



## NATIONAL INTERAGENCY FIRE CENTER

3833 S. Development Avenue  
Boise, Idaho 83705-5354

April 15, 2012

To: Agency Personnel

From: Fire and Aviation Directors;  
Bureau of Land Management  
Forest Service  
U.S. Fish and Wildlife Service  
National Park Service

Subject: Errata to *Interagency Standards for Fire and Fire Aviation Operations* (January 2012)

In 2004, the Federal Fire and Aviation Leadership Council chartered the Federal Fire and Aviation Task Group (FFATG) to annually revise, publish, and distribute the federal *Interagency Standards for Fire and Fire Aviation Operations*, also known as “the Red Book”. The 2012 Red Book was issued on January 1, 2012.

Annually, the FFATG provides updates and corrections to the Red Book by issuing an errata statement. This document provides errata to the 2012 Red Book. Please incorporate the following updates and corrections to the *Interagency Standards for Fire and Fire Aviation Operations* (January 2012).

On page 2 of the Interagency Cover Letter:

Replace “Dan Buckley, NPS” with “Mark Koontz, NPS”

On page 02-7, delete the text in item 6, and replace with the following text:

6. Publishes decisions in the Wildland Fire Decision Support System (WFDSS) as per chapter 11.

On page 02-08, delete the text in item 16, and replace with the following text:

16. Provides a written Delegation of Authority, copy of the Wildland Fire Decision Support System (WFDSS) Published Decision, and an Agency Administrator Briefing to Incident Management Teams.

On page 02-12, delete the text in item 28, and replace with the following text:

28. Ensures that an accurate and defensible decision is published in the Wildland Fire Decision Support System (WFDSS) for all fires that escape initial attack.

On page 02-12, delete the text in item 29, and replace with the following text:

29. Ensures that an accurate and defensible decision is published in the Wildland Fire Decision Support System (WFDSS) for all fires managed for multiple objectives.

On page 2-33, line 12, insert the following text:

### **BLM Fire Suppression Modules**

BLM Fire Suppression Modules are comprised of 5-10 firefighters and are used primarily for wildfire suppression, fuels reduction, and other fire management duties. They are capable of performing self-contained initial attack suppression operations, and can generally provide incident management capability up to the Type 5 level.

### **BLM Fire Suppression Module Minimum Standards**

- Members: Agency only, qualified as FFT2
- Size: 5-10 firefighters
- Leadership qualifications: One supervisor qualified as any Single Resource Boss and ICT5, and two additional Module members qualified as FFT1
- Saw capability: 2 module members qualified as FALA
- Transportation: 4x4 vehicle(s) sufficient to transport the Module, firefighting tools, and equipment.
- Communication: 2 programmable radios
- Logistics: Operationally self-sufficient for 48 hours; purchase card authority recommended.

### **BLM Fire Suppression Module Mobilization**

BLM Fire Suppression Modules will be statused, tracked, and mobilized in the ROSS system, using the resource identifier “Module, Suppression”.

On page 02-37, delete lines 4 and 5, and replace with the following text:

- BLM engines operating with 4 personnel will always have an FFT1 (other than the Captain). The Captain must be qualified as ICT5.

On page 02-38, delete lines 4 through 9, and replace with the following text:

<sup>2</sup> WCF class 650 and 668 driver and maintenance training may be conducted at the unit/zone/state level utilizing qualified and experienced 650 and 668 operators, with prior approval and oversight by the NFEP. The NFEP maintains a list of qualified cadre members to assist as needed. NFEP staff are available as unit instructors; the hosting unit is responsible for course coordination.

Units conducting WCF class 650 and 668 training courses will notify NFEP staff of their intent to conduct the training, target class size (including ability to accept outside students), and assistance needed from NFEP. All training courses must use course materials available on the BLM Fire Operations website, and all course objectives and instructional hour requirements must be met. Upon course completion, the course coordinator will provide a roster of students recommended for driver certification to the NFEP. Course coordinators will use the course completion sheet on the BLM Fire Operations website.

NFEP will assist with costs associated with getting 650 and 668 vehicles to and from training sites, and operations during training. Per Diem and labor costs for cadre will be covered by the NFEP on a case by case determination. All expenses charged to NFEP must be pre-authorized by NFEP staff.

On page 02-39, line 36, insert the following text:

**BLM Smokejumper Mission**

BLM smokejumper aircraft are dispatched with a standard load of 8 smokejumpers and equipment to be self-sufficient for 48 hours. A typical smokejumper mission takes 30 minutes over a fire. A spotter (senior smokejumper in charge of smokejumper missions) serves as the mission coordinator on smokejumper missions. This may include coordinating airspace over a fire until a qualified ATGS arrives.

On page 02-44, delete lines 19-25, and replace with the following text:

- BLM Approvers of WFDSS decisions are displayed in the DOI WFDSS Approval Requirements table (chapter 11).
- BLM Agency Administrators must meet fire training requirements for Agency Administrators as specified in this chapter.

On page 07-06, line 12, insert the following text:

- *BLM/FWS/FS- Driver training is required prior to operating a vehicle for official purposes.*

On page 07-17, delete line 20, and replace with the following text:

- <http://www.nifc.gov/video/HazMat.wmv>

On page 10-9, delete lines 23-26, and replace with the following text:

- *FWS/NPS –Severity-related repair and maintenance of FWS and NPS vehicles and equipment may be funded by severity because FWS & NPS do not have a use rate covering these charges. These charges must be approved by the National Office.*

On page 10-10, delete lines 25-29, and replace with the following text:

- Incident Only EERAs may not be used for severity activities or hazardous fuels projects. Equipment that has been solicited under competitive pre-season I-BPAs may be used on nationwide fire suppression, all-hazard incidents, and severity activities. Long term rehabilitation projects require a separate solicitation for equipment.

On page 10-11, line 9:

Delete the term “Fire personnel”, and replace with “Fire preparedness personnel”.

On page 10-11, line 15:

Delete the term “Fire funded personnel”, and replace with “Fire preparedness personnel”.

On page 10-12, delete the sentence beginning on line 8 and replace with the following text:

An interagency agreement for reimbursement must be established. The Interagency Agreement for Fire Management can be used as a template.

On page 11-15, Line 10:

Delete the term “certifying officials”, and replace with “approving official”.

On page 12-4, line 5, insert the following text:

*Maps are available at*

*[http://apps.fs.fed.us/ArcGIS/rest/services/edw\\_external/edw\\_AerialFireRetardantAvoidanceAreas\\_01/MapServer](http://apps.fs.fed.us/ArcGIS/rest/services/edw_external/edw_AerialFireRetardantAvoidanceAreas_01/MapServer).*

On page 13-14, line 7:

Insert “\*” at the end of the existing text

On page 13-14, line 9, insert the following text:

\*This element is tested during Smokejumper Rookie Training.

On page 15-5, line 22, insert the following text:

**Smokejumper and Rappel/RADS Air to Ground Frequency (168.550 MHz)**

BLM and USFS Smokejumpers have been granted exclusive use of primary National Air to Ground tactical frequency 168.550.

This frequency is also granted for use, with a separate transmit and receive tone, as a secondary/backup frequency for the BLM and USFS Rappel/Rope Assisted Delivery System (RADS) aerial delivery operations if the local air to ground tactical frequency is being used for initial attack operations and use of that local frequency could cause interference issues.

Use of this frequency for other than the delivery of aerial firefighters is prohibited. This frequency must be toned (CTCSS, transmit and receive) for Smokejumper and Rappel/RADS crews to ensure that interference issues are avoided. Smokejumpers will use tone 123.0 and Rappel/RADS crews will use tone 110.9.

On page 16-8, delete line 24, and replace with the following text:

- Smokejumper/Para-cargo

On page 16-9, delete line 38, and insert the following text:

*<http://www.blm.gov/nifc/st/en/prog/fre/Aviation/Administration.html>*

On page 16-15, in the “Exclusive Use Fire Helicopter Position Prerequisites” table:

Add “A-110” to Fire Helicopter Crewmember in the “Minimum Required Training” column.

Add “A-110<sup>6</sup>” to all positions in the “Currency Requirements Column”.

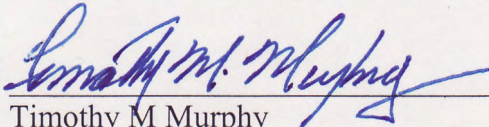
On page 16-16, line 8, insert the following text:

<sup>6</sup> A-110 is required every three years.

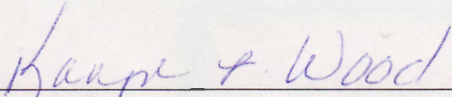
On page 16-16, line 45, insert the following text:

Maps are available at

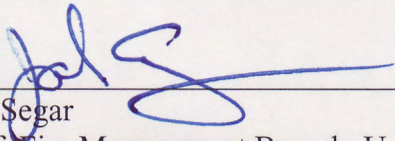
[http://apps.fs.fed.us/ArcGIS/rest/services/edw\\_external/edw\\_AerialFireRetardantAvoidanceAreas\\_01/MapServer](http://apps.fs.fed.us/ArcGIS/rest/services/edw_external/edw_AerialFireRetardantAvoidanceAreas_01/MapServer).



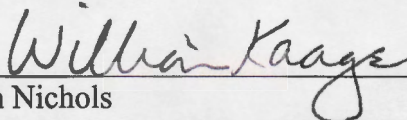
Timothy M Murphy  
Assistant Director, Fire & Aviation, Bureau of Land Management



Karyn L Wood  
Assistant Director, Fire & Aviation Management, U.S. Forest Service



John Segar  
Chief, Fire Management Branch, U.S. Fish and Wildlife Service



*for* Tom Nichols  
Chief, Division of Fire and Aviation, National Park Service