military life. For that purpose there are military regulations, rules of military courtesy, and established customs and traditions. There is also the Uniform Code of Military Justices (UCMJ). The UCMJ has punitive powers; the Code of Conduct does not.

The officers and non-commissioned officers (NCOs) will enforce a no-alcohol policy at all times and closed camp policies when necessary. The military quickly addresses disciplinary questions, rather than deferring resolution until redeployment to home installations. A Judge Advocate can be attached to a regimental or task force headquarters.

50.4 Unit Pride. Civilian firefighters often do not have a military appearance, which is a concern to military officers when non-military firefighters could be construed to be military personnel.

Do not restrict military units to mopup. As they gain experience and maturity, increase their responsibility, and reward them with "hot" line assignments. Use friendly competition between units, stressing production with safety, to increase daily output. Military discipline and good liaison officers assigned to the units can be used effectively to maintain high production and keep morale high.

50.5 Protocol. The military is rich in protocol and tradition. Most military battalions will have an officer knowledgeable in protocol matters. This responsibility falls upon the Battalion Adjutant. His/her knowledge is invaluable to keep conflict and misunderstanding under control. One of the least understood events by the civilian observer is a visit by a General Officer or other distinguished visitor and the concentrated efforts of preparation. Civilian liaison officers need to understand what is happening and be alert to potential changes in agreed upon operating procedures.

General Officers/VIPs understand civilian-military coordination. Protocol Officers/BN Adjutants are also helpful in putting together awards and ceremonies. Learn to accept and work with military protocol.

Awards:

- The day before redeploying to the parent installation, an awards and decorations ceremony is held. The military is proactive in recognizing deserving personnel and individual units rendering outstanding support to the firefighting effort. The military also recognizes civilians who render outstanding support to the military. Military Liaison Officers must be prepared to recognize all military units within a battalion. Officers and enlisted personnel should be recognized for personal contributions or outstanding support of a successful mission. Plan at least 5-10 days in advance for preparation of agency certificates for each unit or individual.
- Awards for the military are provided on a national basis for their support throughout their activation period. The DoD facilitates national recognition to all military units activated under this procedure. If an IMT or unit chooses to honor the military for their support to a particular incident they may do so; however, the cost of awards must be funded from preparedness funds and cannot be charged to FireCode. Common sense should be used in making the decision to recognize the military on an incident, knowing they will receive national recognition.

50.6 Organizational Cross Reference.

<u>ICS</u>	<u>Military</u>
Command	Same
Operations	S-3 (BN/Bde), G-3 (DIV) Aviation, Operations, Planning and Coordination
Plans	S-3 (BN/Bde), G-3 (DIV) Aviation, Operations, Planning and Coordination
	S-2, G-2 Intelligence Gathering and Analysis/Weather
Logistics	S-4, G-4 Supply, Transportation and Field Services
Finance	S-1, S-4 Personnel Management, Injuries and Awards

50.7 Daily Reporting. Both the IC and the military commanding officer must submit daily reports. ICS requires daily submission of the Incident Status Summary, Form 209. The battalion submits a Situation Report (SITREP).

50.8 Military Supply System.

Class I	Subsistence: food, water, etc.
Class II	Individual equipment: heaters, batteries
Class III	Petroleum products: POL; packages or bulk
Class IV	Construction materials
Class V	Ammunition
Class VI	Personnel comfort items: sundry packs, tobacco products, etc.
Class VII	Major end items: vehicles
Class VIII	Medical and surgical supplies
Class IX	Repair parts
Class X	Material and equipment to support non-military programs

50.9 Military Boots. (Class II Supply)

- The USFS-MTDC has tested and certified, with DoD concurrence, the combat, leather speed-lace boot for fireline use. Boots with synthetic materials are not acceptable.
- Any commercially procured boots must be a minimum of full leather 8” high uppers, Vibram or similar lugged stitched sole.
- Steel toed boots are not acceptable.
- The agency will only replace boots damaged on the fire assignment which are unacceptable for military use. The determination of serviceable boots will be made by the military chain of command.
- NIFC will issue a fiscal code in National Preparedness Level 4 or 5 to USNORTHCOM to initiate acquisition of 560 pairs of boots.

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CHAPTER 60

POSITION DESCRIPTIONS AND TASK LISTS

60.1 Battalion Military Liaison (BNML). The BNML is requested and selected by the National MAC Group for attachment to the battalion tasked with wildland fire suppression. The BNML reports to the military installation and interfaces with the Battalion Commander and Training Coordinator. The minimum qualification for this position is Division/Group Supervisor (DIVS). The BNML should be thoroughly briefed on the BNML role, have the ability to deal with individuals from multiple organizations and carry out decisions without a staff. Prior experience as an MCAD is desirable for this position. Upon completion of military firefighter classroom training, the BNML deploys with the military battalion to the incident. The BNML is responsible to the IC and Battalion Commander after arriving at the incident.

Task List:

- Pack for a fire assignment, including web gear, sleeping bag, tent, boots, PPE, and programmable radio. Personal packs must not exceed 65 pounds.
- Collocate military and civilian crews at the same incident base camp, if possible.
- Contact the IC; provide a deployment schedule and obtain additional information as soon as possible.
- Integrate MCADs with military crews and make arrangements.
- Participate in military command staff meetings daily.
- Contact the Staging Area Manager to verify arrival arrangements.
- Check in at the Incident Command Post (ICP). Complete the ICS 211. Ensure all MCADs have completed check-in.
- Report to the IC to introduce Battalion Commander and brief the IC.
- Integrate appropriate military staff with Logistics Section Chief to establish all facility needs for the battalion.
- Coordinate with the Finance Section Chief to establish procedures for civilian timekeeping procedures, injuries, commissary, etc.
- Attend incident planning meetings as required with appropriate military staff.
- Ensure field training is completed and inform IC of fire readiness of crews for incident assignments. Crews will not be assigned to fireline duties until field training is completed.
- Assess the need of assigning a Safety Officer to the battalion and advise the Operations Section Chief and Safety Officer.
- Provide input on the use of military resources.
- Oversee the continued training and safety of military and civilian personnel assigned to the BNML.
- Cooperate fully with the Area/Incident Command and Military Command Group.
- Advise the IC of any special military needs or requirements the incident cannot provide.
- Coordinate military logistics needs/capabilities with the Demobilization Unit.
- Ensure that all assigned personnel and/or equipment is properly accounted for.
- Facilitate integration and logistics support.
- Ensure all agency forms, reports and documents are completed prior to departure from incident.

- Debrief with the Battalion Commander and IC prior to departure; debrief with MCADs prior to departure.
- Participate in awards ceremony at assignment's end.
- Prepare performance evaluations.
- Ensure that transportation and travel arrangements for military and civilian personnel are completed prior to your departure.

Helpful Hints:

- Obtain a cellular telephone.
- Prepare the BNML–Deputy for assumption of duties and responsibilities; share information.
- Communicate with the Military Advanced Party—before and after reconnaissance mission.
- Familiarize yourself with the Training Cadre.
- Be prepared to participate in briefings at the military installation.
- Be knowledgeable of when and where PPE will be issued, and if sufficient numbers of all sizes of Nomex are available.
- Prepare a spreadsheet with corresponding Command, Liaison, STML, Company, MCAD, and Crew Name (or identifier) for ease of operations prior to arrival at the incident—answers many battalion and incident personnel questions.
- Have military organizational charts available and ensure MCADS are familiar with organizational chain of command.
- Obtain a separate/rental vehicle at the incident for your transportation.
- Make early contact with the Battalion Commander and remain close to him/her throughout the assignment.
- Be prepared to assist or provide input to the military installation action report.
- Develop and keep a list of critical contacts and phone numbers for ready reference.
- Make assignments and expectations clear to the military.
- Brief MCADs daily and stress the importance of close work/off duty relationships with assigned military crews. Make agency rules clear to them.
- Attend briefings identified as necessary by Incident/Area Command.
- Utilize identifiable, well kept, official agency clothing throughout assignment.
- Be knowledgeable of how medical, commissary, injury, etc., is handled including medical procedures.
- Communicate frequently with the IC and keep informed of developments.
- Make every effort to have MCADs remain with military crews until the military demobilizes.
- Ensure crews participate in active work daily. Morale of military crews can change quickly if crews are not kept busy with a clear, defined purpose.
- Provide feedback to the National Military Coordinator.
- Do not demobilize from incident until all travel and arrangements are completed for military and civilians assigned to the military.

60.2 Battalion Military Liaison–Deputy (BNML–Deputy). The BNML-Deputy is requested by the National MAC Group, selected by the BNML and is assigned to the battalion tasked with wildland fire suppression. The minimum qualification for the position will be Division/Group Supervisor (DIVS). The BNML–Deputy will assist the BNML with selection of qualified STLMs. The BNML–Deputy acts as a staff advisory leader providing guidance to the battalion staff and assists the BNML. The BNML–Deputy assists the Battalion S-3 (Operations) and/or Battalion Executive Officer (XO). Upon completion of the military firefighter classroom training, the BNML–Deputy deploys with the military battalion to the incident and accomplishes wildland fire suppression duties. The BNML–Deputy assumes duties and responsibilities of the BNML in his/her absence. The BNML–Deputy is responsible to the BNML throughout the assignment.

Task List:

- Pack for a fire assignment, including web gear, sleeping bag, tent, boots, PPE, and programmable radio. Personal packs must not exceed 65 pounds.
- Review and become familiar with BNML duties and helpful hints.
- Assist the BNML as requested.
- Confirm that MCADs have been ordered and mobilization arrangements made; check qualifications and obtain blood types.
- Review and become familiar with STLM/MCAD duties and responsibilities.
- In coordination with the BNML, organize and conduct MCAD briefings.
- Meet with the IC.
- Brief incoming civilian DIVS and other “new comers” which may interface with military operations.
- Participate in military command staff meetings daily.
- Check in at the Incident Command Post (ICP). Complete the ICS 211.
- Assist the BNML with integration of military staff with incident staff.
- Attend incident planning meetings as requested with appropriate military staff.
- Assist with and observe military field training; inform the BNML of crew readiness for incident assignment.
- Once crews are assigned to incident duty (after field training), provide coordination between the Operations Section and the military company/battery/troop as requested by the BNML.
- Participate in the awards ceremony at assignment’s end.
- Prepare performance evaluations.

Helpful Hints:

In addition to duties of the BNML and STLM:

- Make early contact with the Battalion Executive Officer (XO) and/or Battalion S-3 and Command Sergeant Major; maintain contact throughout the assignment.
- Assist in all areas of liaison from the battalion to the IMT.
- Be prepared to fulfill a temporary assignment as an STLM.
- Be prepared to spike out with multiple military units.
- Monitor and assess the STLMs’ and military units’ fire assignments, safety needs, progression and accomplishments.
- Provide the BNML with performance and debriefing information.

60.3 Strike Team Leader/Military (STLM). The STLM acts as an advisory leader to provide guidance to a Company/Battery/Troop Commander who has been tasked to perform wildland fire suppression. STLMs must be STL-Crew or higher. A company/battery/troop consists of at least four (4) platoons. The STLM will report to the BNML upon arrival at NIFC. The STLM is attached to, and travels with, a company/battery/troop. Once at the incident, the STLM becomes a part of the Operations Section and remains in this status until released from the incident. One STLM will be assigned to each company/battery/troop.

Task List:

- Pack for a fire assignment, including web gear, sleeping bag, boots, tent, PPE, and programmable radio. Personal packs must not exceed 65 pounds.
- Report to the BNML upon arrival at NIFC and receive a complete briefing.
- Receive your assignment and assist Training Cadre with classroom training.
- Coordinate with the Company/Battery/Troop Commander and MCADs on training and safety of military crews in your assigned company/battery/troop.
- Develop a close working relationship with the assigned Company/Battery/Troop Commander.
- Deploy to the incident with the Company/Battery/Troop Commander.
- Check in at the ICP. Complete the ICS-211.
- Keep the BNML informed of training and the fire readiness of crews. Identify when crews are ready for wildland fire assignments.
- Once crews are assigned to incident duty (after field training), provide coordination between the Operations Section and the military company/battery/troop. At this point, the STLM becomes a part of the IMT.
- Serve as a trainer and advisor to the Company/Battery/Troop Commander. Act as a liaison between the IMT and the military.
- Participate in incident briefings and brief MCADs and Company/Battery/Troop Commanders. Ensure that orders are given through the military chain of command.
- Prepare performance ratings.

Helpful Hints:

- The STLM is an advisor/liason to the military. This position is not a typical Strike Team Leader assignment.
- The STLM is assigned to the incident and works through the Operations Section.
- Maintain coordination with the BNML, as well as the ICS chain of command.
- Ensure that communications exist between the MCADs/crew, STLM, and Company/Battery/Troop Commanders.
- Identify special skills the assigned company/battery/troop may have; e.g., chainsaw use, explosives, etc.
- Keep the Company/Battery/Troop Commander informed of off-road vehicle use restrictions.

60.4 Military Crew Advisor (MCAD). MCADs are requested by NIFC for assignment to the battalion to act as instructors/advisors to the military during classroom/field training and their wildland fire suppression assignment. The MCADs must be Crew Boss or higher qualified, have strong communications skills and be experienced on-the-job trainers. MCADs must be physically fit and have a high interest in this assignment. An individual with a previous MCAD and/or military experience is desirable for this position. The MCAD reports to the BNML upon reporting to NIFC. Once at the incident, the MCAD becomes a part of an assigned military crew and reports to the assigned STLM.

Task List:

- Pack for a fire assignment including web gear, sleeping bag, tent, boots, PPE, and programmable radio. The personal pack must not exceed 45 pounds; web gear/briefcase, 20 pounds (65 pounds total).
- Report to the BNML or BNML–Deputy upon arrival at NIFC and receiving a thorough briefing and military crew assignment.
- Follow the direction of the BNML, continuing to train/advise his/her military crew for the field training and wildland fire suppression phase.
- Ensure that the assigned military crew is properly equipped with tools and PPE.
- Check in at the ICP. Complete the ICS-211.
- Provide on-the-job instruction and practice of fire suppression skills. Follow the MCAD Checklist.
- Report to the BNML when the assigned military crew is ready for fire assignment.
- Serve as a liaison between the assigned military crew and assigned STLM. The MCAD is the link between incident and military chains of command at the crew level.
- Provide for the safety of the assigned crew.
- Discuss fire assignments with the officer or NCO in charge of your crew.
- Keep the STLM informed of progress and concerns.
- Receive assignments for the crew from the STLM and Company/Battery/Troop Commander.

Helpful Hints:

- Become familiar with military organizational structure.
- Become closely attached to the assigned military crew.
- Live with crew as one of them, if possible.
- Remember that both the ICS and military chains of command are kept intact.
- Give orders only in the case or event of unsafe practices or extreme conditions, such as a blowup.
- Keep the military crew commander informed.
- Act as a trainer and advisor and not a crew leader as in a typical ICS crew leader assignment.
- Attend briefings and debriefings when asked. Use the STLM and/or BNML as a focal point for concerns.

60.5 Incident Commander/Area Commander.

What to Expect:

- A battalion (500+ personnel) consists of a BNML, BNML–Deputy, 6 STLMS, and 26 MCADs.
- A Military Advance Party will arrive prior to the battalion to size up the situation and meet the IC general staff or AC staff. This team will remain at the incident throughout the assignment to assist both the incident staff and the battalion.
- There will be a dual command and control organization structure—ICS and military. The IC directs military crews through the military chain of command. The IMT provides specific work assignments and on-the-line guidance.
- Military mobilization has a huge impact on the Logistics Section.
- Dual chain of command is a reality. Meet often to understand each other's cultural differences and let one another know what can/cannot be done and why. Staff accordingly so each critical position has a counterpart.
- The military has received five hours of military firefighter classroom training conducted by the Training Cadre with the assistance of the MCADs.
- Field training will be completed after arrival at the incident. MCADs assigned to military crews will conduct the training. A minimum of two days will be needed to complete this training.
- The BNML will advise the IC when military crews are ready for fireline assignments.
- The BNML is the IC's link to the Battalion Commander.
- MCADs are integrated into the battalion at the company/battery/ troop and platoon/crew levels.
- MCADs will perform as a part of the Operations Section once the military crews are judged ready for fireline assignments.
- MCADs provide advice, guidance (through officers and NCOs) and are supervisors of safety for the duration of the military tour.

Actions to be Taken:

- Integrate the Battalion Commander's S-2, S-3 and S-4 into the Planning and Logistics Sections.
- Arrange for transportation vehicles to be assigned to the military for the duration of assignment.
- Collocate the military at/or adjacent to the incident base camp.
- Establish the specifics of any air operations and air related procedures. The IC manages all aviation assets supporting a particular incident (military included) and allocates by mission requirements.
- Ensure that the Safety Officer gives full attention to all aspects of military aircraft use. Consider assigning a Safety Officer to each battalion.
- Attempt to maintain battalion integrity. Battalions can be divided into crews but military chain of command must be maintained; i.e., Company/Battery/Troop Commanders must maintain command of their respective units.
- STLMS should participate in briefings.
- Communicate with the BNML and provide for communications between the Battalion Commander and his/her higher command.

- Tools and replacement PPE should be issued through the Battalion S-4.
- Conduct a thorough briefing with the Battalion Commander and staff on status and strategies. Keep them informed.
- Include the Battalion Commander in the planning and operations of the incident.
- Define services that will be provided to the military; e.g. laundry.
- Based on complexity, assign a Deputy Logistics Section Chief to the military unit. Ensure there is continuous coordination with the Battalion S-4.
- Integrate the Public Information Officer with his/her military counterpart for a coordinated public information process.
- Make sure the military commanders are welcome and have a place on the agenda at the daily planning sessions.
- ICs and Liaison Officers must attend the daily military briefing sessions to maintain open communications.
- Provide training on ICS, the ICS-215 planning process, and the Incident Action Plan (IAP). Copies of the *Fireline Handbook* should be issued to Company/Battalion Commanders and S-1, S-2, S-3 and S-4 officers.
- Public Affairs Officers are very aware of command information requirements, media relations and community relations. The military usually has an open house for the local public. Work with the military on setting up the open houses to minimize impact on the fire suppression mission.

Helpful Hints:

- Obtain a copy of the NIFC *Military Use Handbook*.
- Be familiar with military organizational structure and understand the dual command and control organizations—ICS and military.
- Jointly determine with the Battalion Commander the smallest operational size of military unit that will function independently.
- Determine military vehicle restrictions early in the deployment.
- Allocate space and support for AAFES, or like, van.
- Appoint a Deputy IC to work with the military on a regular basis.
- When camps are collocated, consider holding separate briefings for the military at their camp. This reduces the number of people at regular briefings and allows for questions from the military.
- Military crews can be very productive, but morale will drop quickly if fireline assignments are not challenging or do not have a well-defined purpose.
- Let the military know of any particular needs that you may have; e.g., chainsaw crews, explosive use, etc. They may be able to help in remarkable ways.
- Stress that the IAP determines all fireline tactics. Any changes in tactics on the fireline will be by civilian line personnel only. Military will provide input in the planning process but will not make any line changes.
- Brief, or have the BNML brief, the IC staff on what to expect when using military crews.
- If active duty military and non-federalized National Guard personnel are located at the same site, be sure to establish command structure and maintain separate working relationships with each branch.
- Allow for training and fire readiness of the military prior to making decisions on the release of civilian crews.

60.6 Logistics Section Chief (LSC). The Logistics Section Chief is an individual assigned to the IC to provide support to the incident. Based on the complexity of the incident, consider assigning a Deputy Logistics Chief to the military unit who would report to the Logistics Chief.

- Coordinate with Military Liaison Team and Military Advance Party to determine needs.
- Contact your military counterpart (Battalion S-4) early in the deployment and work closely with that person.
- Establish a separate camp site near the Incident Base Camp.
- Provide separate shower and catering services for the military. Each battalion will require a separate shower service.
- Assess tool and equipment needs and establish procedures for daily maintenance and distribution through military counterpart.
- Provide laundry service.
- Provide military transportation from camp to the incident and return—preferably assigned for the duration of the tour.
- Provide a vehicle for military and civilian overhead use.
- Provide fuel for military vehicles and aircraft; establish procedures with your military counterpart.
- Plan for high resupply of PPE.
- Provide lights for military camp area.
- Determine military- versus civilian-supplied items.
- Review military orders and establish what will be provided through the national agreement.
- Arrange for daily mail pickup.
- Establish rules for military camp; inform the BNML and military counterpart of established procedures.
- Coordinate with the IC and Battalion S-4 to arrange for PX trailer.

Helpful Hints:

- Develop a PPE exchange policy with Battalion S-4—daily exchanges of equipment can be overwhelming.
- Military personnel require daily showering and shaving. Plan for more than normal wash stands, mirrors, etc. A good ratio is one wash basin/mirror for each seven military personnel.
- Obtain a list of items that military personnel brought with them.
- Stress the importance of carrying plenty of water and not having a dependence on an additional water supply.
- Juices and beverages are very popular; Battery/Company/Troop Commanders usually supply troops during shift periods with these items. Expect a higher than average need for these items.
- The military is particularly concerned with security in the camp area. Be prepared to provide 24-hour security or make security a part of their responsibilities.
- Explain to the Battalion S-4 the need to fill canteens at established potable water supply and not a wash/shower facility.
- Military medical facilities are excellent, providing simple sick call, holding patients overnight, etc. Also available is the capability for stabilization and

- evacuation of patients to outlying hospitals. Military medevac helicopters arrive with the battalion; they can be used for non-military medevac as needed.
- Military requests for phone lines will often exceed local capabilities and become an issue. Telephone needs should be addressed with the NIFC Advance Party.
- A coordination meeting with the Battalion S-3 and S-4 staff officers is imperative at the earliest opportunity. Items to be coordinated:
 - Bivouac site and size
 - Shower facilities
 - Laundry
 - Telephone capabilities
 - Latrines
 - Ordering procedures for supplies
 - Items the agency will not procure
- A critical element of coordination is for the Military Liaison and staff to make a thorough reconnaissance of the incident, contact the deploying battalion prior to deployment and determine logistical support items needed. This coordination must take place before embarkation.

60.7 Operations Section Chief (OSC).

Actions to be taken:

- Meet with military counterparts (S-3, Operations Office and/or Military Liaison Team) as soon as possible.
- Meet with the BNML and receive a briefing on military organization and tactics.
- Brief the section staff on military chain of command and what to expect.
- Ensure that adequate communications are available or ordered to meet the minimum requirements.
- Coordinate with the military on possible use of military aviation for support of incident and coordination of aviation activities. See **Chapter 70**.
- Coordinate operations with military medevac helicopters.
- Identify, plot, and provide a map of all incident helibase and heliport locations associated with the incident to the Military Advance Party or Battalion S-3.
- Military helicopters must have radio communications capability with all other aircraft on the incident and have a civilian helicopter manager aboard the aircraft when flying within the incident airspace.
- Integrate STLMs into your section. They are advisors and liaisons to the military.
- Determine military crew capabilities and potential for special teams (e.g., blasters, chainsaw operators)—they may be trained and utilized.
- Maintain battalion integrity. Crews may be divided into smaller units or squads. Military command and control must be maintained.
- Keep the military active with meaningful and well identified duties and goals. Morale can deteriorate rapidly.
- Ensure that your staff, particularly Branch Directors and Division Group Supervisors, interacts with STLMs and Company/Battery/Troop Commanders and make frequent visits to areas assigned to military.
- Brief the STLM or Battalion Commanders after each shift.

Helpful Hints:

- Obtain a copy of the *Military Use Handbook*.
- Be familiar with military organizational structure and understand the dual command and control organization—ICS and military.
- Emphasize that the IAP determines all fireline tactics. Any tactical changes will be by civilian line personnel only. Military will provide input in the planning process but will not make any line changes.
- Once military crews have some fireline experience, do not hesitate to assign more difficult assignments. The military learns quickly and their teamwork training allows faster adaptation than civilian Type 2 crews.
- Clearly define expected work periods and camp return times.
- Expect high-level military officer visitations on the fireline. Ensure all air operations for VIPs are coordinated and military pilots are briefed on actions that should not be taken (e.g., flying helicopters directly over hot spots, field personnel, etc.).
- Utilize the expertise of STLM assigned to military. They may have good ideas for better utilization of military units.
- Because of the chain of command, the military command and control concept will not be subdivided for deployment according to ICS structure. Establish your needs for military firefighter deployment early in the process; work with the Battalion Commander on an organizational deployment plan. The ability to maintain battalion integrity is important to the military.
- Emphasize mopup as a critical part of the fire suppression job.
- Stress and monitor safety briefings, fireline survival, sanitation, and special areas of concern.
- Ensure that VIPs on the fireline wear PPE.
- Chainsaw use by the military is an issue. Military crews need chainsaw support to accomplish their wildland fire suppression mission. A decision must be made as to how chainsaw operations will be incorporated into the military organization.
 - Use professional sawyers.
 - Use federal employees that are certified and have a valid Incident Qualifications card.
 - Provide the S-212 course and certify military chainsaw operators.
 - Army and Marine engineer units have qualified chainsaw operators who need minimal additional training to perform as sawyers.
- Obtain military input for the completion of the Operational Planning Worksheet, ICS-215.

60.8 Planning Section Chief (PSC).

Actions to be taken:

- Meet with military counterparts (Battalion S-2 and S-3) as soon as possible. Discuss any particular skill needs; the military may have a variety of skills that can be utilized (e.g., chainsaw crews).
- Obtain an organizational structure of the military units prior to military arrival, if possible.

- Determine the smallest military unit operational size which can function independently.
- Attempt to maintain battalion integrity. Battalions can be divided into smaller than crew sizes, such as squads; however, military command and control must be maintained (i.e., Company/Battery/Troop Commanders must maintain command of their respective units).
- Include the Battalion Commander in incident planning.
- Plan ahead for demobilization of both military and civilians attached to the military.
- Clearly identify military units and leaders (civilian/military) in the IAP.
- Include the Battalion Commander and STLMs in briefings and debriefings.

Helpful Hints:

- Obtain a copy of the *Military Use Handbook*.
- When not collocated, hold a separate briefing before each shift at the military camp. This reduces the number of people at regular briefing and allows more questions from the military. Each incident is different, be prepared to ensure that the military receives a proper briefing.
- Prepare sufficient quantities of maps to satisfy worse case situations.
- The S-3 Operations Section is similar to the ICS Plans Section. Support equipment needed by the Battalion S-3 will usually include one photocopier and two computer terminals.
- Set time lines; adhere to them for all meetings.
- Document all agreements and make sure copies are distributed to both civilian and military personnel in a timely manner.
- Encourage participation from Battalion S-1, S-2, S-3, and S-4 staff officers, teamed with their ICS counterparts during the daily planning process.
- Review the IAP process and implementation with the military officers. Stress that the IAP is a tactical plan and that each IMT member has specific implementation responsibilities. Outline procedures for emergency situations which require alteration of the IAP.

60.9 Finance Section Chief (FSC).

Actions to be Taken:

- Coordinate with the Military Liaison and Agency Comptroller to ensure appropriate procedures for agency provided medical care for military and civilian personnel and timekeeping for civilian personnel attached to military operations.
- Provide advice and counsel to military and IMT personnel on appropriate use of funds in support of military operations (e.g., haircuts, telephone).

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CHAPTER 70

AVIATION

70.1 General. When civilian aviation resources are depleted, NIFC may request the Department of Defense (DoD) to assist the wildland firefighting effort and provide military aircraft to support large incidents. There are some fundamental differences in the operating policies and procedures between the agencies and military services. When assigned to an agency/incident, the military maintains administrative control of their aircraft and operates under their own internal policies. Military internal policies may conflict with agency procedure. **The goal of this chapter is to facilitate the use of military aviation and associated resources.**

Three separate components make up the U.S. Military: The Active, the Reserve, and the National Guard. The Active and Reserve components are under federal government control. The National Guard units are under state control and normally do not operate outside their state boundaries. The use of National Guard units for federal firefighting purposes within their state must be outlined in national, regional, state or local agreements and Memorandums of Understanding (MOUs) between federal agencies and the specific National Guard units. Only National Guard units officially “federalized” by DoD will fall under the auspices of this handbook. Therefore, this chapter pertains to Active, Reserve and federalized National Guard military aviation units only.

Advanced notification and pre-assignment of active duty units prior to each fire season is generally not possible due to military policies and other commitments. However, if fire danger is severe, and upon receipt of a warning order, the military will coordinate with NIFC for the identification and assignment of military units.

Military aviation units may be activated for fire operations as task forces, companies, platoons, sections or equivalent size units. Units may send a company or battalion size aviation unit outside its local area along with the maintenance and logistical support units required to operate for an extended period. Units can also operate with less than a company size unit (satellite operations) if logistical support from their base of operations can be provided. As an example, the Defense Coordinating Officer (DCO) will coordinate the request for maintenance or logistical support through the appropriate U.S. Army channels to U.S. Northern Command (NORTHCOM).

When the active or reserve military is activated, agency policies and procedures will govern aviation operations on all incidents except where noted in this handbook. When assigned to incidents, all military aircraft will be under the operational control of the incident Air Operations Branch. Because of the basic differences in military operations and agency procedures, additional civilian positions beyond the scope of the Incident Command System (ICS) have been identified to manage military aviation operations. Standard ICS terminology is used to simplify the organizational concept whenever possible.

* The use of “operational control” throughout *Chapter 70* does not mean OPCON as used by the military. “Operational Control” used in *Chapter 70* is defined tactical control (TACON). This means the Incident or Area Commander to whom the military aircraft is assigned has the authority to direct and control the movement of these assigned aircraft to accomplish missions or tasks assigned by the Area or Incident Commander.

70.2 Categories of Use.

70.2.1 Designated Military Mission. A flight maneuver or mission profile a particular military unit has officially indicated it is trained and equipped to perform as part of the unit's overall military mission. Military helicopters will be used only for day VFR operations for which they are trained and equipped as part of their designated military mission and which coincide with established natural resource aviation standards. **(Refer to 70.4.7, Night Operations.)** Military units will pre-identify their Designated Military Missions. Their utilization on incidents would normally consist of:

- Reconnaissance/command and control activities.
- Emergency evacuation/medevac (designated military medevac helicopters).
- Crew transportation in and around the fire perimeter.
- Cargo transportation, internal or external (depending on unit designated mission).
- Crew and cargo staging from airports to base camps for the purpose of incident support.

70.2.2 Non-Designated Military Mission. This includes flight maneuver or mission profiles for which a particular military unit has indicated it is **NOT** trained and equipped to perform as part of the unit's overall military mission. Water/retardant dropping and external loads on longlines are examples of Non-Designated Military Missions. These missions do not fall within normal military operational profiles. Special pilot training, techniques, special aircraft equipment and personnel management are necessary to ensure the safety and efficiency of Non-Designated Military Mission activity. Therefore, qualifying a military unit for a Non-Designated Mission is a major undertaking and requires extensive planning on the part of both the military and the agencies. Military aviation units must be pre-identified, qualified and approved—doing this in response to a short-term fire emergency will not be feasible. **Due to scheduling problems and pilot turnover, it is recommended that only Reserve and National Guard units be identified for Non-Designated Military Missions, (Refer to Chapter 70.5.)**

70.3 Mobilization of Military Aircraft.

70.3.1 Ordering. Civilian aircraft, if available, should be utilized for all incident needs. Even when military battalions of firefighters are assigned to incidents, civilian aircraft may be utilized for reconnaissance, command and control, and personnel transport of the military. The short-term use of trained DoD assets should be considered until civilian or wildland fire agency resources become available to replace DoD assets.

70.3.2 Military ground forces (battalions) deployed in the field may have internal requirements for military aircraft medevac capability.

Orders for all military aircraft will be accomplished through NIFC on an "A" (Aircraft) request. The order(s) must specifically identify the intended missions such as medevac, personnel transport, internal and external cargo transport, command and control, etc., and be accompanied by estimations of flight hours per day, pounds of cargo per day, number of passengers to transport per day, etc. Requirements for Non-Designated

Military Missions must be noted on the request and will generate appropriate attention and actions.

70.3.2 Allocation of Military Aircraft. Military aviation units will be assigned to Incident Management Teams or Area Command. If assigned to Area Command priorities and assignments of military aircraft to appropriate incidents will be established. The organizational, logistical and planning requirements must be commensurate with the complexity of military aviation activity.

70.3.3 Advance Party Briefings. A NIFC Advance Party will travel to the military units' home station to brief the unit on the Incident Command System (ICS), organizational structure, chain-of-command and how military units are integrated into the suppression organization. An aviation specialist from NIFC will be designated to deliver the aviation portion of this NIFC Advance Party briefing.

In addition, a Military Advance Party often visits the incident prior to deployment. They are briefed by the local Aviation Officer, incident Air Operations Director and possibly the assigned Air Support Group Supervisor/Helibase Manager 1. Information about objectives, procedures, organization, operating bases, logistical concerns, etc., is shared at this meeting. This briefing is most valuable and should always occur.

70.3.4 Utilization of Military Aircraft. Once military aviation assets are assigned to the incident and the approved mission designation has been identified, there will be no delineation in the use of military or civilian aircraft. The most suitable aircraft for a mission shall be used, regardless of ownership. Military assets should be assigned to the incident to integrate military personnel into the incident and helibase organizations.

Military aircraft assigned to an incident should be used to their fullest potential. The military is trained to move large amounts of cargo and passengers rapidly and efficiently. Every effort should be made to take advantage of this military expertise. Using the military for those missions while civilian contractors perform tactical missions is an efficient use of resources. Optimizing contractor flight time should be a consideration but not the overriding issue.

70.4 Operations and Safety.

The agency will have operational control of military aircraft and coordinate missions with the military aviation commander. The military aviation organization will be integrated with the agency Air Operations Branch to enhance planning, briefings, operational efficiency and safety. Agency aviation policy will be followed for all operations unless the military standard is more restrictive. Procedures found in agency aviation guides (Interagency Helicopter Operations Guide, Transportation of HazMat, Air Tactical, etc.) will be followed except where noted in this handbook.

70.4.1 Helicopter Management. Every military helicopter assigned to support suppression activities shall have a military crew chief assigned. The crew chief performs many of the duties assigned to agency helicopter managers. At a minimum, one qualified agency helicopter manager (HELM) shall be assigned at a ratio of one HELM for each four military helicopters. The HELM will assure proper integration of military assets and will function as a liaison with military crew chiefs and pilots. Allowing

one HELM to manage four helicopters is approved only when all helicopters are working out of the same helibase.

Military aviation units shall be part of an existing agency Air Operations Branch and be directed by the incident helibase organization.

70.4.2 Air Mission Briefings. Military Operations Officers will be included in daily agency pre- and post-operational aviation briefings and planning meetings. The Military Operations Officers will then conduct a briefing for the military unit aircrews. Military Officers may allow aircrews to attend the agency briefings. Following military aircraft missions, military aircrews will debrief their officers, who should then pass the information back to the agency Air Operations Branch.

70.4.3 Load Calculations. Agency load calculation forms are not used by/for military aircraft. The military method of performance planning is acceptable for agency aviation operations. The military Pilot-in-Command is required to use an aircraft performance planning card unique to their type of aircraft. During agency incident operations, the Military Operations Officer should be kept informed of altitudes and temperatures aircraft will be expected to operate, so that out-of-ground effect allowable payloads can be calculated. Agency helibase personnel are responsible for providing the Military Crew Chief with an accurate manifest of passengers and cargo.

70.4.4 Passenger Transport. All agency and cooperator personnel are approved to ride in military aircraft that meet the requirements outlined in this handbook. All passengers must meet PPE requirements, receive a pre-flight safety briefing and be manifested. The pre-flight safety briefing shall be provided by agency aviation personnel or the Military Crew Chief.

70.4.5 Cargo Transport. All internal cargo will be secured in the aircraft in accordance with standard military procedures. All cargo will be weighed and manifested per agency policy. Passengers will not be carried on cargo missions unless cargo is secured in such a manner that cargo will not be a hazard.

External load missions on short suspension lines may be a Designated Military Mission for the unit. Military or helibase personnel will perform all rigging and attachments. All external cargo will be weighed and manifested and a copy of the manifest provided to the crew chief.

70.4.6 Longline or Bucket Operations. These missions are not normally identified as a Designated Military Mission for a military unit. Utilization of military pilots and aircraft for these missions requires extensive pre-planning; training and approval by agency Aviation Specialists and Standardization/Check Pilots. **(Refer to 70.5.3.)**

If the military unit has been approved for either longline or bucket operations, a HELM may be aboard the aircraft during the mission only when authorized by both the agency and military aviation officers. This should only occur when the safety of the mission can be substantially enhanced by doing so and when a Risk Analysis has been performed as outlined in the IHOG. This practice should not be a routine occurrence and shall be held to an absolute minimum.

Aerial supervision, preferably a Helicopter Coordinator (HLCO), shall be utilized whenever military aircraft are engaged in retardant/foam/water dropping operations.

70.4.7 Night Operations. As per agency policy, aviation operations will be conducted during daylight hours under VFR conditions (exception outlined below).

Agency direction authorizes single-engine and multi-engine helicopters to be used for emergency night medevac operations meeting life or death criteria. Military aircraft will only be used for night operations conforming to this life or death criteria. Military medevac aircraft and pilots should expect to be used for emergency night operations. Utilization of night vision goggles will depend on the assigned units SOP to include consideration of illumination, obscuration, and meteorological conditions. Military night vision goggle proficiency flights may be performed as required to maintain proficiency requirements for assigned medevac responsibilities. Coordinate and schedule these flights with the Area Command/Incident Management Team and local administrative unit.

Federal agencies will only pay for proficiency flights that support missions directly related to fire suppression activities. The cost of all other proficiency flights necessary for the military to remain proficient with other mission profiles will be borne by the military.

70.4.8 Aircrew Flight and Duty Limitations. Military units have pilot flight and duty limitation policies and procedures in place. These differ from agency flight and duty limitations but adequately address pilot crew rest requirements. These military policies and procedures shall be utilized. It is essential that established flight and duty limitations for military aviation resources be communicated to incident Air Operations Branch Director(s) and/or agency personnel at Area Command as appropriate, to facilitate effective use of these resources. The Air Support Group Supervisor (ASGS)/Helibase Manager 1(HEB1) assigned to the military unit shall work with the Military Operations Officer to ensure aircraft crew availability and mission readiness.

70.4.9 Accident/Incident Reporting and Investigation. When a military aircraft being used on an agency incident, is involved in a mishap or incident, the agency policy on accident/incident reporting will be followed. SAFECOMs will be completed and submitted through normal agency channels. The military will utilize their own reporting system as well. Sharing information on incidents and mishaps between land management agencies and the military is essential to maintaining the safety of flight.

Aircraft accidents involving military aircraft will be investigated by the military. Agency employees will assist in securing the accident site and facilitate the military accident team investigations. An agency may request participation in any accident involving military helicopters on agency incidents. Joint investigations are possible. Participation may be in a formal or informal capacity.

70.5 Military Pilot Training and Qualifications.

70.5.1 General Military Pilot Qualifications Military aviation units enforce strict pilot qualification standards. These standards are not always the same as those established by civilian government agencies. The challenge will be to make these differences

workable and compatible. Therefore, agency Standardization Instructor Pilots will work with the Military Operations Officer to ensure experience level of pilots will be considered in crew pairing to obtain the safest overall flight crews. The Military Operations Officer will assign only crews meeting full military mission qualifications.

Each military Pilot-in-Command (PIC) assigned to fire incidents shall have a minimum of 500 hours PIC experience in category, and will be at the flight controls for takeoffs and landings whenever passengers are on board unless safety considerations determined by the PIC dictate otherwise.

Where appropriate, the Operations Officer shall assign pilots who have demonstrated mountain flying skills or show they have received training in mountain flying techniques prior to deployment to an incident.

“Designated” and “Non-Designated Military Missions” will continually be evaluated by agency aviation personnel for conformity to agency standards.

70.5.2 Minimum Military Pilot Training Requirements. All military flight crews will receive the following minimum training prior to being deployed in support of fire suppression activities. Training may be conducted at the deployment site or another designated location. The training session may occur pre-season or when the military unit is activated. Instruction will be provided by agency Standardization/Inspector Pilots, Aviation Management Specialists and Wildland Fire Specialists as necessary.

- Agency aviation policy and SAFETY
- Incident Command System/organization/terminology
- Missions and roles
- Basic fire tactics and fire behavior/fire shelter
- Ground school, mountain flying techniques, or demonstrated ability in a mountain environment
- Communications/fire traffic area
- Medevac/emergency evacuation
- Cargo (internal/external)
- Reconnaissance
- Passenger haul
- Mobilization and demobilization (including return of agency equipment)
- Logistics/finance

70.5.3 Military Pilot Training for Non-Designated Military Missions. Military aviation units pre-identified to perform Non-Designated Missions must complete the following training syllabus in addition to the minimum training requirements listed above. **It is suggested that only Reserve and National Guard units be identified to receive training in Non-Designated Military Missions.** This specialized training may be conducted at the military unit’s home station or another predetermined site before the beginning of fire season. Non-Designated Missions will not be performed if the unit has not been pre-identified by the military and has not completed the training and approval process for those missions prior to mobilization.

Non-Designated Missions include:

- Mountain flying training
- External loads (longline)
- Bucket operations (suppressant and retardant application)
- Functions of Helicopter Coordinator/Air Tactical Group Supervisor
- Expanded instructions on the fire aviation organization

70.6 Minimum Required Agency Positions to Manage Military Aircraft.

The firefighting agencies will provide adequate aviation and logistical staffing to support military aviation units on fire assignments. The size and complexity of military aviation operations will dictate the type and number of agency positions required. NICC will order, assign and dispatch agency personnel to manage military helicopter operations. Some agency personnel may be dispatched directly to the military base to conduct training and briefings prior to actual deployment. Military aviation contingents with agency personnel already assigned shall be deployed to individual incidents or Area Command.

Although NIFC will be responsible for agency staffing of military aviation operations, coordination with the hosting incident must occur so they know exactly what is being provided and what they will have to provide. One incident will host the military unit logistically, even if the aircraft are serving other incidents.

70.6.1 Agency Aviation Military Liaison (AAML). This position is necessary upon activation of military aviation assets and reports to the National Military Coordinator. The AAML is a liaison between the military and NICC for military aircraft mobilization, NIFC Advance Party aviation briefings and operational policy and coordination. The AAML position is located at NIFC; with limited field duties. The AAML shall:

- Have a working knowledge of the Memorandum of Understanding between DoD and USDA-USDI and the *Military Use Handbook*.
- Obtain assignment and direction from the National Military Coordinator.
- Order civilian agency personnel to manage the military aviation operations at the incident.
- Coordinate with the Area/Incident Commander and the Regional/State Aviation Officer to establish military operational site, expected utilization, and to brief incident staff on military operational procedures and logistical needs.
- Serve as (or assign) an Aviation Specialist to perform aviation briefings at the military unit as a member of the NIFC Advance Party to travel to the military installation being activated to brief Military Commanders.
- Coordinate the Military Advance Party mobilization to the incident.
- Arrange for all agency provided military pilot training, briefings, inspections, approvals, etc., prior to use on the incident.
- Arrange for all agency required aircraft inspections, equipment and avionics installations, paint schemes, etc., prior to deployment to the field.

- Make arrangements prior to deployment through the Finance/Logistics Section Chiefs for housing, meals, fuel, securing, transportation, dust abatement, crash rescue, and other supplies necessary to support military and civilian agency management personnel.
- Coordinate with Area/Incident Commander and the ASGS/HEB1 assigned to the military unit to establish mission ordering procedures and acquire Incident Action Plans.
- Report all incident/accidents through appropriate channels.
- Coordinate media activities through the military and incident Information Officers.
- Keep region/state and NICC aviation managers advised of current operations. Forward daily summary reports to Area/Incident Commander and to the National Military Coordinator.
- Inform National Military Coordinator when release is contemplated.
- Complete performance evaluations of all staff members and submit an after action report to the National Military Coordinator.

Qualifications: The person assigned to the AAML position should be a national-, regional-, or state-level Aviation Management Specialist; Technical Specialist; or government pilot with extensive experience in fire aviation and military helicopter use.

70.6.2 Agency Standardization Pilot/Technical Specialist. This includes government helicopter pilots and maintenance specialists. These personnel are necessary to ensure that military aircraft and pilots meet all agency requirements prior to fire assignment utilization and to provide follow-up checks during field operations. These positions report to the AAML.

- Provide required agency training and briefings to military aircrews at the military units' home station or other designated location. This will occur pre-season or upon military activation and includes agency training requirements for Designated and Non-Designated Missions, as appropriate.
(Refer to 70.5, Military Pilot Training and Qualifications.)
- Ensure military pilot experience and training meet agency standards.
- Ensure required agency equipment, avionics and markings have been installed or applied. Ensure aircraft configuration meets agency needs.

70.6.3 Air Support Group Supervisor (ASGS) or Helibase Manager 1 (HEB1). The ASGS/HEB1 is necessary when more than one military aircraft is assigned at one location. The ASGS/HEB1 is supervised by the incident Air Operations Branch Director (AOBD) but must work closely with the AAML or Area Command Aviation Coordinator. The major role for the ASGS/HEB1 is to coordinate the use of military aircraft between the Military Operations Officer and the incident AOBD. The ASGS/HEB1 shall:

- Obtain assignment and direction from the AOBD.
- Meet with the Military Operations Officer and establish a joint operations facility at the military staging area or assigned helibase.

- Obtain a list of all military aircraft, flight personnel, and aviation assets to be used on the incident.
- Coordinate with the Military Operations Officer on daily assignments of aircraft and flight crews. Direction and assignments to military personnel must be made through the Military Operations Officer.
- Provide organizational oversight of all agency aviation personnel assigned to military aviation operations.
- Maintain records for all requests and use of military aircraft.
- Keep the AAML and the Area Command/ AOBD informed on the number of aircraft available and the types of missions the military unit can provide on a daily basis. Notify the AOBD and AAML immediately if any problem arises which will prevent an assigned mission to an incident from being performed.
- Request all logistical support, supplies and fuel through the Logistics Section Chief.
- Conduct pre- and post-daily operational briefings for the flight crews.
- Ensure that all military flight crews have incident maps, frequencies, flight following procedures, and other information necessary to complete assigned missions.
- Do not allow formation flying of military aircraft to or on incidents unless the helibase is informed and prepared for multi-aircraft flights.
- Coordinate media and proficiency flights with incident Air Operations.
- Report all incidents/accidents through appropriate channels.

Qualifications: Must be a qualified ASGS or HEB1.

70.6.4 Helicopter Manager (HELM). A qualified HELM will be assigned at a ratio of one HELM to each four military helicopters deployed in support of fire suppression. (Exception: military medevac helicopters do not require a HELM). The HELM is the direct liaison between the military flight crews and the incident Air Operations organization. The HELM reports to the ASGS/HEB1 responsible for military aircraft, but must work within the assigned helibase organization. The HELM will supervise agency crew members when assigned to military helicopters. As a member of the joint military/agency flight crew, the HELM will obtain instructions and information on passengers and cargo to be moved, assist the Military Crew Chief in loading and unloading of cargo and passengers, keep aircraft use records, and will act as the liaison for the Military Crew Chiefs to ensure compliance with all joint military/agency aviation policies and safety procedures. The HELM shall:

- Arrive prepared for the incident assignment, including flight helmet, flight suit, flight gloves and leather boots.
- Report to the ASGS/HEB1 and receive an assignment and briefing on military operational procedures and policies.
- Develop a working relationship with the military flight crews and other agency and military personnel. As an active member of the flight crews, assist the Pilots-in-Command by advising them of incident/aviation procedures and by serving as a liaison with incident personnel.
- Receive mission assignments from the ASGS/HEB1 and relay assignments to the flight crews and Pilots-in-Command (PIC).

- Ensure the military flight crew receives all pertinent information necessary for the safe completion of the assigned missions.
- Ensure all flight operations are conducted according to the joint military/agency policies established for military aircraft operations.
- Keep accurate aircraft use records and immediately report all incidents or safety concerns to the Helibase Manager or ASGS/HEB1.
- Attend all pilot briefings to ensure mission integrity.

Qualifications: Meet interagency fire Helicopter Manager standards, PMS 310-1.

70.6.6 Helicopter Crew Member (HECM). HECM is not a required position since HECMs are not normally needed to staff military helicopters. The HECM can be assigned if additional personnel are needed. The helicopter crew member position is supervised by the HELM assigned to the aircraft. The HECM shall:

- Arrive prepared for a fire assignment, including flight helmet, flight suit, flight gloves and leather boots.
- Report to the HELM and receive an assignment and briefing on military operations procedures and policies.
- Develop a working relationship with military flight crew and HELM.
- Assist the HELM and the Flight Engineer/Crew Chief in the loading/unloading of all passengers and cargo, ensuring passengers comply with safety requirements, and safely securing all cargo.
- Attend briefings and debriefings as appropriate.

Qualifications: Meet interagency fire Helicopter Crew Member standards.

70.6.7 Helicopter Coordinator (HLCO). The Helicopter Coordinator is an airborne position provided by the incident and reports to the incident Air Tactical Group Supervisor. Aerial supervision, preferably a HLCO, is required whenever military helicopters are performing retardant/foam/water operations in incident airspace.

70.6.8 Logistics Section Chief (LSC2). A Logistics Section Chief is only required when military aviation support needs exceed the capabilities of the incident Logistics Section Chief or when the military aviation contingent is staged at a non-incident location (area command military staging area). This person is responsible to coordinate the procurement and accountability of all supplies, equipment, services, transportation, fuel, and facilities needed to support the military and civilian management group. The LSC2 shall:

- Coordinate with the Military Advance Party to determine needs.
- Immediately upon arrive, identify the Finance Section and Logistic Section Chiefs on the IMT and work closely with those individuals. If the military aviation unit is not collocated with an incident supported by the IMT, the LSC2 will contact the appropriate agency Financial Manager/Administrative Officer at NIFC for assistance with finance questions and purchasing contracts.
- Contact NICC for the fiscal code for all costs incurred with the battalion's use on the incident(s). The support costs will be prorated

- based upon the hours flown on each incident, using the agency/unit assigned fiscal code assigned to a specific incident.
- Refer to **Chapter 100** for direction on cost reimbursable items to the military. For questions on items not specifically covered under this chapter, contact the incident Finance Section Chief. If there is no Finance Section Chief, contact the agency Financial Manager/Administrative Officer at NIFC for direction.
- Provide oversight and approval procedures for all support costs associated with the battalion activation.
- Order, receive, store, and distribute supplies and equipment. Maintain inventory and accountability of supplies and equipment. Coordination with the incident Logistics Section Chief will be required to develop procedures for ordering supplies and equipment.
- Order, receive, and account for the aviation fuel furnished to the military. After demobilization of the military aviation unit, the Logistics Section Chief will facilitate the transfer or removal of excess fuel.
- Coordinates the procurement of lodging, feeding arrangements, transportation, facilities, and other services needed by the military and civilian aviation groups.
- Provide costs to the incident Finance Section Chief, and the appropriate agency Financial Manager/Administrative Officer at NIFC.
- At the end of the assignment, account for all property issued to the military and civilian management groups. Send records of all costs incurred to the appropriate agency Financial Manager/Administrative Officer at NIFC.
- Coordinate with the military regarding security for aircraft and equipment.

Qualifications: Meet interagency fire Type 2 Logistics Section Chief standards.

70.6.9 Communications Specialist. This agency position is located at NIFC, reports to the National Military Coordinator, and normally performs duties during the mobilization phase of military aircraft. A Communications Specialist may be assigned to incidents with large or complex military activity and would be assigned to the incident Logistics Section Chief to coordinate communication for the Military Aviation Unit. The Communications Specialist shall:

- Have responsibility for coordinated installation and maintenance of NIRSC equipment that was assigned to the incident.
- If necessary, provide the HELM with necessary interface/equipment for civilian flight helmet utilization with military avionics.
- Serve as a member of NIFC Advance Party to brief military commanders on communications issues.
- Coordinate with the Military Communications Officer, Operations Officer, and Avionics Technician on the use of all frequencies and communications equipment.
- Coordinate with the Communications Unit Leader, Logistics Section Chief, and Air Support Group Supervisor.
- Attend agency planning meetings and briefings as appropriate.

- Implement military support requirements such as the need for cross link radio system and telephones and communication requirements.
- Ensure that communication problems or issues concerning the communication support to military are resolved.
- Recommend procurement of communication and navigation equipment.

Qualifications: Must meet the agency requirements for Avionics and Communications Specialists positions.

70.7 Military Aviation Organization. Every military commanding officer has the authority to give lawful orders to those under his or her command. Orders are passed from the Battalion Commander to the Company Commander to the Operations Officer, and then to the Platoon Leader or to the Air Mission Commander, for multi-ship operations, or the Pilot-in-Command for single-ship operations, and finally to the flight crew members. The aviation unit may have the following positions within its organization:

70.7.1 Commander (CO)/Officer in Charge (OIC). A CO is in charge of each battalion and each company. If a CO is not deployed with the unit, the Senior Officer at the site will be designated as the OIC. The CO/OIC shall:

- Have responsibility for the overall operations of the unit.
- Have responsibility for disciplinary and legal issues.
- Ensures unit and individual training meets requirements.
- Supervise aircraft and aircrew scheduling.
- Supervise maintenance operations/logistics support.
- Make and enforce crew endurance policies.
- Coordinate with the AAML and Military Aviation Liaison (area/incident command staff).
- Enforce the safety program (ground and air).
- Manage living areas and support requirements.
- Manage personnel assignments.
- Coordinate with the parent organization (higher headquarters) on all matters.
- Have ultimate approval authority of all mission requests.
- Direct the operations of the Military Operations Officer.

70.7.2 Battalion S-3 or Operations Officer. A Battalion S-3 and company level position (Operations Officer) is in charge of flight operations, unit plans, and training. The Battalion S-3 reports directly to the CO/OIC. The Battalion S-3 shall:

- Ensure the mission readiness and accomplishment.
- Supervise a crew endurance program.
- Schedule aircraft and aircrews.
- Conduct mission briefings to Air Mission Commanders or Pilots-in-Command.
- Coordinate with the ASGS, Unit Commanders (CO/OIC), and MOOs on all aspects of unit operations, to include logistics.

- Provide daily activity reports to the MOO and Defense Coordinating Element (DCE).

70.7.3 Military Operations Officer (MOO). The MOO is located at appropriate air operations (incident and/or area) location. The MOO shall:

- Coordinate all areas of military aircraft support with the incident and/or Area Commands.
- Coordinate military aircraft support missions/logistics with Unit Commanders (CO), Officers-in-Charge (OIC) or Battalion S-3 or other MOOs.
- Provide reports to and coordinate with appropriate military headquarters and Defense Coordinating Officer.
- Advise the AAML on capabilities and limitations of military aircraft.

70.7.4 Operations Specialist (93P). Reports to the unit's Operations Officer and generally fills the dispatcher role regarding flight planning, flight following procedures, airspace restrictions, weather information, aircraft availability and management of individual aircrew flight records.

70.7.5 Communications Officer or Specialist. The Communications Officer coordinates all communications requirements for the battalion. Communications Specialists do the same for each company and also maintain the communications equipment. The Communications Officer or Specialist shall:

- Advise the CO on all communications matters, including placement of required communications and navigation equipment.
- Coordinate with maintenance personnel to ensure that all aircraft assigned to a mission have adequate communications and navigation equipment installed and operational.
- Ensure avionics equipment installed in the aircraft meets military regulatory requirements for either temporary or permanent aircraft modifications.
- Ensure any technical requirements for avionics support are adequately staffed at field sites.
- Advise the CO on the technical communications aspects of electronic systems and devices as required.

NOTE: The aircraft specific communications problems will be addressed by an avionics repairman in the unit's maintenance section.

70.7.6 Standardization Instructor Pilot (SP). The SP ensures all training conducted by unit personnel is standardized using appropriate military regulations and Standing Operating Procedures (SOP). The SP shall:

- Ensure all Instructor Pilots (IPs) are standardized in the task performance standards being taught.
- Act as a subject matter expert on issues relating to aircraft capabilities, crew performance standards, or mission support capabilities.
- Ensure compliance with military regulations and SOPs regarding the proper documentation of training being accomplished.
- Ensure all crew members are qualified to perform the assigned mission.
- Coordinate with the Operations Officer and OIC to ensure scheduling results in safe and efficient flight crews.
- Report directly to the CO.

70.7.7 Instructor Pilot (IP). The IP is responsible for conducting all flight training of aviator tasks. The IP also evaluates aviator and flight crew performance to ensure tasks are being performed in accordance with military regulations and SOPs. The IP may also develop and teach aviation subjects in a classroom environment, act as a subject matter expert on aircraft capabilities, limitations, or questions relating to mission performance.

70.7.8 Aircrews. The makeup of the aircrew depends on the type of aircraft, the type of mission it is performing and the unit's SOP. UH-60 and CH-47 aircraft require a PIC, a Co-Pilot, and a Flight Engineer (CH-47) or Crew Chief (UH-60) as a minimum crew. If a CH-47 is performing sling load or terrain flight operations, a Crew Chief is added to the crew. All military aircraft flying in support of both Designated and Non-Designated military mission will assign two pilots qualified in model, one of which is a PIC.

70.7.9 Air Mission Commander (AMC). When two or more aircraft are tasked to perform a single mission, an Air Mission Commander is designated. The AMC has overall responsibility for planning and completion of the assigned mission from the initial air mission brief to the back brief upon mission completion. The AMC makes the determination whether or not the mission can be completed as briefed, and briefs the aircrews on the assigned mission.

70.7.10 Pilot-in-Command (PIC) The PIC is the military pilot who is in charge of each aircraft in flight. The PIC has final authority over the aircraft and crew. The PIC shall:

- Have responsibility for the aircraft, aircrew, passengers and cargo.
- Have final authority on approving internal or external loads.
- Have responsibility for mission completion for single-ship missions.
- Ensure all tasks performed are done in accordance with the mission briefing and that all crew members on the aircraft are properly briefed on the mission.

- Coordinate with the Helicopter Manager (HELM) in conjunction with the Flight Engineer/Crew Chief.
- Coordinate with the Co-Pilot when flying and navigating.

70.7.11 Flight Engineer (FE) and Crew Chief (CE). The FE is responsible for daily maintenance of the aircraft and the load configuration of the CH-47. The CE assists the FE on the CH-47. On the UH-60 and UH-1 aircraft, the CE performs these duties. The FE or CE shall:

- Inspect load configurations, supervises loading of cargo in accordance with military regulations and SOPs and ensures cargo is secured for flight.
- “Call the load” during external load operations. Controls release of the load on the CH-47.
- Ensure passengers are loaded safely and efficiently and passengers and other crew members are properly secured prior to flight.
- Ensure aircraft systems are operating properly on CH-47 helicopters.
- Coordinate directly with the HELM.
- Clear the rear of the aircraft in flight, on take off and landing.

70.7.12 Aviation Safety Officer (ASO). The ASO shall:

- Assist the CO in implementing the unit's safety program.
- Advise the CO on safety related issues including air and ground safety.
- Monitor compliance with the unit's crew rest policy and procedures.
- Prepare military safety reports.
- Secure an accident site prior to arrival of the Accident Investigation Team. Ensure compliance with initial accident investigation procedures.

70.8 Aircraft Security, Maintenance and Refueling.

70.8.1 Security. The military is responsible for the security of all military aircraft and military support equipment provided.

70.8.2 Maintenance. When military aircraft are activated it will be necessary to accommodate their maintenance group. The civilian agencies' involvement would be to assist in selecting and obtaining a suitable area and facilities for maintenance. A request through military command may be necessary for additional military aircraft maintenance support. To meet military logistical needs, it may be easiest to station military aircraft at or near an airport where aircraft parts and equipment can be readily delivered.

70.8.3 Refueling. Military aircraft use J-8 or Jet A fuel. The military can purchase fuel by credit card from any commercial source or obtain fuel from local military sources. Military helicopters require the fuel additive PRIST. Ensure fuel source(s) contains PRIST; if not, arrange for this additive to be available. PRIST is generally available through commercial fuel vendors. The Military Operations Officer will need the

location of available sources so contracts can be made with a fuel supplier to furnish fuel to the staging area(s). The military has two systems for providing fuel to their aircraft; military fuel trucks with matching fuel connectors, and a Forward Area Refueling System (FARS) which is a bladder fuel tank with filter, hoses, and connectors.

70.9 Aircraft Equipment Requirements, Description and Specifications. All military aircraft deployed to fire support assignments shall be configured with the equipment required by this chapter.

70.9.1 Designated Military Mission. Helicopters shall have:

70.9.1.1 High visibility markings on main rotor blades and fuselage.

(Refer to Exhibit 10 for an example.)

70.9.1.2 A complete set of current aeronautical charts covering area of operations.

70.9.1.3 All military aircraft will be equipped with one (1) 760-channel VHF-AM aeronautical radio system operating in the 118 to 137-MHz bands, with 25 kHz channel increments, and a minimum transmitter carrier power output of five watts. The agency may furnish the military aircraft with a VHF-FM radio system compatible with agency frequencies capable of operating over the frequency band of 150 to 174 MHz with 12.5 MHz channel increments with 32 sub audible (ctcss) tones. Radio must be furnished with separate Guard receiver operating on 168.625 MHz Frequency.

Adapters will be provided by the agency to allow for an interface between the Helicopter Manager and the flight crew.

Until the agency furnished radio systems can be installed, the following interim procedures may be utilized:

- Helicopters may be allowed to operate helibase to helispot if both locations have VHF AM communications with the helicopters and Aerial Supervision is present.
- Single- or Multi-ship operations can include helicopters without VHF FM communications as long as Aerial Supervision is present.

70.9.1.4 All military aircraft will be equipped with a Global Position System (GPS), or its equivalent, to be used for locating the position of the aircraft at all times by referencing latitude and longitude coordinates.

70.9.2 Non-Designated Military Mission. Non-Designated Military Mission aircraft will include Designated Military Mission equipment and the following:

70.9.2.1 One Mil-Spec cargo hook employing both electric or hydraulic and manual release systems and rated at the maximum lifting capacity of the aircraft.

70.9.2.2 Adequate tie-down straps, nets or other devices for securing cargo in the cabin or cargo compartment. These devices shall be simple in function and have the capability of being installed quickly.

70.9.2.3 The agency may provide to the military a variable capacity bucket and rigging with a capacity commensurate with the maximum lifting capabilities of each aircraft. For Type 1 helicopters, either an agency approved bucket or an approved fixed tank is acceptable. Either the weight of the bucket and capacity at each adjustment level shall be marked on the bucket or the operator shall have a written statement of the maximum capacity (weight) at each adjustment point. Buckets provided by the agency will be returned to NIFC or the designated fire cache for refurbishment. The military will provide the appropriate rigging to interface with agency provided buckets.

70.9.2.4 All external load operations and equipment will meet Interagency Helicopter Operations Guide (IHOG) or military specifications.

70.9.2.5 The agency may provide long line and or remote cargo hooks with release system and brush guard or cage rated at no less than the primary hook capacity.

- The military will provide the appropriate rigging to interface with agency provided long lines.

70.10 Agency Mobilization Checklist for Military Helicopters.

The following checklist can be used as a guide when initiating mobilization plans for the military helicopter units on incidents:

- Order for military helicopters has been properly initiated through the appropriate dispatch unit. Military is informed of incident number and fiscal code (fund cite) for the incident.
- Number of helicopters ordered is sufficient considering maintenance and crew changes.
- Identify unit's designated military mission.
- Fuel is ordered by proper type for the aircraft. Who is supplying the fuel?
- Regional or area aviation group/management involved with the mobilization has been notified.
- A purchasing unit has been identified.
- Copy of the Memorandum of Understanding is available as well as flight hour costs and crew pay rates available.

- Adequate agency aviation positions ordered is commensurate with the military aviation assets.
- Staging area for helicopters to join up with agency personnel has been identified.
- Helicopters are equipped with proper radio packages or will be installed. Frequency cards are included.
- Incident radio frequencies and contacts are given to military prior to entering the incident area.
- Helibase parking has been selected to accommodate all helicopters ordered. Dust abatement ordered.
- Ground transportation has been arranged prior to arrival.
- Eating/sleeping facilities have been arranged.
- Military and agency chain of command/staffs established.
- Develop an organizational chart with positions for military/agency chain of command, to include spaces for names of individuals as applicable.
- Military flight crews have been briefed.
- Medical evacuation procedures, including crash rescue capabilities have been established.
- Maps and hazard maps made available to pilots.
- Incident Action Plans are made available.
- If available, dedicated telephones and radios for use by the military.
- Crew endurance tables (pilot flight hours) and flight duty limitations are addressed.
- Status of aircraft availability (maintenance posture) is current and available.
- Keep daily logs, incident reports and completed aircraft pay documents.
- Performance planning and manifesting to be completed for all flights.
- High visibility water soluble paint (temporary) made available for marking and identifying helicopters.
- Security established.
- Water bucket mechanics available or provisions for bucket repairs addressed.
- DoD OLR/AMCOM team activated if requested for added maintenance capability.

CHAPTER 80

COMMUNICATIONS

80.1 Introduction. The objective of this chapter is to provide information and give specific instructions to Communications Unit Leaders (COMLs) and Communications Coordinators (COMCs) at all levels. This chapter describes the duties and responsibilities of the COML associated with the use of military personnel and/or aircraft assigned to critical incidents during situations when there are suppression resource shortages.

Constant communications coordination, at all levels, will be necessary to reduce the duplication of resource orders. This will enable effective control of communications resources to be maintained which is critical when these resources are in short supply.

80.2 Roles and Responsibilities.

80.2.1 Communications Coordinator (COMC).

Actions to be Taken: (In addition to those established by the National Interagency Mobilization Guide)

- Coordinate deployment of communications equipment and personnel needed to support the military.
- Contact all COMLs under Complex or Area Command Authority on a daily basis. Travel to each incident at least every other day.
- Coordinate with NIFC on specialty equipment; e.g., satellites, AM-FM linking.

80.2.2 Communications Unit Leader (COML).

Actions to be Taken:

- Interface with military counterpart (Battalion Signal Officer).
- Coordinate with COMC prior to placing any orders for personnel, equipment, and aviation communications support; if none assigned, contact Region or the NIFC—Communications Duty Officer (CDO) at (208) 387-5644.
- Coordinate with Air Operations Branch Director (AOBD) to facilitate any frequency and/or equipment requests.
- Maintain daily contact with AOBD throughout the incident.
- Assume control of all National Incident Radio Support Cache (NIRSC) equipment pre-issued to military by NIFC prior to their arrival. This equipment is for communications support of military personnel.
- Establish issue records.
- Issue radios to military personnel or to the military crew liaison according to their pre-established issue list.

- Prior to release of military personnel, collect and account for all NIRSC radios.
- When all radios are accounted for, arrange for immediate release to NIFC for refurbishing.
- If no regional COMC is assigned, assume duties and coordinate frequencies, personnel and equipment for the incident.

80.3 Guidelines.

General:

- Avoid second-guessing military communications requirements.
- Communications requirements for all military command and control will be handled by the military.
- The most important military logistics communications requirement will be for telephone and facsimile services.
- Communications requests by the military and supplied by the incident will be ordered through the normal incident ordering system.
- Inclusion of key military personnel into Camp Net will facilitate the interface of the military into the incident system.

Air Operations:

- Order AM-FM aircraft radio/link kits (NFES 4370) for supporting military helicopters. This allows crossbanding into the VHF-AM band which the military is capable of operating.
- Coordinate with NIFC before ordering the AM-FM aircraft radio/link kits.
- If not previously granted, an Air Worthiness Release (AWR) must be obtained before kit installation can occur.

Defense Coordinating Officer (DCO) and Defense Coordinating Element (DCE):

- DCO/DCE requirements will be for telephones, cellular and facsimile. Any requirements for additional communications support is coordinated through NIFC.

CHAPTER 90

PUBLIC INFORMATION

90.1 Introduction. Recognize that differing public affairs roles, missions, and regulations among the military services and the civilian fire management agencies require careful advance planning when incidents involve the mobilization of military forces in dealing with complex situations.

The Army North Public Affairs plan is designed to identify the specific responsibilities of each agency and to identify how each agency plan is accomplished when military assistance is provided. The plan provides for military public affairs actions (public information, command/internal information and community relations) and for a joint, coordinated public affairs effort with NIFC, the incident and Area Command staffs on the ground.

90.2 General.

- DoD resources will be requested by NIFC to support firefighting operations. Such requests will be based on the severity and scope of the situation and the exhaustion of the supply of readily available civilian firefighting resources.
- Firefighting activities, both prior to and subsequent to the deployment of military forces, will attract a great deal of media interest. Large numbers of media representatives are expected to seek access to areas of firefighting activities, particularly when the military is engaged.
- All public affairs activities will be in accordance with fire management agency and DoD directives, unless specifically stated otherwise.
- Fire management agencies include, but are not limited to, the Bureau of Land Management (BLM), National Park Service (NPS), Bureau of Indian Affairs (BIA), U.S. Fish and Wildlife Service (FWS), and U.S. Forest Service (USFS); as well as many of the State Forestry agencies.

90.3 Responsibilities.

- The NIFC Office of External Affairs staff, through the National Fire Information Center at NIFC, will disseminate national interagency fire and incident information and coordinate incident information activities with all civilian and military agencies involved.
- The Army North Public Affairs Office is the responsible agency for the conduct of military public affairs activities in support of military forces engaged in wildland firefighting operations. The Army North Public Affairs Office assists the civilian media in their news-gathering operations. When military forces are assigned to support civilian wildland firefighting activities, the Army North Public Affairs Office may arrange a liaison element to the National Fire Information Center at NIFC.
- As an integral part of the military command information program, Public Affairs Office elements will include the total military community (Active Component,

- National Guard and Reserve Components) in all information activities where military forces are supporting civilian incident operations.
- Each activated battalion will deploy with an attached Public Affairs Detachment (PAD)—a maximum of five personnel. Deployed PADs will conduct joint, coordinated public affairs activities with land management incident information personnel on the ground and coordinate all media needs with the host agency Chief, Office of External Affairs at NIFC.

All deployed PAD members will attend firefighter training at the installation.

90.4 Operations.

90.4.1 Military Concept of Operations. The Assistant Secretary of Defense (Public Affairs) will provide military public affairs guidance and policy through Headquarters, Department of the Army (HQDA) and U.S. Northern Command (NORTHCOM) Public Affairs, for public affairs support of wildland firefighting operations by DoD components.

Public affairs planning will commence concurrently with operational planning. NIFC Office of External Affairs and the Army North Army North Public Affairs Office will monitor ongoing situations and communicate the anticipated deployment of military forces.

90.4.2 Mobilization and Deployment.

- A fully qualified incident Public Information Officer from one of the civilian land management agencies will accompany the NIFC Advance Party formed by NICC to the military installation tasked to provide troops for wildland firefighting duty.
- Army North Defense Support to Civil Authorities (DSCA) plan will be the guide for military public affairs support. Army North will arrange to deploy a public affairs liaison to the National Fire Information Center at NIFC to coordinate the joint public affairs effort with NIFC. Army North Public Affairs will coordinate support to the liaison team and provide interface with higher headquarters.
- After an operation, Army North is responsible for preparing a military after-action report to NORTHCOM Public Affairs. The report will contain historical information pertaining to successes, problems, and proposed solutions and lessons learned. This information will be shared with NIFC Office of External Affairs staff and incorporated, as appropriate, into future operations.

90.5 Tasks.

90.5.1 Army North Public Affairs. Army North Public Affairs will:

- Provide a public affairs liaison (usually the Chief of Operations and Plans or the Chief of Media Relations) to the National Fire Information Center, once U.S. Army or other military forces are committed to wildland firefighting operations. The public affairs liaison serves as the official military spokesperson for, and coordinates and supervises all public affairs activities of, the military in support of civilian wildland firefighting activities.
- Serve as the link between the liaison at NIFC and higher headquarters public affairs once the liaison has been deployed.
- Assist the NIFC liaison team in ensuring public affairs products generated at NIFC and at the incident(s) are being distributed as required to the appropriate agencies and outlets.
- Coordinate with other Army North staff, NORTHCOM Public Affairs, and HDQA Public Affairs to acquire the services of the DA Special Pictorial Operations Team (DASPO) and the Army/Air Force Hometown News Releases (HTNR) Team.

90.5.2 Army North Public Affairs Liaison to NIFC. The Army North Public Affairs Liaison to NIFC will:

- Assume operational control of all military PADs designated to support military forces engaged in wildland firefighting activities.
- Deploy as part of Army North Mobile Training Team, in coordination with the NIFC Advance Party Public Affairs Officer (PAO), to the home installation of deploying elements. The assignment is to conduct appropriate training and prepare appropriate print, video, and audio news releases prior to military units deploying to designated incidents.
- Collocate with NIFC, once military forces are assigned to wildland firefighting duties at a specific incident(s).
- Serve as the point of contact, at NIFC, for home installation PAOs, higher headquarters and land management agencies for all military public affairs activities. Directs, in coordination with the land management agencies, all activities. Directs, in coordination with the land management agencies, all military public affairs activities in the areas of operations not covered by the rules of ICS.
- Serves as the facilitator and interpreter of military public affairs policy and procedures for NIFC incident information personnel and other interested non-military parties. Provides daily updates to home installation PAOs on what their units are doing.
- Clears all releases (electronic or print) whether they are from home installation public affairs offices or from the field when the subject is military support of wildland firefighting.
- Determines, in coordination with the NICC Manager, procedures for joint casualty reporting. All such injury or fatality information shall be cleared by the IC or Agency Administrator having jurisdiction over

the incident. Release of such information involving either military or civilian personnel traveling in military transport, shall be joint and simultaneous by the appropriate civilian and military authorities.

- Direct and control the activities of DASPO, HTNR and other external military news/information gathering agencies on individual incidents.
- Serve as member of total interagency incident information effort.

90.5.3 Home Installation Public Affairs Officers. The Home Installation PAOs will:

- Provide pre-deployment and deployment information to be sent with deploying public affairs elements, such as biography's of battalion leaders, unit histories, equipment unique or special to the unit and deployment times and arrivals.
- Take the lead on military releases and public affairs products received from the military public affairs elements on the individual incidents.
- Provide community involvement products from home installations to the soldiers on the fireline.
- Serve as a marketing source for public affairs products from the field—must act as one for the total, interagency public affairs effort.

90.5.4 NIFC External Affairs Officer. The NIFC External Affairs Officer:

- Is the manager of the National Fire Information Center and is the official spokesperson for national interagency wildfire information.
- Coordinates the joint, total public affairs effort with the Army North Public Affairs Liaison; ensures “speaking with one voice” tenets are observed.
- Ensures conformity of military and civilian public affairs activities with the relevant regulations of all agencies involved.

90.5.5 Lead Public Information Officer (Incident or Area Command). The Lead Public Information Officer (Area Command) will:

- Coordinate military and civilian public affairs activities at the Area Command level.
- Provide training and support to military public affairs elements.
- Ensures military and civilian public affairs products conform to relevant regulations of all agencies involved.

90.5.6 Public Information Officer. The Public Information Officer will:

- Coordinate military and civilian public affairs products for the agencies involved in the incident.
- Provide training and support for military public affairs elements.
- Coordinate clearance for military public affairs overflights and fireline activities with the IC.
- Ensure civilians and military public affairs products conform to relevant agency regulations.

90.6 Coordinating Instructions.

- Participating military and civilian Public Affairs Officers are authorized and encouraged to communicate and coordinate with each other.
- During the low-risk fire season, incident information training should be incorporated into other training. Ideally, civilian agency incident Information Officers and military Public Affairs Officers would exchange information and procedures then discuss their incorporation into this handbook.
- In coordinating the release of public information, military releases such as hometown releases, internal information and briefings for higher headquarters, will follow appropriate military public affairs guidelines. All incident information jointly involving the military and civilian agencies will be coordinated through ICS as appropriate at the incident, area command, geographic and national levels.

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CHAPTER 100

INCIDENT BUSINESS MANAGEMENT

100.1 General. Incident Business Management captures the guidelines for reimbursable costs and procedures for processing billings. Actual, costs for the military's normal operating expenses that are directly chargeable to the incident are considered to be reimbursable by the agency.

100.2 Awards. Awards are provided at the national level to the military personnel involved in supporting wildland fires. If Incident Management Teams or local units wish to recognize the military for their support to an incident outside of the national awards, the costs of the awards must be paid from presuppression or programmed funds. Awards, plaques, pins, etc., may not be charged to a wildland fire agency's suppression funds.

100.3 Reimbursable Costs. Military expenses for support include but are not limited to the following:

- Pay for civilian personnel temporarily hired for the disaster relief without regard to the Civil Service Laws and the Classification Act of 1923 as amended
- Overtime pay to civilian personnel
- Pay for active military personnel
- Overtime pay for active military personnel
- Travel and per diem expenses for military personnel (military and civilian).
- Costs associated with cellular phones owned by the military
- Costs of purchasing additional tents, cots, etc, if unable to obtain from other military installations or through our cache system
- Transportation of personnel, supplies and equipment
- Post season clean-up
- Repairs and maintenance except depot repairs
- Port loading, off-loading and handling costs
- Cost to repair or recondition non-consumable items returned
- Replacement cost of supplies and equipment furnished and not returned
- Cost of replacement and/or repair of items damaged at the incident with the exclusion of items listed under 100.4 Non-reimbursable Costs (Also excluded are components that are replaced due to time-compliance requirements)
- Cost to pack and crate supplies and equipment
- Cost of petroleum, oils and lubricants (POL including aviation POL)
- Cost to replace supplies and equipment lost, destroyed or damaged beyond economical repair, as determined by report of survey. Military aircraft, motor vehicles and water craft are excluded from this cost
- The cost of aircraft flight hours based on DOD US Government Agency flying-hour rates (which does not include personnel costs) current at the time support was provided
- Costs of any rehabilitation or modification of military real property if modification was requested by the Agency (e.g., painting of aircraft)
- Restoration of military real property if the property was altered to the extent the military has no future use for it

- Long distance telephone calls (Regular military personnel are government employees.)
- Phone calls should "normally" be 10 minutes or less. Phone calls must be limited to the 50 states, or their residence country or territory of the United States. (900 CALLS ARE NOT APPROVED.) The IC must assess the availability of telephone facilities in each case and determine if telephones will be available for employee use. Due to the nature of fire emergencies and the demand for communication facilities for fire business, there will be few instances where telephones are available to employees for phone calls home. Routine personal phone calls home are a privilege, not an employee "right" and are subordinated to incident suppression activities. Regulations specifically prohibit installing additional telephones or increasing levels of service on existing telephones to accommodate calls home.
- Medical Care—immediate emergency care as a result of support to the incident. Military Medical Units will provide treatment for military personnel when available. Agency Provided Medical Care (APMC) will be provided beyond what the Military Medical Unit can provide or when a Unit is not available. Military personnel will comply with Agency reporting requirements for APMC.

Additional Reimbursable Costs:

- Haircuts (at no cost to military personnel)
- Laundry Service
- Restocking of medical supplies used on incident from military medical unit.
- Cost to store military personnel's personal belongings if additional costs are incurred.
- Airport landing and associated fees

100.3.1 Acquisition of Non-Standard Items. The NICC Center Manager at NIFC facilitates through the fiscal officer the issuing of funding authority early in Preparedness Level 4 to the participating army installation for the acquisition of pre-approved, non-standard items and services. The NICC Center Manager or the National Military Logistics Coordinator, in conjunction with the fiscal officer, must validate and approve any other advance purchases to be charged to the agency's funds. NIFC pre-approved funded items include:

- Boots, suitable for fire suppression duties - 560 pair
- **A combined total of four to six military/GSA/rental/lease vehicles for command and control personnel**
- Express mail delivery (FedEx, UPS, etc.) from home station to the incident every other day

100.4 Non-reimbursable Costs. The following costs for military assistance are normal operating expenses of the military and are not reimbursable:

- Cost of telephone or other electrical transmission used to requisition items for incidents or to replenish depot stocks
- Charges for military motor vehicles or water craft use (except POL)
- Army aircraft, motor vehicles or water craft damaged, lost, destroyed or abandoned

- Daily newspaper distribution
- Office of Workers Compensation Program (OWCP)
- Personal comfort items; deodorant, toothpaste, etc.
- Battalion specific insignia items, such as flags, patches, t-shirts, banners
- Purchase of property items, such as copiers, facsimile machines, personal computers, laptops, printers, cameras, GPS units
- Wear and tear on personal uniforms and unit property

100.4.1 **Non-Consumable Property.** Any non-consumable property issued to military personnel and not returned (e.g. handheld radios, GPS units, cellular phones, chainsaws) and not returned to the incident agency will result in billing to the military installation for replacement cost.

100.5 **Additional Personnel Requests.** Any additional personnel must be approved by the NICC Center Manager. The NICC Center Manager will forward to the NIFC Financial Manager or Administrative Officer (AO) the number of individuals, purpose, and transportation method. Approval will be given through them and all billings must show these costs by category.

100.6 **Claims.** Military equipment lost, stolen, damaged, or destroyed may be subject to reimbursement for repairs or replacement. Sufficient documentation must be provided which includes the circumstances surrounding the claim, costs, and other pertinent information with all billing documents. A statement from a fire official must be attached. Upon receipt of the information, a determination will be made. Claims for personal belongings which are lost, stolen, damaged, or destroyed are subject to the military claims process. The incident should provide the individual with the agencies claim form for immediate documentation. Military personnel, upon return from their assignment, should submit the claim through their process. If approved by the military, the DoD installation may bill the wildland fire agency the cost of reimbursement.

100.7 **Billing Procedures.** All billings will be made on SF-1080 billing documents. These documents will be supported by detailed listings, by category, and sent to the NIFC (with supporting documents).

Persons preparing SF-1080s will ensure:

- Charges are accurate.
- Station number, complete accounting classification and the correct appropriation or fund account to be credited are shown.
- Requests for repayment are in sufficient detail to identify and segregate:
- Documentation exists to support the following expenditures:
 - Personnel (civilian pay)
 - Travel and per diem (civilian and military)
 - Transportation
 - Aircraft flight hours and use rates
 - Rehabilitation, modification or restoration of military real property
 - Personal equipment and supplies
 - Medical supplies/equipment
 - Unique items that were approved beyond the standard items

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Appendix

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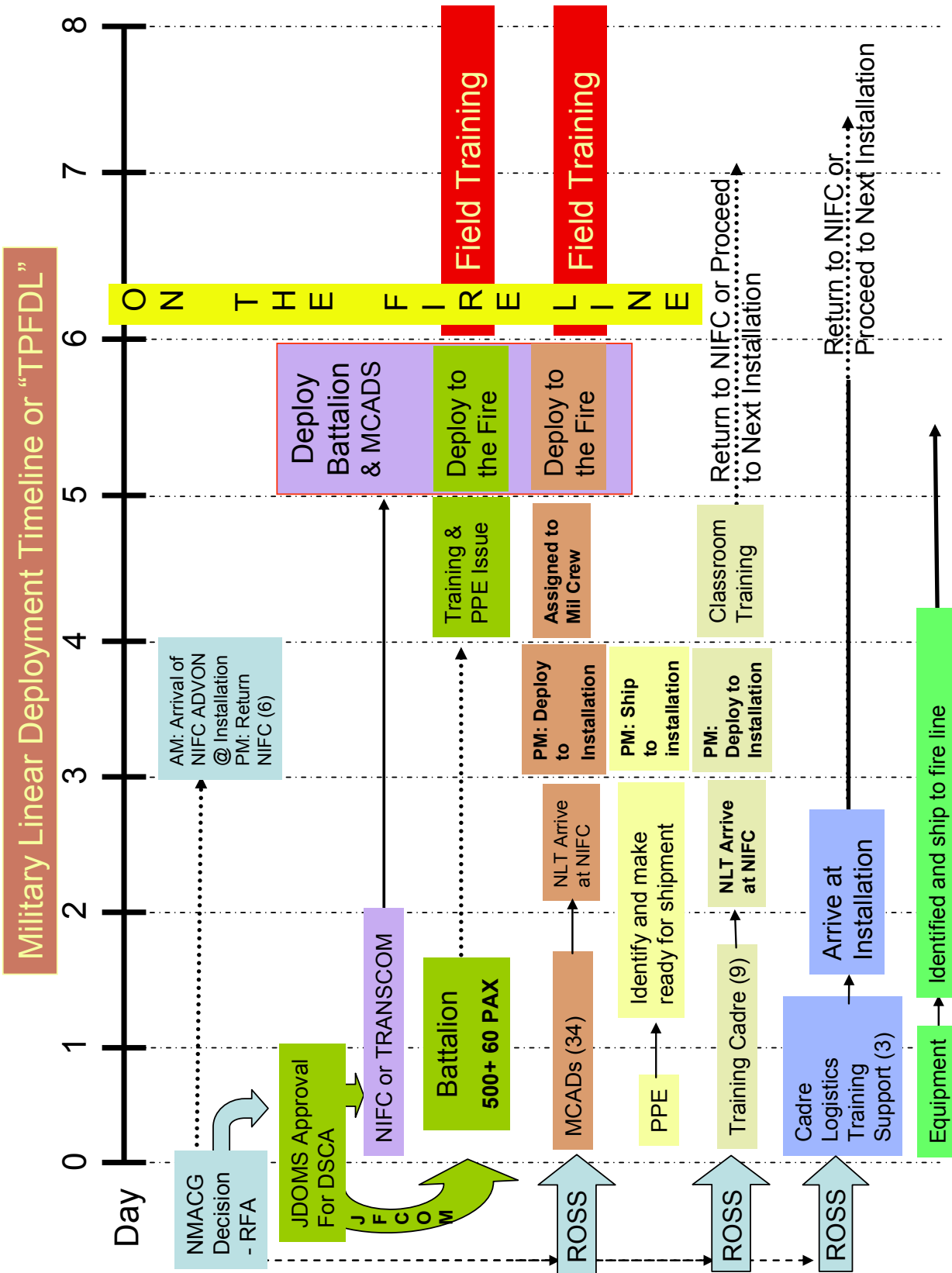
MILITARY FIREFIGHTERS TRAINING/MOBILIZATION PROCESS

<u>Day</u>	<u>Action</u>
<i>Pre-Activation</i>	<p>National Preparedness Level 5 NICC orders the following personnel to assemble at:</p> <p>NIFC in Boise, Idaho—BNML, BNML-Deputy, Training Coordinator, Training/Cadre Logistics Coordinator, Training Coordinator (T), 6 STLMs, 26 MCADs, Lead Instructor, and 8 Instructors</p> <p>Installation—Military Installation Logistics Coordinator, Military Logistics-Ramp, Military Installation-PPE, and Purchasing Agent</p>
<i>Activation</i> Day 1*	<p>The NIFC Advance Party departs Boise for the military installation to conduct the general briefing for unit/installation command and staff.</p> <p>Instructors, MCADs, and equipment travel by NIFC jet to the assigned military installation for training preparation. Prepare classrooms to for the following training day. Review the training plan with the Battalion Commander(s). Assign the 26 MCADs, 6 STLMs, BNML, and BNML-Deputy to military crews who will travel with the battalion to fire assignment and complete field training at the incident.</p>
Day 2	<p>Classroom training begins for the battalion. Instructors should plan a 10-hour training day in the classroom—5 hours for the first half of the battalion; 5 hours, second half. While not in classroom training, PPE will be issued.</p>
Day 3	<p>TC and Training/Cadre Logistics Coordinator debrief with the military. Training Cadre travels back to NIFC or prepares to train another battalion.</p>
Day 4	<p>Refurbish battalion instructor kits and store in designated location at NIFC. Critique and debrief with TC and National Military Coordinator or travel to the next military installation.</p>

NOTES:

The battalion instructor kits are located in the basement of the National Weather Service building at NIFC. If multiple battalions will be trained at the same installation, a 24-hour break will be needed to resupply, critique the prior training efforts, and regroup. When the Training Cadre is released from the installation, they will take the remaining supplies and equipment to the next installation. A two-day break (including travel time) is required between the release from one installation and the beginning of instruction at another.

*When Day 1 falls on a weekend, the issue of overtime pay for the civilian installation staff will arise. See *Chapter 100* for guidance.



ITEMS PROVIDED BY THE WILDLAND FIRE AGENCY AND THE MILITARY

NIFC/Incident provides/funds and coordinates the following:

- Transportation from the departure airfield to the incident
- Transportation from the incident to home station airfield
- Meals (Class I)—upon arrival at the incident through return to home station
- Showers
- Laundry
- Latrines
- On-site transportation
- Sleeping bags
- Command and control (C2) vehicles; four to six each per battalion, either provided by the battalion, GSA, host agency, or rental (funded by NIFC)
- Firefighting personal protective equipment (PPE) and equipment (see list p. 20.2)
- Power (hardline or generator)
- Copier
- Phones and lines for military Tactical Operations Center (TOC).
- Sufficient space for TOCs and sleep tents at Incident Base Camp
- Petroleum, oils, and lubricants (Class III) support
- Trash service
- Commissary (provided by AAFES, funded by NIFC)
- Mailing address; Fed Ex/UPS capability and funding
- Morale, Welfare, Recreation (MWR) phones (availability and number varies by incident)
- Tactical radios
- Maps of incident and area
- Incident Action Plan (IAP)—essentially a daily Operations Order (OPORD)
- Fiscal code (fund cite) for approved, military-issued boots

USNORTHCOM will assign and provide:

- 24-hour medevac helicopter coverage
- Public Affairs Element

The military will provide the following per battalion for training:

- Eight classrooms, each equipped with overhead projector and screen, easel with flip chart paper and markers, and VHS video tape player connected to a video monitor.
- Dining facilities for MCADs while on base.
- Transportation (typically by military bus) for MCADs from the lodging site (near, but off the installation) to military dining facilities and classrooms.
- Telephone and facsimile communications needs for the TC and BNML, requested from the assigned battalion.

The military will provide at the minimum the following per battalion:

- Battalion Aid Station, medical personnel and tentage
- AAFES Support – DCO coordinated prior to departure from home station
- Laptops and facsimile (fax) capability

The military may provide the following per battalion:

- Sufficient ADP for internal administrative requirements
- Tentage for battalion headquarters
- Four to six command and control vehicles (if commercially-procured or government vehicles are not available)
- Suitable tentage for each soldier, based on battalion requirements, location, etc.

The battalion brings with it the following equipment for each soldier:

Worn/Carried:

BDU w/soft cap/beret (1 set)	Combat boots, leather speed lace (1 pair)
ID card	Ear plugs w/case

ID tags

Cravat

A Bag:

Pin-on name tags and Rank/Branch insignia (For wear on NIFC-provided Nomex shirts)	Gortex-like jacket and pants
Rucksack (without frame)	Boot socks (4 pair)
Poncho	Liner/Poly socks (4 pair)
Chapstick	Underwear (2 pair)
Toilet articles (15-day supply)	Foot powder
Medicinal items	Brown t-shirt (2 each)
	Sunscreen
	Insect repellent
	1-qt canteens w/covers (2 each)

B Bag:

Duffel bag	Field jacket liner
Sleeping bag - optional	Watch cap
Sleeping pad - optional	Wool scarf
Suitable tentage*	Wet weather gear
Combat boots (additional pair)	Toilet articles (15-day supply)
BDU (1 set)	Drawers—man, wool (2 each)
Towels (2 each)	Shirts/sweater, wool (2 each)
Laundry bags (2 each)	Cold weather underwear/drawers (2 pair)
Shower shoes (1 pair)	Brown t-shirts (5 each, minimum)

* NIFC stocks sufficient tentage for two battalions; dependent upon battalion requirements, location, and weather conditions, tentage will be provided by either NIFC or the military.

RESOURCE ORDER INSTRUCTIONS

Exhibit 3 shows examples of overhead, supply and equipment resource orders that must be placed when mobilizing the military.

- S-3 through S-24 (supplies for military personnel) and S-35 through S-42 (supplies for the Training Cadre) are shipped directly to the military installation. Generally, these items are shipped on the jet with the MCADs and Training Cadre.
 - ◆ S-42 (practice fire shelters) are to be ordered only once at the beginning of the training assignment. The Training Cadre will ensure that the shelters are transported to the next military installation if multiple battalions are ordered.
- S-25 through S-34 are shipped directly to the incident.
 - ◆ S-34 (two-person tents) are ordered pending the type of military personnel activated. (The Marines may not require the use of tents. Check with the particular Army unit to determine if the tents will be needed.)
- E-1 through E-5 (tactical radio kits) are shipped directly to the incident with labels that read "FOR MILITARY USE ONLY."
- E-6 (logistic radio kit) is for the Training Cadre and needs to be ordered only once at the beginning of the training assignment. Generally this item is shipped on the jet with the MCAS and Training Cadre. The Training Cadre will ensure that the radios are transported to the next military installation if multiple battalions are ordered.

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Order No.	RESOURCE ORDER		MILITARY SUPPORT										4. OFFICE REFERENCE NUMBER						
	Request Number	Ordered Date/Time	QTY	From	To	Resource Requested	Needed Date/Time	Deliver To	From	To	Time	Agency ID	Resource Assigned	ETA	Released Date	To	ETA	Time	
O-5	1	TNSP	1			Military Training Coordinator													
O-6	1	TNSP (T)	1			Military Training Coordinator Trainee													
O-7	1	TNSP	1			Military Lead Instructor													
O-8	1	TNSP	1			Military Instructor													
O-9	1	TNSP	1			Military Instructor													
O-10	1	TNSP	1			Military Instructor													
O-11	1	TNSP	1			Military Instructor													

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7/31/2006

Order No.	RESOURCE ORDER		MILITARY SUPPORT										4. OFFICE REFERENCE NUMBER				
	Request Number	Ordered Date/Time	QTY	From	To	Resource Requested	Needed Date/Time	Deliver To	From	To	Time	Agency ID	Resource Assigned	ETA	Released Date	To	ETA Time
	O-16		1			TNSP Training/Cadre Logistics Coordinator											
	O-17		1			THSP Military Installation Logistics Coordinator											
	O-18		1			THSP Military Logistics-Ramp											
	O-19		1			THSP Military Logistics-PPE											
	O-20		1			PA10 Purchasing Agent											
	O-21		1			THSP Briefing Coordinator											

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7/31/2006 CONTINUATION SHEET NO. 5 OF 11

Order No.	RESOURCE ORDER		OVERHEAD		2. INCIDENT/PROJECT NAME		3. INCIDENT /PROJECT ORDER NUMBER		4. OFFICE REFERENCE NUMBER						
	Request Number	Ordered Date/Time	From	To	QTY	RESOURCE REQUESTED	Needed Date/Time	Deliver To	Time From	Agency ID	RESOURCE ASSIGNED	ETD	RELEASED Date	To	ETA Time
O-22					1	THSP National Military Coordinator									
O-23					1	EDSD-days Rental car-OK									
O-24					1	EDSD-days Rental car-OK									
O-25					1										
O-26					1										
O-27					1										

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7/31/2006

Order No.	RESOURCE ORDER		MILITARY SUPPORT										4. OFFICE REFERENCE NUMBER						
	Request Number	Ordered Date/Time	QTY	From	To	Resource Requested	Needed Date/Time	Deliver To	From	To	Time	Agency ID	Resource Assigned	ETA	Released Date	To	ETA	Time	
O-28	1		1			BMNL Minimum quals-DIVS													
O-29	1		1			BNML-Deputy Minimum quals-DIVS													
O-30	1		1			STLM Minimum quals-STLC													
O-31	1		1			STLM Minimum quals-STLC													
O-32	1		1			STLM Minimum quals-STLC													
O-33	1		1			STLM Minimum quals-STLC													

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CONTINUATION SHEET NO. 7 OF 11

7/31/2006

Order No.	RESOURCE ORDER		2. INCIDENT/PROJECT NAME		3. INCIDENT /PROJECT ORDER NUMBER		4. OFFICE REFERENCE NUMBER											
	MILITARY SUPPORT																	
OVERHEAD																		
12. Request Number	Ordered Date/Time	From	To	QTY	RESOURCE REQUESTED	Needed Date/Time	Deliver To	From	To	Time	Agency ID	RESOURCE ASSIGNED	ETA	ETA	RELEASED Date	To	Time	
O-34				1	STLM Minimum quals-STLC													
O-35				1	STLM Minimum quals-STLC													
O-36				1	MCAD Minimum quals-CRWB													
O-37				1	MCAD Minimum quals-CRWB													
O-38				1	MCAD Minimum quals-CRWB													
O-39				1	MCAD Minimum quals-CRWB													

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Order No.	RESOURCE ORDER		MILITARY SUPPORT										4. OFFICE REFERENCE NUMBER					
	Request Number	Ordered Date/Time	QTY	From	To	Resource Requested	Needed Date/Time	Deliver To	To	Time	Agency ID	Resource Assigned	ETO	Released Date	Released To	ETA	Time	
O-40			1			MCAD Minimum quals-CRWB												
O-41			1			MCAD Minimum quals-CRWB												
O-42			1			MCAD Minimum quals-CRWB												
O-43			1			MCAD Minimum quals-CRWB												
O-44			1			MCAD Minimum quals-CRWB												
O-45			1			MCAD Minimum quals-CRWB												

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7/31/2006 CONTINUATION SHEET NO. 9 OF 11

Order No.	RESOURCE ORDER		MILITARY SUPPORT													
	Request Number	Ordered Date/Time	QTY	From	To	Resource Requested	Needed Date/Time	Deliver To	Time	Agency ID	Resource Assigned	ETA	Released Date	Released To	ETA	Time
O-46			1			MCAD Minimum quals-CRWB										
O-47			1			MCAD Minimum quals-CRWB										
O-48			1			MCAD Minimum quals-CRWB										
O-49			1			MCAD Minimum quals-CRWB										
O-50			1			MCAD Minimum quals-CRWB										
O-51			1			MCAD Minimum quals-CRWB										

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Order No.	RESOURCE ORDER OVERHEAD		2. INCIDENT/PROJECT NAME		3. INCIDENT /PROJECT ORDER NUMBER		4. OFFICE REFERENCE NUMBER					
			MILITARY SUPPORT									
12. Request Number	Ordered Date/Time	From To	QTY	RESOURCE REQUESTED	Needed Date/Time	Deliver To	From To	Agency ID	RESOURCE ASSIGNED	ETD	RELEASED Date To	ETA Time
O-52			1	MCAD Minimum quals-CRWB								
O-53			1	MCAD Minimum quals-CRWB								
O-54			1	MCAD Minimum quals-CRWB								
O-55			1	MCAD Minimum quals-CRWB								
O-56			1	MCAD Minimum quals-CRWB								
O-57			1	MCAD Minimum quals-CRWB								

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RESOURCE ORDER		INITIAL DATE/TIME		2. INCIDENT/PROJECT NAME			3. INCIDENT /PROJECT ORDER NUMBER			4. OFFICE REFERENCE NUMBER					
SUPPLIES				MILITARY SUPPORT											
5. DESCRIPTIVE LOCATION/RESPONSE AREA		6. SEC.		TWN		RNG		Base MDM		8. INCIDENT BASE/PHONE NUMBER					
FORT SUPPLIES										9. JURISDICTION/AGENCY					
7. MAP REFERENCE										10. ORDERING OFFICE					
11. AIRCRAFT INFORMATION		LAT.		LONG.											
BEARING		DISTANCE		BASE OR OMNI		AIR CONTACT		FREQUENCY		RELOAD BASE		OTHER AIRCRAFT/HAZARDS			
12. Request Number	Ordered Date/Time	From	To	QTY	RESOURCE REQUESTED	Needed Date/Time	Deliver To	Agency ID	Time	From	To	RELEASED Date	Time	ETA	
S-3				150 PR	NFES 2701, Jeans, BDU 28-32 x 33"										
S-4				560 PR	NFES 2703, Jeans, BDU 32-36 X 33"										
S-5				480 PR	NFES 2704, Jeans, BDU 34-38 X 33"										
S-6				30 PR	NFES 2706, Jeans, BDU 38-42 X 33"										
S-7				30 PR	NFES 2707, Jeans, BDU 40-44 X 33"										
S-8				24 EA	NFES 0511, Shirt SM-L										
S-9				150 EA	NFES 0569, Shirt M-L										
S-10				750 EA	NFES 2078, Shirt L-L										
S-11				300 EA	NFES 2079, Shirt XL-L										
S-12				24 EA	NFES 0512, Shirt XXL-L										
S-13				600 EA	NFES 1372 Firefighter pack										
S-14				600 EA	NFES 0169 Shelter w/case										
13. ORDER RELAYED		ACTION TAKEN		ORDER RELAYED		ACTION TAKEN		Req. No.		Date		Time		To/From	

CONTINUATION SHEET NO. 3 OF 5

7/31/2006

Order No.	RESOURCE ORDER		MILITARY SUPPORT										FORT SUPPLIES					
	Request Number	Ordered Date/Time	QTY	From	To	Resource Requested	Needed Date/Time	Deliver To	From	To	Time	Agency ID	Resource Assigned	ETA	Released Date	To	ETA	Time
S-15	100		PR			NFES 1295, Gloves Medium												
S-16	300		PR			NFES 1296, Gloves Large												
S-17	200		PR			NFES 1297, Gloves X-Large												
S-18	600		EA			NFES 0475 Safety glasses												
S-19	12		EA			NFES 2545 Marker (black)												
S-20	12		EA			NFES 0939 Knife												
S-21	2		RO			NFES 0222 Filament tape												
S-22	2		EA			NFES 1169 Strapping tape												
S-23	2		BX			NFES 0021 Garbage bags												
S-24	1200		EA			NFES 0216 Tag Shipping												

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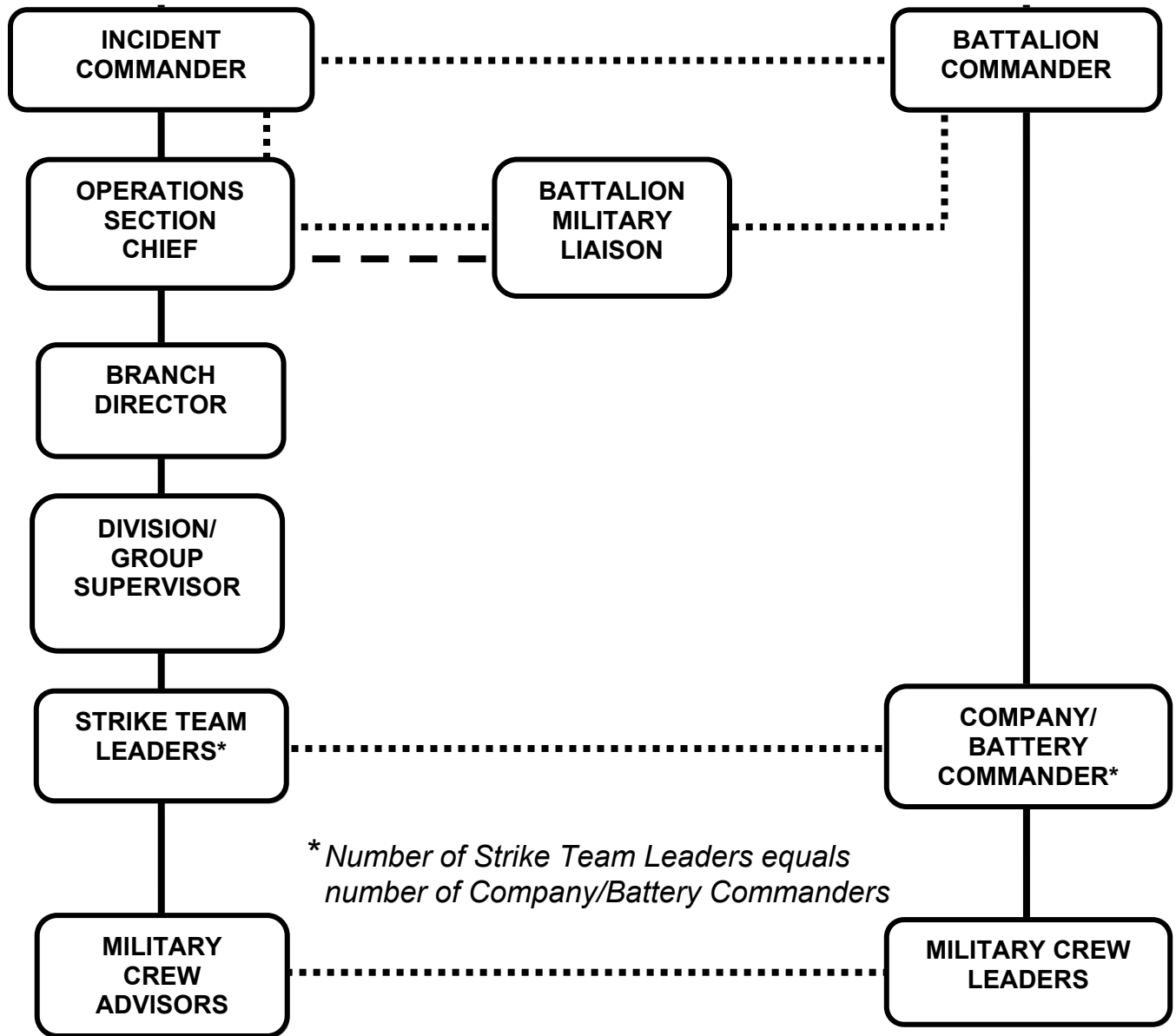
7/31/2006

INCIDENT/PROJECT ORDER NUMBER		INITIAL DATE/TIME		2. INCIDENT/PROJECT NAME			3. INCIDENT /PROJECT ORDER NUMBER			4. OFFICE REFERENCE NUMBER															
RESOURCE ORDER EQUIPMENT		5. DESCRIPTIVE LOCATION/RESPONSE AREA			MILITARY SUPPORT																				
		6. SEC. TWIN RNG Base MDM			8. INCIDENT BASE/PHONE NUMBER			9. JURISDICTION/AGENCY			10. ORDERING OFFICE														
		7. MAP REFERENCE			LAT.			LONG.																	
11. AIRCRAFT INFORMATION		BASE OR OMNI			AIR CONTACT			FREQUENCY			RELOAD BASE			OTHER AIRCRAFT/HAZARDS											
BEARING		DISTANCE																							
12. Request Number		Ordered Date/Time		From To		QTY		RESOURCE REQUESTED		Needed Date/Time		Deliver To		Time		Agency ID		RESOURCE ASSIGNED		ETA		RELEASED		ETA	
E-1		1 4381		KT		1		CMD/TAC Radio														Date		Time	
E-2		1 4381		KT		1		CMD/TAC Radio														Date		Time	
E-3		1 4381		KT		1		CMD/TAC Radio														Date		Time	
E-4		1 4381		KT		1		CMD/TAC Radio														Date		Time	
13. ORDER RELAYED		Date		Time		To/From		ACTION TAKEN		ORDER RELAYED		Date		Time		To/From		ACTION TAKEN							
Req. No.								Items E-1 through E-5 sent to the incident.		Req. No.								Warehouse: Please label E-1 through E-5							
								Item E-6 sent to the fort with the Training Cadre.										"FOR MILITARY USE ONLY"							

KCS 259-3 (7/87) NFES 2202

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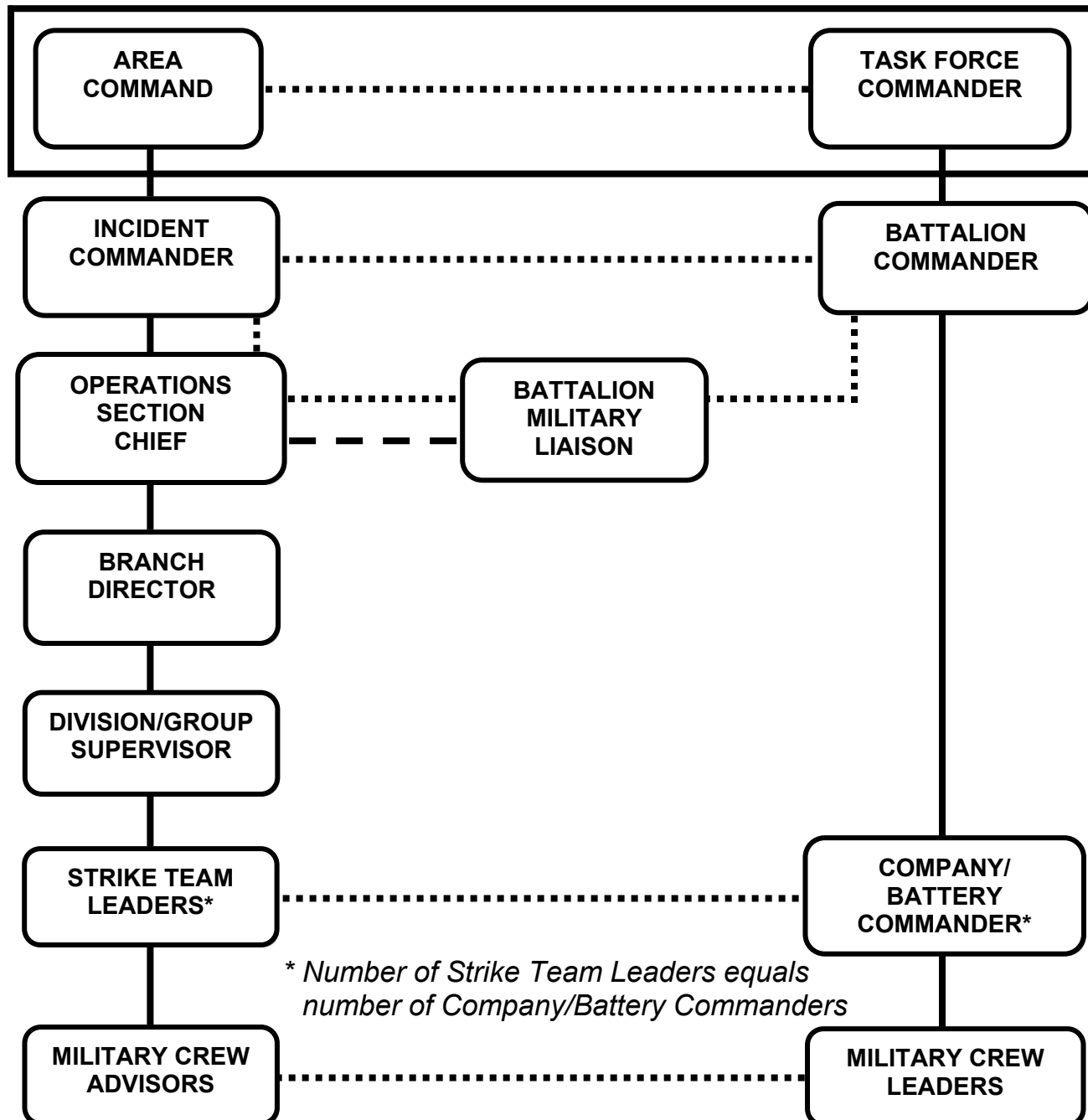
ICS – MILITARY RELATIONSHIP ONE BATTALION



** Number of Strike Team Leaders equals number of Company/Battery Commanders*

- DIRECT RELATIONSHIP
- COORDINATION/ADVISORY ROLE

ICS – MILITARY RELATIONSHIP TWO BATTALION TASK FORCE WITH AREA COMMAND



NATIONAL INTERAGENCY INCIDENT MANAGEMENT SYSTEM

Glossary of Terms for the Incident Command System (ICS)

AGENCY REPRESENTATIVE: An individual assigned to an incident from an assisting or cooperating agency who has been delegated full authority to make decisions on all matters affecting the agency's participation at the incident. Agency Representatives report to the incident Liaison Officer.

AVIATION RESOURCES: Resources assigned to an incident and available for an assignment within three minutes.

BRANCH: The organizational level having functional or geographic responsibility for major segments of incident operations. The branch level is organizationally between section and division/group in the Operations Section, and between section and unit in the Logistics Section.

CAMP: A geographical site(s), within the general incident area, separate from the incident base, equipped and staffed to provide sleeping, food, water, and sanitary services to incident personnel.

CHECK-IN: The process whereby resources first report to an incident. Check-in locations include: Incident Command Post (resource unit), incident base, camps, staging areas, helibases, helispots, or direct to the line.

CLEAR TEXT: The use of plain English in radio communications transmissions. No Ten Codes or agency specific codes are used when using Clear Text.

COMMAND STAFF: The command staff consists of the Information Officer, Safety Officer, and Liaison Officer. They report directly to the Incident Commander and may have an assistant or assistants, as needed.

DIVISION: Divisions are used to divide an incident into geographical areas of operation. Divisions are established when the number of resources exceeds the span-of-control of the Operations Chief. A division is located within the ICS organization between the branch and the task force/strike team.

DOZER: Any tracked vehicle with a front mounted blade used for exposing mineral soil.

ENGINE: Any ground vehicle providing specified levels of pumping, water, and hose capacity, but with less than the specified level of personnel.

GENERAL STAFF: The group of incident management personnel reporting to the Incident Commander. They may each have a deputy, as needed. The General Staff consists of: Operations Section Chief, Planning Section Chief, Logistics Section Chief, and a Finance/Administration Chief.

GROUP: Groups are established to divide the incident into functional areas of operation. Groups are composed of resources assembled to perform a special function not necessarily within a single geographic division. Groups, when activated, are location between branches and resources in the Operations Section (See DIVISION)

HELIBASE: The main location within the general incident area for parking, fueling, maintenance, and lodging of helicopters. It is usually located at or near the incident base.

HELICOPTER MANAGER: The civilian helicopter manager acts as liaison between the aircraft and incident helibases/helisports. Order one manager for each operational helicopter (75 percent AVUM) plus two for rotation, relief, and to assist agency Air Operations Director.

HELISPOT: A natural or improved takeoff and landing area intended for temporary or occasional helicopter use.

INCIDENT ACTION PLAN (IAP): Contains objectives reflecting the overall incident strategy and special tactical actions and supporting information for the next operational period. The IAP may be oral or written. When complete, the IAP may have a number of attachments including: incident objectives, organization assignment list, division assignment, incident radio communication plan, medical plan, traffic plan, safety plan, and incident map. Formerly called shift plan.

INCIDENT BASE: Location at the incident where the primary logistics functions are coordinated and administered. (Incident name or other designator will be added to the term "Base.") The Incident Command Post may be collocated with the base. There is only one base per incident.

INCIDENT COMMAND POST (ICP): Location at which the primary command functions are executed. The ICP may be collocated with the incident base or other incident facilities.

INCIDENT COMMAND SYSTEM (ICS): A standardized on-scene emergency management concept specifically designed to allow its user(s) to adopt an integrated organizational structure equal to the complexity and demands of single or multiple incidents, without being hindered by jurisdictional boundaries.

MESSAGE CENTER: The Message Center is part of the Incident Communications Center and is collocated or placed adjacent to it. The Message Center receives, records, and routes information about resources reporting to the incident, resource status, and administration and tactical traffic.

NATIONAL INTERAGENCY INCIDENT MANAGEMENT SYSTEM (NIIMS): An NWCG-developed program consisting of five major subsystems which collectively provide a total systems approach to all-risk incident management. The subsystems are: The Incident Command System, Training, Qualifications and Certification, Supporting Technologies, and Publications Management.

PATROL UNIT: Any light, mobile unit, having limited pumping and water capacity.

RESOURCE UNIT: Unit within the Planning Section responsible for establishing all incident check-in activities; the preparation and processing of resource status change information; the preparation and maintenance of displays, charts, and lists which reflect the current status and location of suppression resources, transportation, and support vehicles; and maintaining a master check-in list of resources assigned to the incident.

SECTION: That organizational level with responsibility for a major functional area of the incident, such as: operations, planning, logistics, and finance/administration. The section is organizationally between branch and Incident Commander.

SITUATION UNIT: A unit within the Planning Section responsible for the collection and organization of incident status and situation information and the evaluation analysis, and display of that information for use by ICS personnel and agency dispatchers.

SPAN-OF-CONTROL: The supervisory ratio from three-to-seven individuals, with five-to-one being established as optimum.

STAGING AREA: Locations set up at an incident where resources can be placed while awaiting a tactical assignment on a three (3) minute available basis. Staging Areas are managed by the Operations Section.

STRIKE TEAM: Specified combinations of the same kind and type of resources, with common communications, and a leader.

TASK FORCE: Any combination of single resources assembled for a particular tactical need, with common communications and a leader. A Task Force may be pre-established and sent to an incident, or formed at an incident.

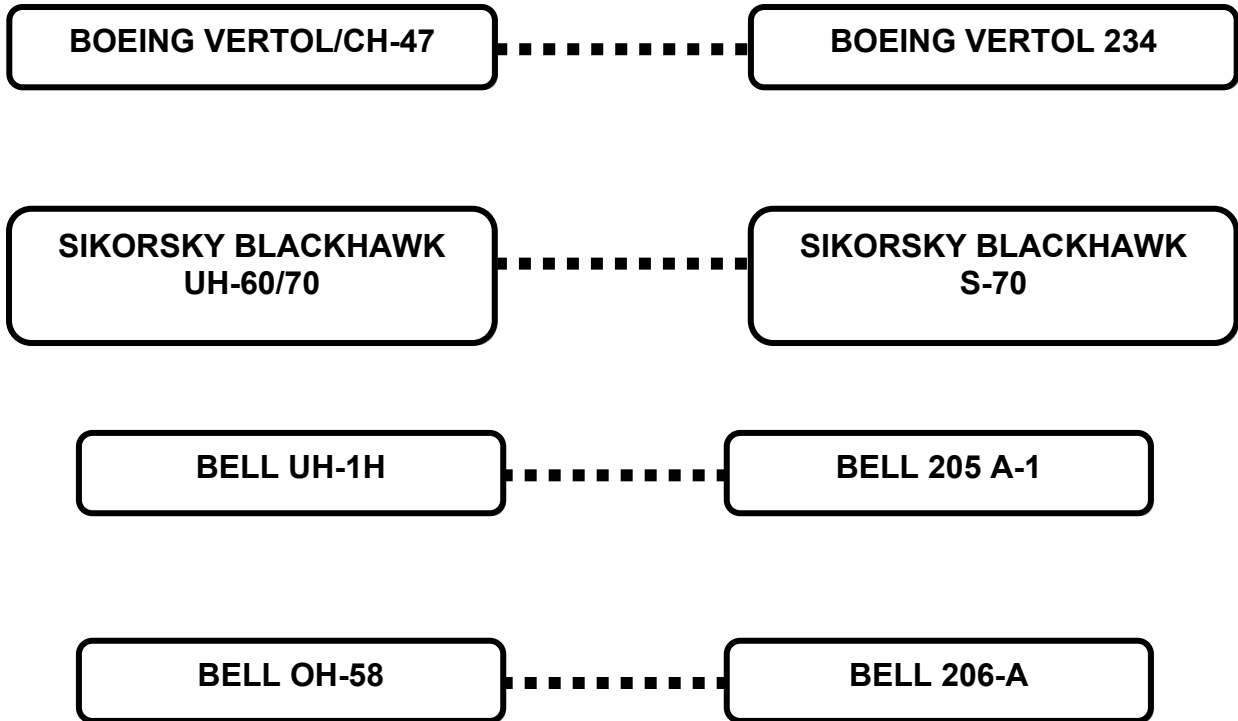
TRACTOR PLOW: Any tractor with a plow for constructing fireline by exposing mineral soil. Also as a resource for typing purposes, a tractor plow includes the transportation and personnel for its operation.

UNIFIED COMMAND: In ICS, unified command is a unified team effort which allows all agencies with jurisdictional responsibility for the incident, either geographical or functional, to manage an incident by establishing a common set of incident objectives and strategies. This is accomplished without losing or abdicating authority, responsibility or accountability.

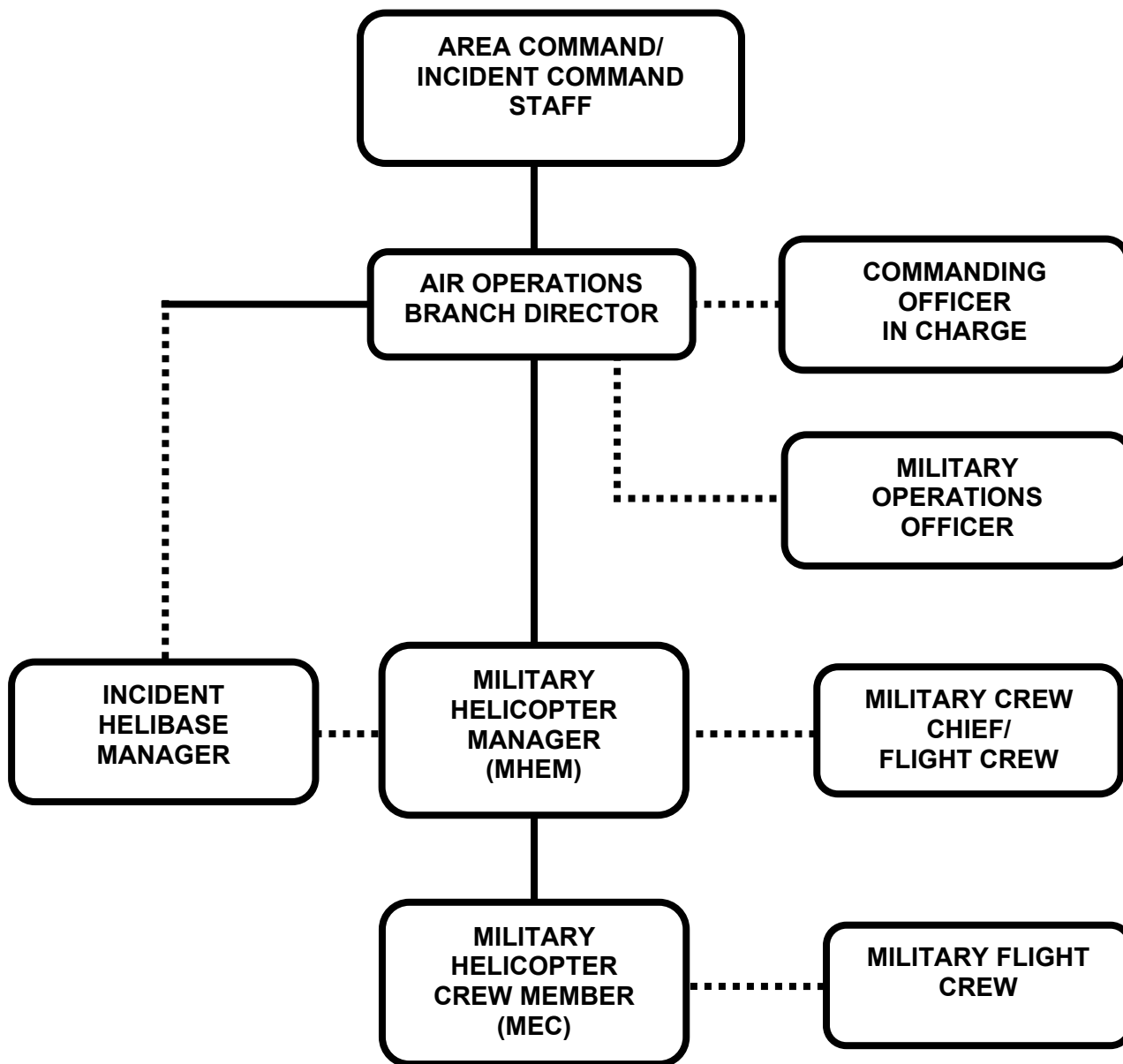
UNIT: The organizational element of an incident having functional responsibility for a specific activity in the planning, logistics, or finance/administration activity.

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MILITARY TO CIVILIAN HELICOPTER COMPARISON

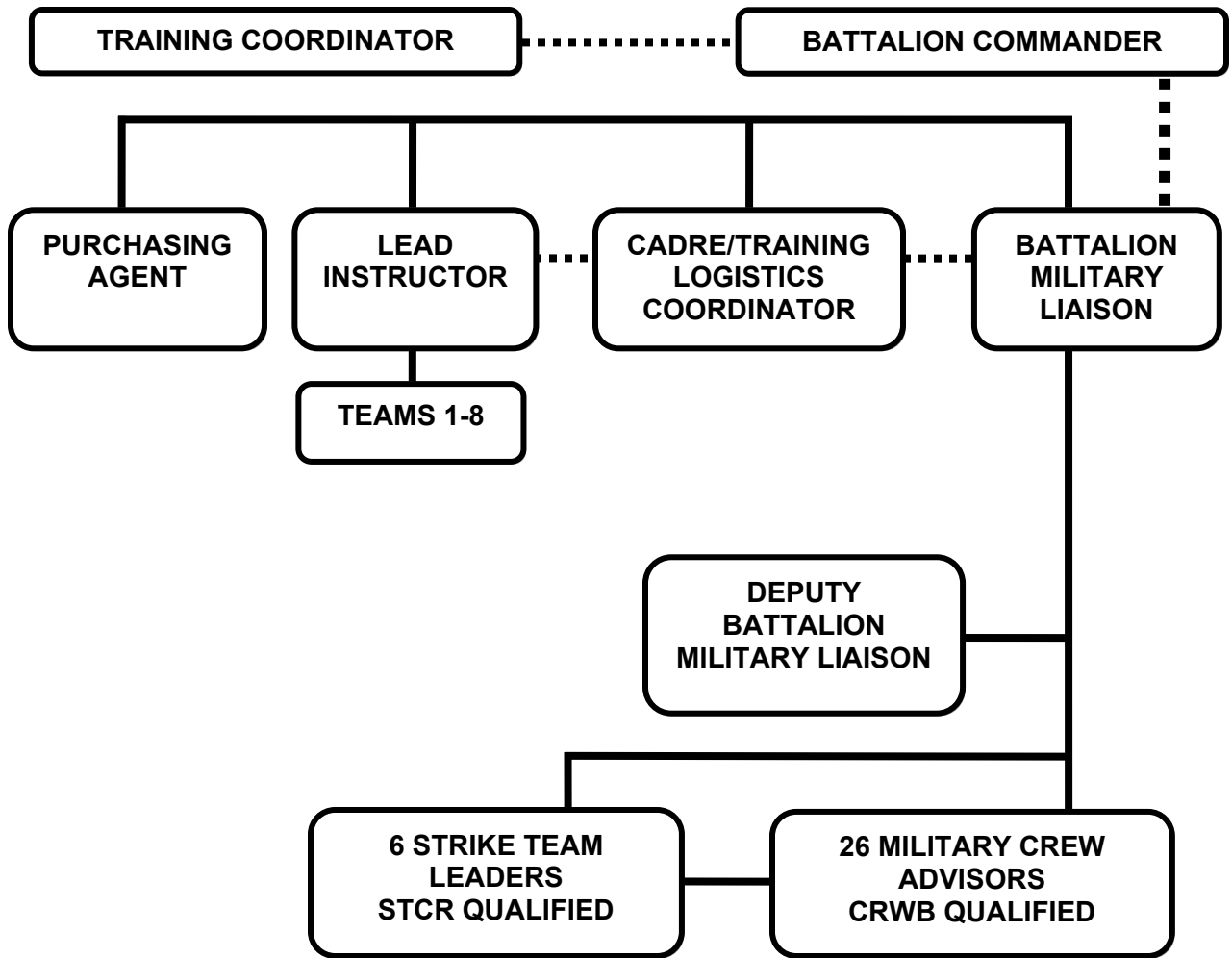


ICS – MILITARY RELATIONSHIP AVIATION



———— DIRECT RELATIONSHIP
..... COORDINATION/ADVISORY ROLE

TRAINING CADRE ORGANIZATION AND STAFFING



———— DIRECT RELATIONSHIP
..... COORDINATION/ADVISORY ROLE

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COMMON MOBILIZATION ISSUES AND QUESTIONS

G1 ISSUES

1. No civilian clothes – What about redeploy for emergency leave?
2. Postal address of incident(s).
3. PX support – What is available to soldiers?
4. Pay support – Are check cashing facilities available?
5. Personnel replacements – What is the policy of replacing soldiers evacuated due to injury or emergency leave?

G4 ISSUES

1. Are Class I (meals) items provided during deployment?
2. Is potable water supply support provided?
3. Are tents required for billeting troops? If so, type and quantity?
4. Will NIFC provide tents, heaters, and lights?
5. Are all firefighting tools provided?
6. Are pin-on name plates and rank required?
7. Can we DX our OCIE at a nearby Army installation? What is the designated military support installation for each site?
8. Will bulk POL (petroleum, oil, lubricants) and common packaged POL be provided? If so, do we need bulk fuel tankers? Is aviation fuel (tested and certified) available? If so, bulk, retail, location? Who will retail to us?
9. Are Class VI (personal comfort) items available at incidents? If not, who can we coordinate with to arrange for mobile PX-type support? What is the distance from soldier billets? Will personnel shuttle bus be available from shopping area to living area?
10. Is Material Handling Equipment (MHE) required? MHE – loaders, forklifts, etc.
11. Does NIFC provide transportation from airport to fire camp? PAX? Cargo?
12. Is ground transportation provided for shuttling troops to the fireline? For unit cargo carrying? For extended trip to airport or emergency leave?

13. What aircraft ground support equipment should be shipped? What will be provided? By whom?
14. Will contract ice be available?

G4 ISSUES Division Transportation Officer (DTO)

1. Type and number of aircraft for PAX?
2. Type and number of aircraft for cargo?
3. Estimated time aircraft will arrive at embarkation airport?
4. Schedule time for TF #1 departure?
5. Schedule time for TF #2 departure?
6. Confirm APOD for TF #1 and TF #2?
7. Availability of MHE at APOD and fire camp?
8. What type of transportation assets are available for onward movement of PAX from APOD to fire camp?
9. What is the distance between APOD(s) and fire camp?
10. What type of transportation assets are available for onward movement of Red TAT TF cargo (tents, etc.) from APOD to fire camp?
11. What type of transportation is available for personnel during non-duty hours?

DIVISION SURGEON

1. Class VIII resupply – mechanism and delivery time frames?
2. Patient evacuation – communications and availability?
3. Hospitalization – availability and tracking of hospitalized soldiers?
4. Transportation of Battalion Aid Station (BAS) equipment from APOD to field site and return?
5. Medical treatment of non-military patients by medical personnel – authorization, legality, expectations?

COMPTROLLER/RESOURCE MANAGEMENT ISSUES

1. What items will NIFC and NORTHCOM fund in support of military firefighters?
2. How does an installation bill NIFC and NORTHCOM? What supporting documentation will be required?
3. Will NIFC or NORTHCOM reimburse the Division for the Advance Party TDY?
4. Will we receive funding for our aviation support or will that be charged against our flying hour program?
5. Who will pay for individual clothing/equipment losses to the soldier due to firefighting?
6. Who will pay for organizational equipment losses to the units due to firefighting?
7. What is a Resource Order Number?
8. What is a fiscal code?
An accounting term used by fire agencies. Agency and incident specific fiscal code.
Example: 2821-HU-2Z4T (BLM), P42Z4T (USFS)

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MILITARY CREW ADVISOR CHECKLIST *FIELD TRAINING*

Each subject area is to be initialed when completed.

- _____ 1. Identify safety training involving both the Watch Out Situations and the Standard Firefighting Orders. Relate these to the specific fire assignment.
 - a. What constitutes good escape routes.
 - b. What constitutes a good anchor point.
 - c. Examples of natural and man-made barriers.
 - d. Emphasize need for, and role of, lookouts.
 - e. Point out general hazards.
 - f. Procedures for protection of retardant/water drop.

- _____ 2. Demonstrate use of personal protective equipment (PPE).
 - a. Use of gloves to protect hands.
 - b. Use of goggles to protect eyes.
 - c. Stress protection of fire shelter. (Avoid direct flame.)
 - d. Inspection of the fire shelter.
 - e. Correct procedure for selecting and preparing a site for deployment of a fire shelter.
 - f. The fire shelter is a last resort.

- _____ 3. Demonstrate proper use, transportation and maintenance of hand tools. Tool guards are to be kept in place when hand tools are transported.
 - a. Correct hand tool inspection techniques.
 - (1) Perform field maintenance given hand tools.
 - (2) Demonstrate the proper sharpening techniques.

- _____4. Correct methods of line construction.
- a. Demonstrate line construction techniques for the following fire suppression practices: hotspotting, cold trailing, cup trenching, scratch lining, and fireproofing.
 - b. Demonstrate proper hand tools commonly used for: line construction, hotspotting, and mop-up.
 - c. Explain construction of a cup trench line on a steep slope.
 - d. Demonstrate limbing up.
 - e. Demonstrate water bar construction.
 - f. Describe safety procedures working around dozers, tractor plows, and engines.
- _____5. Proper crew coordination techniques. (Stress spacing.)
- a. Identify coordinated crew techniques for line construction: one-lick, bump-up, and cold trail.
 - b. Identify line construction components using coordinated crew techniques and
 - (1) Spacing when walking and working with fireline hand tools.
 - (2) Fireline standards.
 - (3) Intra-crew communications.
 - (4) Hand tool selection for line construction.

(continued on next page)

- _____6. Securing the control line.
- a. Describe how senses aid in detecting burning materials (sight, touch, smell, and hearing).
 - b. Demonstrate extinguishing burning materials by mixing with soil and water.
 - c. Discuss proper body position for carrying backpack pump.
 - (1) Lift with your legs and keep your back straight.
 - (2) Maintain good footing and stance.
 - (3) Direct streams in swing motion parallel to fire and at base of flame.
 - d. Describe precautions when applying water to hot materials.
 - e. Discuss machine piles adjacent to the control line.
 - f. Demonstrate the technique of cold trailing.
 - g. State conditions requiring additional work for water or retardant line.
- _____7. Given a hard hat, head lamp and batteries, assemble the head lamp, attach it to the hard hat, and turn on light.

(continued on next page)

- _____8. Discuss basic helicopter safety.
- a. A helitack member will be stationed at each helicopter landing area to supervise air operations and enforce safety regulations.
 - b. You will receive a safety briefing from a helitack member or the pilot before boarding the aircraft.
 - (1) Wear Nomex fire pants and shirt. Keep sleeves rolled down and collar up to get maximum protection. Wear leather work gloves. Wear hard hat with the chin strap down.
 - (2) On most helicopters, approach in a slight crouch from the front or side in full view of the pilot.
 - (3) Never run when approaching or leaving a helicopter.
 - (4) Trained helicopter personnel will carry equipment.
 - (5) If any item is blown away, do not run after it or try to grab it.
 - (6) Helitack personnel will open and close the helicopter doors.
 - (7) Before takeoff, fasten and adjust seat belt.
 - (8) Do not open any doors unless directed to do so.
 - (9) Follow helitack directions when exiting a helicopter.
 - (10) Smoking is not allowed on helicopter flights.

MILITARY FIREFIGHTER TRAINING CERTIFICATION

INSTRUCTIONS: This statement certifies that the military crew has completed prescribed classroom and field training. It is to be signed by the Military Crew Advisor (MCAD) and the Officer in Charge (OIC) of each military crew upon completion of classroom and field training. When completed, statements are to be submitted by the MCAD to the Battalion Military Liaison (BNML).

Military Unit Designation _____ Crew Designation _____

The military crew identified above has completed the following training:

_____ Classroom training, to include:

- Orientation to assignment
- Fire behavior
- Standard Firefighting Orders
- Watch Out Situations
- Fire shelter deployment

_____ Field training consisting of demonstration, discussion, and practice of the following (see Military Crew Advisor Checklist):

- Safety procedures (including mitigation steps for each of the Watch Out Situations, retardant drops, poisonous plants, and related hazards)
- Use of personal protective equipment (including fire shelter)
- Use, transportation, and maintenance of hand tools
- Methods of line construction
- Crew coordination techniques
- Securing the control line
- Basic helicopter safety

COMMENTS:

DATE _____

SIGNATURES:

MCAD _____

OIC _____

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HELICOPTER PAINT SCHEMES

Exhibit 15 contains National Guard Blackhawk helicopter paint scheme designs taken from the 2003 California Interagency Military Helicopter Firefighting Program Operating Plan.

PROFILE

- PAINTED NUMBERS ARE APPROXIMATELY 3 FEET HIGH.
- NUMBERS ARE STILL VISIBLE WHEN AIRCRAFT CABIN DOOR IS OPEN.
- COLOR SWASHES ON FORE AND AFT PORTIONS OF AIRFRAME.
- AIRCRAFT CAN BE PAINTED IN DIFFERENT HI-VIS COLOR TO DIFFERENTIATE AIRCRAFT OR TO CONTRAST WITH VARIOUS TOPOGRAPHIC AREAS

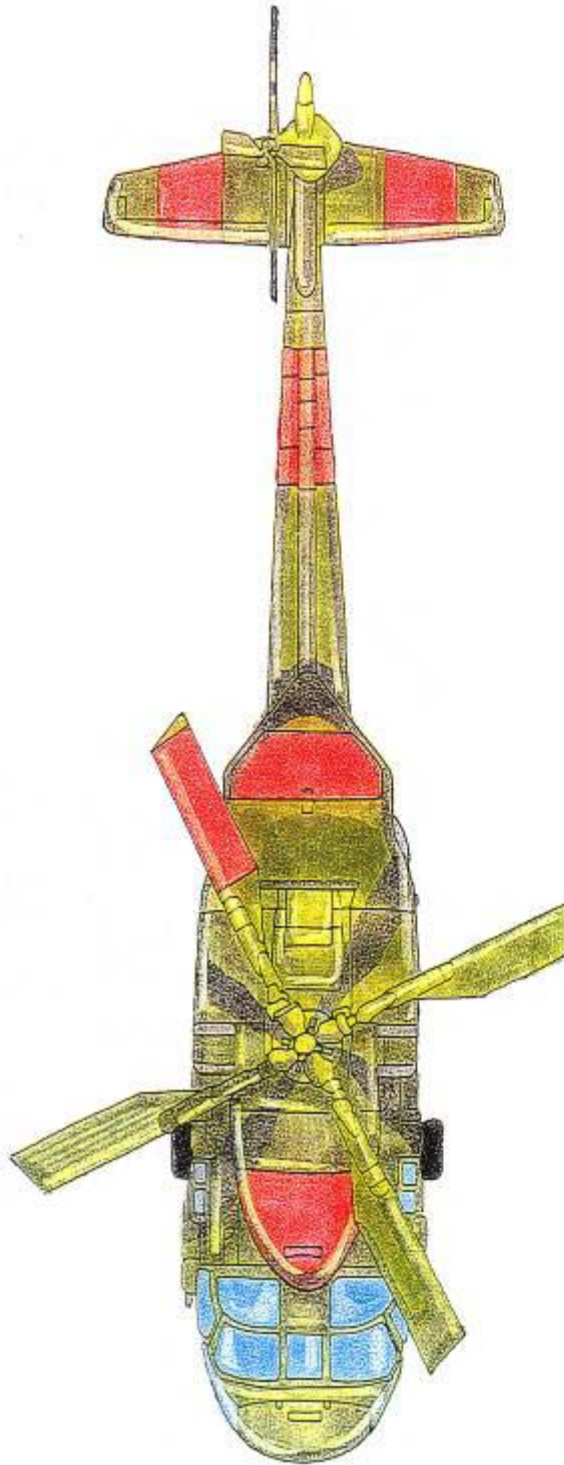


PAINT SCHEME DESIGNS
NATIONAL GUARD BLACKHAWK HELICOPTERS

DESIGNS BY BRIAN ESTES
BASELINE HELITACK

OVERHEAD

- COLOR SWASHES ON HORIZONTAL STABILIZER.
- AIRCRAFT CAN BE PAINTED IN DIFFERENT HI-VIS COLOR TO DIFFERENTIATE AIRCRAFT OR TO CONTRAST WITH VARIOUS TOPOGRAPHIC AREAS.
- AIRCRAFT PAINTED USING HI-VISIBILITY WASHABLE TEMPERA.

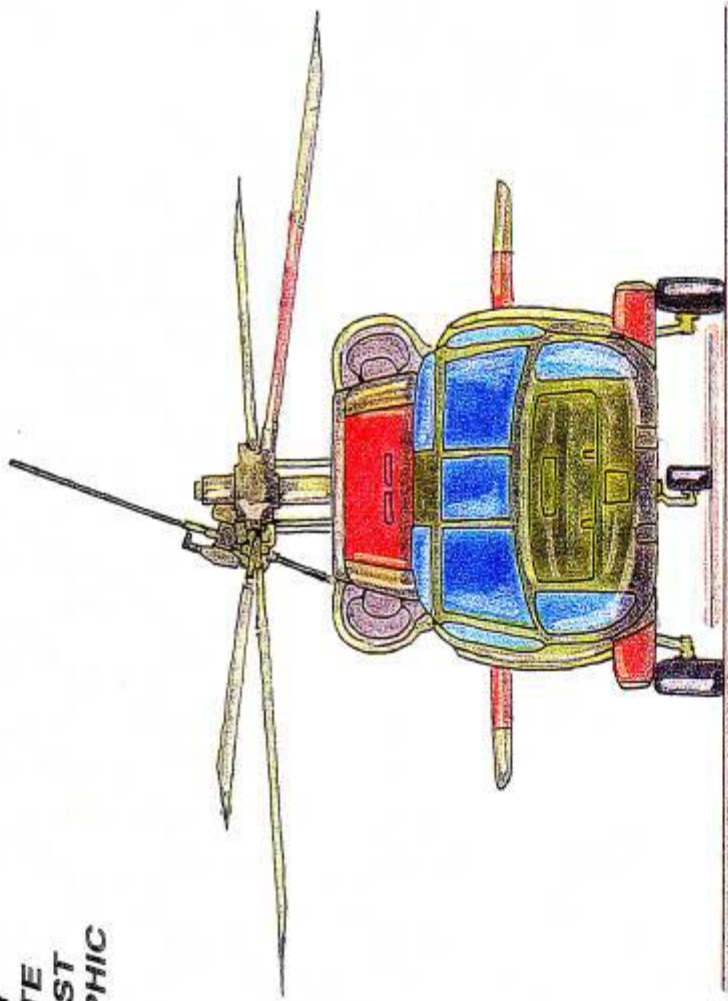


PAINT SCHEME DESIGNS
NATIONAL GUARD BLACKHAWK HELICOPTERS

DESIGNS BY BRIAN ESTES
BASELINE HELITACK

HEAD-ON

- APPLICATION OF PAINT TO COWLINGS IS ACCOMPLISHED BY USING AIR LADDERS.
- AIRCRAFT CAN BE PAINTED IN DIFFERENT HI-VISIBILITY COLORS TO DIFFERENTIATE AIRCRAFT OR TO CONTRAST WITH VARIOUS TOPOGRAPHIC AREAS.



PAINT SCHEME DESIGNS
NATIONAL GUARD BLACKHAWK HELICOPTERS

DESIGNS BY BRIAN ESTES
BASELINE HELITACK

Insignia of the United States Armed Forces – Officers

O-1 O-2 O-3 O-4 O-5 O-6 O-7 O-8 O-9 O-10 SPECIAL

ARMY

										
										
Second Lieutenant (2LT)	First Lieutenant (1LT)	Captain (CPT)	Major (MAJ)	Lieutenant Colonel (LTC)	Colonel (COL)	Brigadier General (BG)	Major General (MG)	Lieutenant General (LTG)	General (GEN)	General of the Army (GA)

MARINES

										
Second Lieutenant (2ndLT)	First Lieutenant (1stLT)	Captain (Capt)	Major (Maj)	Lieutenant Colonel (LtCol)	Colonel (Col)	Brigadier General (BGen)	Major General (MajGen)	Lieutenant General (LtGen)	General (Gen)	

NAVY

										
										
Ensign (ENS)	Lieutenant Junior Grade (LTJG)	Lieutenant (LT)	Lieutenant Commander (LCDR)	Commander (CDR)	Captain (CAPT)	Rear Admiral Lower Half (RADM)(L)	Rear Admiral Upper Half (RADM)(U)	Vice Admiral (VADM)	Admiral (ADM)	Fleet Admiral (FADM)

AIR FORCE

										
Second Lieutenant (2d Lt)	First Lieutenant (1st Lt)	Captain (Capt)	Major (Maj)	Lieutenant Colonel (Lt Col)	Colonel (Col)	Brigadier General (Brig Gen)	Major General (Maj Gen)	Lieutenant General (Lt Gen)	General (Gen)	

COAST GUARD

										
										
Ensign (ENS)	Lieutenant Junior Grade (LTJG)	Lieutenant (LT)	Lieutenant Commander (LCDR)	Commander (CDR)	Captain (CAPT)	Rear Admiral Lower Half (RADM)(L)	Rear Admiral Upper Half (RADM)(U)	Vice Admiral (VADM)	Admiral (ADM)	

Insignia of the United States Armed Forces – Enlisted

E-1 E-2 E-3 E-4 E-5 E-6 E-7 E-8 E-9 SENIOR ENLISTED ADVISORS

ARMY

no insignia											
Private E-1 (PV1)	Private E-2 (PV2)	Private First Class (PFC)	Specialist (SPC)	Sergeant (SGT)	Staff Sergeant (SSG)	Sergeant First Class (SFC)	Master Sergeant (MSG)	First Sergeant (1SG)	Sergeant Major (SGM)	Command Sergeant Major (CSM)	Sergeant Major of the Army (SMA)

MARINES

no insignia											
Private (Pvt)	Private First (PFC)	Lance Corporal (LCpl)	Corporal (Cpl)	Sergeant (Sgt)	Staff Sergeant (SSgt)	Gunnery Sergeant (GySgt)	Master Sergeant (MSGt)	First Sergeant (1stSgt)	Master Gunnery Sergeant (MGySgt)	Sergeant Major (SgtMaj)	Sergeant Major of the Marine Corps (SgtMajMC)

NAVY

no insignia										
Seaman Recruit (SR)	Seaman Apprentice (SA)	Seaman (SN)	Petty Officer Third Class (PO3)	Petty Officer Second Class (PO2)	Petty Officer First Class (PO1)	Chief Petty Officer (CPO)	Senior Chief Petty Officer (SCPO)	Master Chief Petty Officer (MCPO)	Force or Fleet Chief Petty Officer (FORMC) (FLTMC)	Master Chief Petty Officer of the Navy (MCPON)

AIR FORCE

no insignia													
Airman Basic (AB)	Airman (Amn)	Airman First Class (A1C)	Senior Airman (SrA)	Staff Sergeant (SSgt)	Technical Sergeant (TSgt)	Master Sergeant (MSgt)	First Sergeant (E-7)	Senior Master Sergeant (SMSgt)	First Sergeant (E-8)	Chief Master Sergeant (CMSgt)	First Chief Master Sergeant (E-9)	Command Chief Master Sergeant (CCM)	Chief Master Sergeant of the Air Force (CMSAF)

COAST GUARD

Seaman Recruit (SR)	Seaman Apprentice (SA)	Seaman (SN)	Petty Officer Third Class (PO3)	Petty Officer Second Class (PO2)	Petty Officer First Class (PO1)	Chief Petty Officer (CPO)	Senior Chief Petty Officer (SCPO)	Master Chief Petty Officer (MCPO)	Command Master Chief (CMC)	Master Chief Petty Officer of the Coast Guard (MCPD-CG)

Warrant

ARMY

Warrant Officer (WO1)	Chief Warrant Officer (CW2)	Chief Warrant Officer (CW3)	Chief Warrant Officer (CW4)	Chief Warrant Officer (CW5)

NAVY

Chief Warrant Officer (CW02)	Chief Warrant Officer (CW03)	Chief Warrant Officer (CW04)

MARINES

Warrant Officer (WO)	Chief Warrant Officer (CW02)	Chief Warrant Officer (CW03)	Chief Warrant Officer (CW04)	Chief Warrant Officer (CW05)

COAST GUARD

Chief Warrant Officer (CW02)	Chief Warrant Officer (CW03)	Chief Warrant Officer (CW04)

COMMON MILITARY TERMS

- Assign:**
1. The placement of units or personnel in an organization where such placement is relatively permanent and/or such organization controls and administers the units or personnel for the primary function, or greater portion of the functions, of the unit or personnel.
 2. The detailing of individuals to special duties or functions where such duties or functions are primary and/or relatively permanent.
- Attach:**
1. The placement of units or personnel in an organization where such placement is relatively temporary. Subject to the limitations of the attachment order, the commander of the formation, unit, or organization receiving the attachment will exercise the same degree of command and control as he does over units and persons belonging to his command. However, the responsibility for transfer and promotion of personnel will normally be retained by the parent formation, unit, or organization.
 2. The detailing of individuals to specific functions where such functions are secondary or relatively temporary.
- Battery:**
1. Tactical and administrative artillery unit or subunit corresponding to a company or similar unit.
 2. All guns, torpedo tubes, searchlights, or missile launchers of the same size or caliber or used for the same purpose, either installed on one ship or otherwise operating as an entity.
- Billet:**
1. Shelter for troops.
 2. To quarter troops.
 3. A personnel position or assignment which may be filled by one person.
- Chain of Command:** The succession of commanding officers and non-commissioned officers from a superior to a subordinate through which command is exercised.
- Collection Point:** A point designated for the assembly of personnel casualties, prisoners of war, stragglers, disabled material or salvage for further movement to collecting stations or rear installations.
- Command:**
1. The authority which a commander in the military service lawfully exercises over his subordinates by virtue of rank or assignment. Command includes the authority and responsibility for effectively using available resources and for planning the employment of, organize, directing, coordinating, and controlling military forces for the accomplishment of assigned missions. It also includes responsibility for health, welfare, morale and discipline of assigned personnel.

Command (cont.):	<ol style="list-style-type: none">2. An order given by a commander—that is, the will of the commander expressed for the purpose of bringing about a particular action.3. A unit or units, an organization or an area under the command of one individual.
Command Post:	A unit's or subunit's headquarters where the commander and the staff perform their activities.
Critical Point:	<ol style="list-style-type: none">1. A key geographical point or position important to the success of an operation.2. In point of time, a crisis or a turning point in an operation.3. A selected point along a line of march used for reference in giving instructions.4. A point where there is a change of direction or change in slope in a ridge or stream.5. Any point along a route of march where interference with a troop movement may occur.
Deadline:	<p>To remove a vehicle or piece of equipment from operation or use for one of the following reasons:</p> <ol style="list-style-type: none">a. Is inoperative due to damage, malfunctioning, or necessary repairs. The term does not include items temporarily removed from use by reason of routine maintenance and repairs which do not affect the combat capability of the item.b. Is unsafe.c. Would be damaged by further use.
Deploy:	In a strategic sense, to relocate forces to desired areas of operations.
Distance:	The space between adjacent men, vehicles, or units in a formation measured from front to rear.
Echelon:	<ol style="list-style-type: none">1. A subdivision of a headquarters; i.e., forward echelon, rear echelon.2. Separate level of command. As compared to a regiment, a division is a higher echelon; a battalion is a lower echelon.
Front:	<ol style="list-style-type: none">1. The lateral space occupied by an element, measured from the extremity of one flank to the extremity of the other flank.2. The direction of the enemy.3. The line of contact of two opposing forces.
General Orders:	Permanent instructions issued in order from that apply to all members of a command, as compared with special orders which affect only individuals or small groups. General orders are usually concerned with matters of policy or administration.
Helicopter Landing Zone:	A specified ground area for landing assault helicopters to embark or disembark troops and/or cargo. A landing zone may contain one or more landing sites.

HMMWV:	High Mobility Multi-wheeled Vehicle; a multi-purpose vehicle used for command and control, ambulance, personnel carrier--seats four to six, based on configuration.
Lines of Communication:	All of the routes, land, water and air, which connect an operating military force with a base of operations, and along which supplies and reinforcements move.
Logistics:	<p>The science of planning and carrying out the movement and maintenance of forces. In its most comprehensive sense, those aspects of military operations which deal with:</p> <ol style="list-style-type: none">a. Design and development, acquisition, storage, movement, distribution, maintenance, evacuation, and disposition of material.b. Movement, evacuation, and hospitalization of personnel.c. Acquisition or construction, maintenance, operation and disposition of facilities.d. Acquisition or furnishing of services.
Mission:	<ol style="list-style-type: none">1. The objective; the task together with the purpose which clearly indicate the action to be taken and the reason therefore.2. In common usage, especially when applied to lower military units, a duty assigned to an individual or unit, a task.3. The dispatching of one or more aircraft to accomplish one particular task.
Objective:	The physical object of the action taken; i.e., a definite tactical feature, the seizure and/or holding of which is essential to the commander's plan.
Occupy:	To take possession of or to remain in a place or area.
Operation Order:	(OPORD) A directive, usually formal, issued by a commander to subordinate commanders for the purpose of effecting the coordinated execution of an operation.
Order:	A communication, written, oral, or by signal, which conveys instructions from a superior to a subordinate. In a broad sense, the term "order" and "command" are synonymous. However, an order implies discretion as to the details of execution whereas a command does not.
Organize:	To prepare a position or terrain for defense.
Patrol:	A detachment of ground, sea, or air forces sent by larger unit for the purpose of gathering information or carrying out a destructive, harassing mopping-up, or security mission.
Reconnaissance:	A mission undertaken to obtain, by visual observation or other detection methods, information about the activities and resources of an enemy or

potential enemy; or to secure data concerning the meteorological hydrographic, or geographic characteristics of a particular area.

- Reinforce: To strengthen by the addition of personnel or military equipment.
- Reserve: A fraction of a unit held initially under the control of a unit leader as a maneuvering element to influence future action.
- Secure: To gain possession of a position or terrain feature with or without force, and to make such disposition as will prevent, as far as possible, its destruction or loss by enemy action.
- Site: The position of anything; i.e., the position of a gun emplacement.
- Support:
1. The action of a force which aids, protects, complements, or sustains another force in accordance with a directive requiring such action.
 2. A unit which helps another unit in battle.
 3. A party of any unit held back at the beginning of an attack as a reserve.
 4. An element of a command that assists, protects, or supplies other forces in combat.
- Tactics:
1. The employment of units in combat.
 2. The ordered arrangement and maneuver of units in relation to each other and/or to the enemy in order to realize their full potentialities.
- Unit: Any military element whose structure is prescribed by component authority, such as a table of organization and equipment; specifically part of an organization.

MILITARY ABBREVIATIONS AND ACRONYMS

O-1/O-2	Lieutenant	2LT/1LT
O-3	Captain	CPT
O-4	Major	MAJ
O-5	Lieutenant Colonel	LTC
O-6	Colonel	COL
S-1	Adjutant; i.e., Personnel	
S-2	Intelligence	
S-3	Operations	
S-4	Logistics/Supply	
WO	Warrant Officer (1, 2, 3, 4, 5)	
AAFES	Army and Air Force Exchange System	
ADVON	Advanced Echelon	
APOD	Aerial Port of Debarkation	
ASL	Authorized Stockage List	
ASO	Aviation Safety Officer	
AVIM	Aviation intermediate maintenance – intermediate maintenance which includes changing engines, major components, etc. Provided by the deploying unit.	
AMCOM	Aviation and Missile Command Representative headquartered at Huntsville, Alabama. Can provide authorization and maintenance facilities, parts, etc., and liaison to military aviation field units.	
AVUM	Aviation Unit Maintenance – normal day-to-day maintenance required for operational flying.	
BAS	Battalion Aid Station	
Battalion	550 to 800 military personnel	
CH-47	Chinook helicopter	

Company	150 to 180 military personnel
CRT	Closed Circuit Refueling Nozzle
Dust-Off	Dedicated Medical Evacuation Aircraft
FARP	Forward arming and refueling point
HEMTT	Heavy Expanded Mobile Tactical Truck; if aviation support, a six-wheel, 2,500 gallon fuel tanker (M978). Requires one C-130 to transport each HEMTT.
HMMWV	High Mobility Multi-purpose Wheeled Vehicle
IP	Instructor Pilot
MHE	Material Handling Equipment
MWR	Morale, Welfare, & Recreation
OCIE	Organizational Clothing and Individual Equipment
OPCON	Operation Control
ORORD	Operational Order
Platoon	36 to 48 military personnel
PPR	Prior Permission Request
POC	Point of Contact
Scamp	Small crane with a 30' boom and 6,000 lb. capacity
SP	Standardization Pilot
TACON	Tactical Control
TOC	Tactical Operations Center
UH-1H	"Huey" helicopter, similar to a Bell 205
UH-1B	"Huey" helicopter, similar to a Bell 204
UH-60	Blackhawk helicopter

STANDARD FIREFIGHTING ORDERS

1. Keep informed on fire weather conditions and forecasts.
2. Know what your fire is doing at all times.
3. Base all actions on current and expected behavior of the fire.
4. Identify escape routes and safety zones, and make them known.
5. Post lookouts when there is possible danger.
6. Be alert. Keep calm. Think clearly. Act decisively.
7. Maintain prompt communications with your forces, your supervisor and adjoining forces.
8. Give clear instructions and insure they are understood.
9. Maintain control of your forces at all times.
10. Fight fire aggressively, having provided for safety first.

WATCH OUT SITUATIONS

1. Fire not scouted and sized up.
2. In country not seen in daylight
3. Safety zones and escape routes not identified.
4. Unfamiliar with weather and local factors influencing fire behavior.
5. Uninformed on strategy, tactics, and hazards.
6. Instructions and assignments not clear.
7. No communication link with crew members or supervisor.
8. Constructing line without safe anchor point.
9. Building fireline downhill with fire below.
10. Attempting frontal assault on fire.
11. Unburned fuel between you and fire.
12. Cannot see main fire; not in contact with someone who can.
13. On a hillside where rolling material can ignite fuel below.
14. Weather becoming hotter and drier.
15. Wind increases and/or changes direction.
16. Getting frequent spot fires across line.
17. Terrain and fuels make escape to safety zones difficult.
18. Taking a nap near fireline.