NATIONAL INTERAGENCY FIRE CENTER
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April 15, 2011

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 2011)

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 2011 Red Book was issued on January 1, 2011.

Annually, the FFATG provides updates and corrections to the Red Book by issuing an errata statement. This document provides errata to the 2011 Red Book. Please incorporate the following updates and corrections to the *Interagency Standards for Fire and Fire Aviation Operations* (January 2011).

On page 2-15, line 18, insert the following text:

FLAME Act Responsibilities
To comply with Bureau protocols for the Forest Land Assistance, Management, and Enhancement (FLAME) Act, each state will forward a copy of the completed complexity analysis (Appendix F) for any fires that are:
* managed by a Type 1 or Type 2 Incident Management Team, and
* are 300 acres or larger.

The complexity analysis should be forwarded by the state to the Division of Budget and Evaluation, Fire and Aviation (FA-400). The Division of Budget and Evaluation will also extract the Wildland Fire Decision Support System Course of Action from the decision tab as additional supporting information.

On page 2-23, line 35, insert the following text:

Command Vehicle Identifier Standards
Bureau of Land Management command vehicle identifier standards have been established by the national Fire Operations Group and can be found at: http://web.blm.gov/internal/fire/fire_ops/EquipDev/index.htm

Mobilization of BLM Firefighters
BLM firefighters are mobilized directly to incidents using established methods (resource orders, initial attack agreements, dispatch plans, etc.), or prepositioned to areas where increased fire danger or activity is anticipated.

BLM Prepositioning of Assets
BLM units use preparedness, severity, and/or national preposition funding to:
- improve BLM initial attack capability.
- maximize the utilization of limited BLM fire operational assets.
- provide additional fire management capability in high tempo periods.
- provide experience and development opportunities to BLM firefighters.

National Preposition Funding
BLM units that do not have available preparedness or severity funding may request national preposition funding to acquire supplemental fire operations assets. Approved national preposition funding may be used only for travel and per diem costs for the duration of the assignment, and overtime labor costs associated with the original preposition move.

National Preposition Request Process
- Unit FMO identifies need and notifies State FOG representative. FOG rep informs SFMO.
- FOG rep coordinates with unit FMO to verify need and determine asset types, numbers, and projected preposition location.
- Requesting FOG rep queries FOG group and identifies available assets.
- Requesting and sending FOG reps jointly complete the *BLM Preposition Request Form* and acquire Division of Fire Operations (FA-300) approval.
- After securing FA-300 approval, the requesting FOG rep places name request order(s) for specified assets through normal coordination system channels.
- Responding BLM assets will be assigned to a temporary home unit by the receiving FOG rep.
- Responding assets, sending/receiving FOG reps, and the temporary home unit will negotiate length of assignment and crew rotation, and ensure that prepositioned personnel meet work/rest requirements.

BLM preposition funding request information can be found at http://web.blm.gov/internal/fire/fire_ops/index.html

Driver Training for Regular Drivers of Fire Equipment
All regular drivers of non-tactical water tenders, helicopter support vehicles, crew carriers, and fuel tenders must complete training that includes the instructional objectives posted at the BLM Fire Training website at: http://www.blm.gov/nifc/st/en/prog/fire/training/fire_training.html

For the purposes of this policy, a regular driver is defined as an employee whose duties include driving fire equipment on a regular basis. This may include highway, off-road, city, mobile attack, and extreme terrain driving.

On page 2-35, remove the engine typing table and replace with the following table:

Components	Structure Engines		Wildland Engines				
	1	2	3	4	5	6	7
Tank Minimum Capacity (gal)	**300**	**300**	500	750	400	150	50
Pump Minimum Flow (gpm)	1000	**500**	150	50	50	**50**	10
@ Rated Pressure (psi)	150	150	250	100	100	100	100
Hose 2 ½"	1200	1000	-	-	-	-	-
1 ½"	**500**	500	**1000**	300	300	300	-
1"	-	-	500	300	300	300	200
Ladders per NFPA 1901	**Yes**	**Yes**	-	-	-	-	-
Master Stream 500 gpm Min.	Yes	-	-	-	-	-	-
Pump and Roll	-	-	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Maximum GVWR (lbs)	-	-	-	-	**26,000**	**19,500**	**14,000**
Personnel (NWCG min.)	4	3	3	2	2	2	2

On Page 2-42, line 7, insert the following text:

Sage Grouse Conservation Related to Wildland Fire and Fuels Management

The Gunnison sage-grouse and greater sage-grouse have been designated as sensitive species by the Bureau. These sensitive species are managed to promote their conservation and to minimize the need for listing under the Endangered Species Act in accordance with the BLM's special status species policy (BLM Manual 6840). Fire and fuels management functions will contribute to this conservation through planning, utilization of sage-grouse maps and data, and applying best management practices. While protecting sage-grouse habitats and populations is critical, firefighter and public safety remain our highest priorities.

Wildland Fire Operations
The BLM will strive to maintain a high initial attack success rate while being cognizant of sage-grouse habitats by:
- Utilizing available maps and spatial data depicting sage-grouse habitats during suppression activities;
- Using predictive services to prioritize and preposition firefighting resources in critical habitat areas;
- Improving firefighter awareness of the importance of sagebrush habitat;
- Continuing the use of resource advisors familiar with local sage-grouse habitat and management practices during initial and extended attack;
- Emphasizing habitat conservation during resource allocation decisions, such as in local and geographic area multi-agency coordination group meetings; and
- Applying local, state, and national-level best management practices.

Fire management best management practices for sage-grouse conservation can be located at: http://web.blm.gov/internal/fire/fire_ops/sg/index.html

Fuels Management
The fuels treatment prioritization process will address sage-grouse habitat conservation in project design, treatment location, and documentation. Fire program managers will utilize local toolboxes, national resources, and fuels management best practices for sage-grouse conservation to identify, enhance, and conserve sage-grouse habitats. Fuels management objectives may include protecting existing habitat, modifying fire behavior in sage grouse habitat, native plant restoration, and creating landscape vegetation patterns which enhance sage-grouse habitat. Sage-grouse objectives from land use and fire management plans will be used as a framework for fuels project design. States may elect to issue detailed criteria regarding patch sizes, cover requirements, or other habitat parameters in fuels project design.

Fuels management best management practices for sage-grouse conservation can be located at: http://web.blm.gov/internal/fire/fire_ops/sg/index.html

On page 4-15, line 44, insert the following text:

Operational Guidelines for Aquatic Invasive Species

In order to prevent the spread of aquatic invasive species, it is important that fire personnel not only recognize the threat aquatic invasive species pose to ecological integrity, but how our fire operations and resulting actions can influence their spread. Each local land management unit may have specific guidelines related to aquatic invasive species. Therefore, it is recommended that you consult established local jurisdictional guidelines for minimizing the spread of aquatic invasive species and for equipment cleaning guidance specific to those prevalent areas and associated species. To minimize the potential transmission of aquatic invasive species, it is recommended that you:
- Consult with local biologists, resource advisers (READ) and fire personnel for known aquatic invasive species locations in the area and avoid them when possible.
- Avoid transferring water between drainages or between unconnected waters within the same drainage when possible.
- Use the smallest screen possible that does not negatively impact operations and avoid sucking organic and bottom substrate material into water intakes when drafting from a natural water body.
- Avoid obtaining water from multiple sources during a single operational period when possible.
- After an operational period, remove all visible plant parts, soil and other materials from external surfaces of gear and equipment. Also, if possible, power-wash all accessible surfaces with clean, hot water (ideally > 140° F) in an area designated by a local READ.

On page 7-12, line 32:

Delete "23 CFR 655", and replace with "23 CFR 634".

On page 9-3:

Delete lines 43 and 44.

On page 11-2, line 14, insert the following text:

- ***BLM-** For all incidents, managers will determine incident complexity to establish the appropriate Incident Command System (ICS) management structure. Complexity analysis direction is provided in the Interagency Standards for Fire and Fire Aviation Operations (NFES 2724), the Incident Response Pocket Guide (PMS 461), and the Fireline Handbook (PMS 410-1). For Type 1 and Type 2 incidents, and for incidents managed for resource benefit, managers may use the ONA to supplement the complexity analysis. The ONA provides a more selective assessment of implementation difficulty, decision concerns, and overall risk. As with the complexity analysis, this assessment can be used to assist in the selection of the appropriate management organization for a complex incident.*

On page 11-21, line 46, insert the following text:

- **FS-** *See USFS SCBA guidance on page 7-12.*

On page 13-3, line 44, insert the following text:

- **BLM-** *Refer to IM # FA-2011-011 for further guidance.*

On page 13-5, line 40, insert the following text:

- **BLM-** *BLM Recertification Policy for ICS Positions: If an employee (including an agency-sponsored AD) has lost currency in an ICS position, the employee is converted to trainee status for that position. In order to regain full qualification for the position, the employee must demonstrate the ability to perform in the position as determined by the Certifying Official. Prior to recertification, the employee must:*
  - ➢ *Complete the BLM Recertification Evaluation Form found at http://www.blm.gov/nifc/st/en/prog/fire/ training/fire_training.html*
  - ➢ *Complete one or more evaluation assignments.*
  - ➢ *Complete any additional requirements as determined by the Certifying Official (e.g. additional assignments and/or courses).*

On page 13-8, lines 32 and 33, delete the text, and insert the following text:

Standards for medical examinations using the OF-178 for light and moderate positions are available at: http://www.blm.gov/nifc/st/en/prog/fire/more/human_resources/forms.html

On page 15-1, line 31, insert the following text:

- **BLM-** *To ensure safe and efficient suppression operations, all BLM fire resources will use a standard GPS datum and latitude/longitude (coordinate) coordinate format when communicating GPS references. The standard datum is WGS84, and the standard coordinate format is Degrees Decimal Minutes (DDM). For other activities (e.g. mapping, fire reporting, planning), agency standards will apply.*

On page 15-4, line 25:

Delete "166.6875 MHz, 171.1375 MHz".

On page 16-14, lines 20-28, delete the text, and insert the following text:

- **BLM-** *The standard BLM exclusive-use helitack crew size for a type 3 helicopter is a minimum of seven personnel (supervisor, assistant, squad boss, and four crewmembers). The standard BLM exclusive –use helitack crew size for a type 2 helicopter is a minimum of ten personnel (supervisor, assistant, squad boss, and seven crewmembers). BLM helicopters operated in Alaska need only be staffed with a qualified Helicopter Manager (HMGB).*

On page 18-3, line 17:

Delete "NFES #1007", and replace with "NFES #1077"

In the table in Appendix T (Minimum Crew Standards for National Mobilization), in the "Maximum Weight" Row:
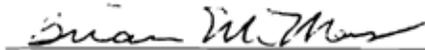
Delete "5100 lbs" and replace with "5300 lbs"

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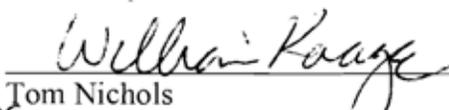

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