Emergency Assistance Wildfire Control

NFS.UNL.EDU/FIRE

Photo Courtesy: Scott Hallock, Springview Fire Chief

2025

Developed in cooperation with the Nebraska Emergency Management Agency and Nebraska State Fire Marshal.

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Important Notice

This publication has been developed by the Nebraska Forest Service as a description of aviation suppression resources available to the rural fire districts and the fire departments in the State of Nebraska for the control and suppression of wildfires. It can be used as a "quick reference" source for those resources available statewide.

Wildland Fire Aerial Response Steps

- The incident commander or designee must track the accrued expense of aircraft utilization (all aircraft used, not individually) for billing purposes.
- As the cost nears or is expected to exceed $25,000, the incident commander **must** notify the Nebraska Emergency Management Agency (NEMA) and should work with their local emergency manager to issue a local emergency declaration.
- NEMA must have permission from the governor's office and a Governor's Emergency Declaration to expend more than $25,000.
- Should your wildland fire become large enough and/or threaten a community, the incident commander can request large air tankers or National Guard helicopters by contacting NEMA directly: **877-297-2368** or **402-471-7421.**
- Contacting NEMA is the **only** method to request National Guard helicopters.
- Prior approval by NEMA when ordering large air tankers is the **only** method to be eligible for reimbursement from the Governor's Emergency Fund.

Phone Directory

This section contains the telephone numbers of several state, federal, and private agencies with emergency suppression resources or can provide technical expertise in suppressing wildfires.

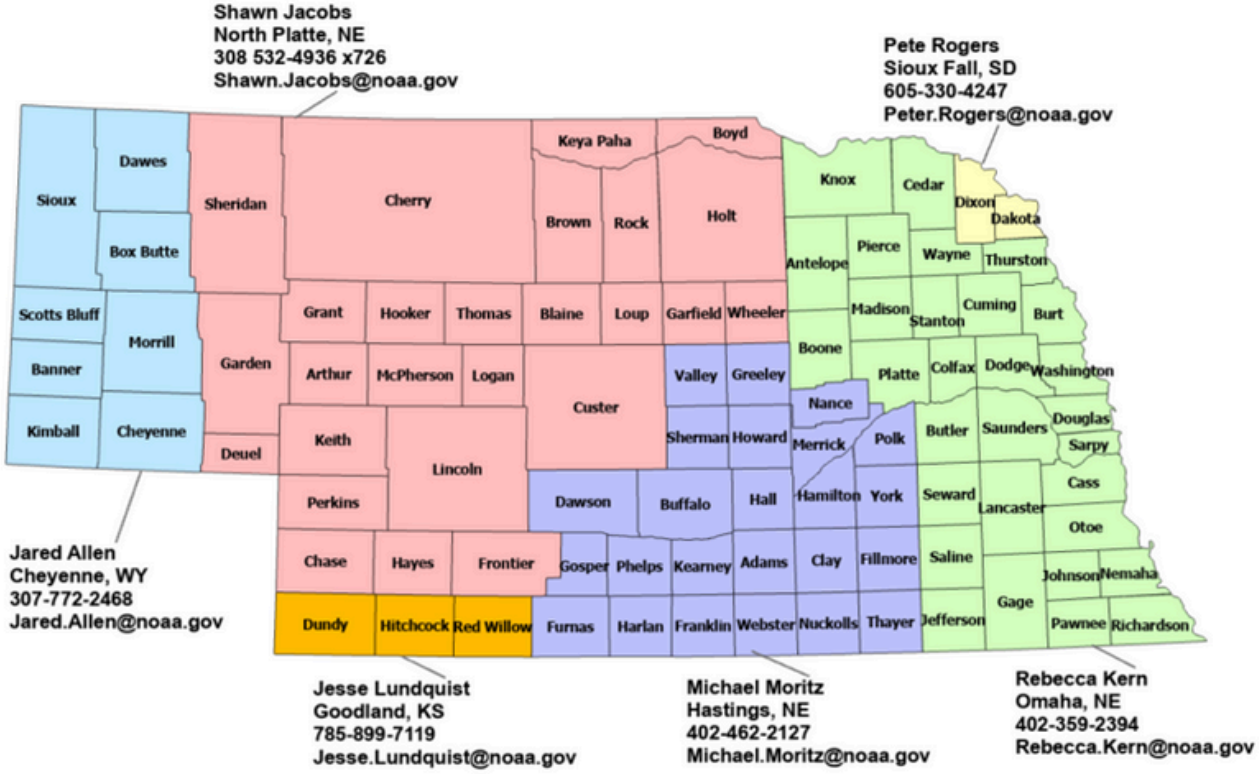
ASSISTANCE FOR MANAGING WILDFIRES	DAY PHONE	NIGHT PHONE (IF DIFFERENT FROM DAY)
Nebraska Forest Service	402-472-2944	
Nebraska Emergency Management Agency (NEMA)	877-297-2368	402-471-7421
NEBRASKA AGENCIES		
Nebraska Forest Service		
• John Erixson, State Forester	402-472-6601	
• Steven Jara, Deputy Director	402-472-6692	
• Justin Nickless, Fire Management Specialist - Ainsworth	402-760-1930	402-760-1930
• Jacob Pittman, Fire Management Specialist - Scottsbluff	513-510-6804	308-672-5387
• Eric Moul, Fire Management Specialist – Southwest Nebraska	308-289-9821	308-289-9821
• Lew Sieber, FEPP Manager	402-624-8061	402-499-2650
• Benjamin Bohall, PIO	402-472-6160	
Nebraska State Fire Marshal's Office	402-471-2027	
• District A - Lincoln	402-471-2590	
• Jason McClun, Chief - District A	402-949-0190	
• District B - Albion	402-395-2164	
• Todd Wright, Chief - District B & C	308-830-1219	
• Training Division - Grand Island	308-385-6892	
• Allen Michel, Deputy State Fire Marshal	308-279-1788	
State Patrol **SEE MAP Page 28**		
• Emergency	800-525-5555	
• HazMat Response	800-525-5555	
• Mobile Command Post	800-525-5555	
• Headquarters - Lincoln	402-471-4545	
• Troop A - Omaha	402-331-3333	
• Troop B - Norfolk	402-370-3456	
• Troop C - Grand Island	308-385-6000	
• Troop D - North Platte	308-535-8047	
• Troop E - Scottsbluff	308-632-1211	

ASSISTANCE FOR MANAGING WILDFIRES	DAY PHONE	NIGHT PHONE (IF DIFFERENT FROM DAY)
OTHER AGENCIES		
• Northern Great Plains Interagency Dispatch Center - Rapid City, SD	605-399-3160	
• Rocky Mountain Area Coordination Center - Lakewood, CO	303-445-4300	
• National Interagency Coordination Center - Boise, ID	208-387-5050	
RAILROADS		
• Burlington-Northern Railroad - Emergency	800-832-5452 *option 1*	
• Nebraska Central Railroad - Train Dispatcher - Norfolk	402-371-9015	402-379-2262
• NebKota Railroad - Train Dispatcher - Chadron	308-432-2487	308-432-8378
• Nebraska Northwestern - Train Dispatcher - Chadron	308-432-8378	
• Nebraska-Kansas-Colorado Railway - Grant	800-331-3115	
• Union Pacific Railroad – Emergency/ Critical call	888-877-7267	
FEDERAL AGENCIES		
National Park Service		
• Midwest Regional Office - Omaha	402-661-1601	
◦ Herbert C. Frost Ph.D, Regional Director	402-661-1520	970-231-4725
◦ Jay Mickey, Fire Management Officer	402-661-1764	402-250-1233
◦ Scott Beacham, Fire Management Specialist	402-661-1768	402-651-8789
◦ Patrick Pearson, Chief of Fire & Aviation	402-661-1754	402-630-0685
• Agate Fossil Beds - Harrison	308-668-2211	308-436-9760
◦ Dan Morford, Superintendent	219-380-2817	
• Homestead National Monument - Beatrice		
◦ Mark Engler, Superintendent	402-223-3514	
• Missouri National Recreational River - Crofton		
◦ Curt Dimmick, Superintendent	605-665-0209	

ASSISTANCE FOR MANAGING WILDFIRES	DAY PHONE	NIGHT PHONE (IF DIFFERENT FROM DAY)
National Park Service *(continued)*		
• Niobrara National Scenic River - Valentine	402-376-1901	
◦ Susan Cook, Superintendent	402-376-1901 x101	605-454-5161
• Scottsbluff Monument - Gering	308-436-9700	
◦ Dan Morford, Superintendent	308-436-9711	
◦ Justin Cawiezel, Chief Ranger	308-436-9717	
U.S. Forest Service		
• Nebraska National Forest – Chadron		
◦ Jack Isaacs, Forest Supervisor	308-432-0300	308-430-1379
◦ Brian Daunt, Fire Management Officer (Forest)	605-740-8207	605-890-2238 (C)
◦ Caleb Meyer, Assistant Fire Management Officer	308-430-5043	970-756-5673(C)
• Bessey Ranger District - Halsey		
◦ Ted Teahon, District Ranger	308-880-0540	
◦ Ryan Cumbow, East Zone Fire Management Officer	605-280-1001	
• McKelvie Ranger District – Nenzel	308-553-2257	
• Pine Ridge Ranger District - Chadron	605-399-3160	
◦ Timothy Buskirk, District Ranger	308-432-6855	308-432-0393
◦ Pete Benes, Engine Captain	402-367-2829 (C)	
U.S. Fish & Wildlife Service	605-885-6273	605-951-8690 (C)
• Rainwater Basin Management		
• Quivira National Wildlife Refuge - Stafford, KS	402-371-9015	402-379-2262
• Crescent Lake NWR - Ellsworth	308-263-3000	
◦ Brian DeVries, Refuge Manager	308-783-2477	
◦ Chris Masson, Fire Program Tech	308-762-4893	308-762-2028 (C)
• Fort Niobrara Nat'l. Wildlife Refuge	402-376-3789	
National Weather Service		
• Western Nebraska: Cheyenne, WY	800-269-6220	
◦ Banner, Box Butte, Cheyenne, Dawes, Kimball, Morrill, Scotts Bluff, Sioux Counties		
• Southwest Nebraska: Goodland, KS	800-272-7811	
◦ Dundy, Hitchcock, Red Willow Counties		

ASSISTANCE FOR MANAGING WILDFIRES	DAY PHONE	NIGHT PHONE (IF DIFFERENT FROM DAY)
National Weather Service *(continued)*		
• North Central Nebraska: North Platte	800-603-3562	
◦ Arthur, Blaine, Brown, Boyd, Chase, Cherry, Custer, Deuel, Frontier, Garden, Garfield, Grant, Hayes, Holt, Hooker, Keith, Keya Paha, Lincoln, Logan, Loup, McPherson, Perkins, Rock, Sheridan, Thomas, Wheeler Counties		
• South Central Nebraska: Hastings, NE	800-528-2914	
◦ Adams, Buffalo, Clay, Dawson, Fillmore, Franklin, Furnas, Gosper, Greeley, Hall, Hamilton, Harlan, Howard, Kearney, Merrick, Nance, Nuckolls, Phelps, Polk, Sherman, Thayer, Valley, Webster, York Counties		
• Eastern Nebraska: Valley, NE	800-452-9074	
◦ Antelope, Boone, Burt, Butler, Cass, Cedar, Colfax, Cuming, Dodge, Douglas, Gage, Jefferson, Johnson, Knox, Lancaster, Madison, Nemaha, Otoe, Pawnee, Pierce, Platte, Richardson, Saline, Sarpy, Saunders, Seward, Stanton, Thurston, Washington, Wayne Counties		
• Northeast Nebraska: Sioux Falls, SD	800-852-9470	
◦ Dakota, Dixon Counties		

National Weather Service county coverage information



Fire Aviation

Several aerial applicators across Nebraska cooperate with the Nebraska Forest Service and Nebraska Emergency Management Agency to provide aerial application of retardants to combat wildfires. The aerial applicator is an initial attack tool available to a fire department and can often get to a fire before ground crews.

Required Dispatching Procedure For Using Aircraft

- **Dispatching:** The Incident Commander is authorized to dispatch one or more aerial applicators to apply fire retardant on wildfires. Aircraft can fly from an airport other than their base of operations, which eliminates the possibility of an aircraft closest to a wildfire not being available. In many instances, there will be an airport closer to the wildfire than there will be aircraft. Using the nearest airport will also reduce the turn-around time for each mission flown.
- **Notification:** The local fire chief, fire department officer, the county sheriff, or the local emergency management director of the jurisdiction requesting aircraft **will call** the Nebraska Emergency Management Agency Emergency Operations Center (EOC) in Lincoln and inform them that aircraft have been requested. **The EOC must be notified immediately (402-499-1219).** These requirements are necessary to allow for the use of the Governor's Emergency Fund to pay for the aircraft. **Failure to give proper notification and information will result in the local fire department paying for the aircraft.**
- **The Nebraska Forest Service must be notified within 48 hours of the fire.**
- **Reimbursement:** The Nebraska Emergency Management Agency (NEMA) has set the following rates:

Aircraft Load	Rate per Flight Hour	Aircraft Load	Rate per Flight Hour
50-150 gallons	$550.00	451-600 gallons	$2,200.00
151-200 gallons	$621.50	601-800 gallons	$2,420.00
201-300 gallons	$907.50	801+ gallons	$2,640.00
301-450 gallons	$1980.00	***Rates Effective April 1, 2025***	
Rotor Aircraft	$1,100.00		

- **Billing:** The aerial applicator should bill the requesting agency (the local fire department) but send the invoice directly to: **trees@unl.edu**
- **Late Bills:** Bills received more than thirty (30) days after the incident will not be paid. In the event of extenuating circumstances, the applicator may pursue payment after 30 days by:
    - Appearing personally at the Nebraska Forest Service office in Lincoln and
    - Providing documentation to justify processing the late bill. This documentation will be sent to NEMA for further action.

Billing Statement Forms may be obtained by calling the Nebraska Forest Service at 402-472-2944.

Safety Precaution for Aircraft Use

Pilot Discretion: The decision to fly or not to fly a wildfire mission is that of the aircraft pilot ONLY. If the pilot determines that the flying conditions so warrant, he/she may refuse to fly. The pilot's decision is final.

Air Traffic: When multiple aircraft are used on a fire, their activity must be coordinated. We recommend that for large fires with multiple aircraft, the fire chief appoints a person (an aircraft supervisor is recommended) to oversee aerial operations. This person should have radio contact with both the aircraft and fire chief. Aircraft without radios should be kept clear of congested airspace around the fire. If aircraft without radios must be utilized, a person in radio contact with the fire chief will be physically present at the landing/refill site to direct pilots to the appropriate area of the fire and establish a safe route to and from that area. It may be necessary to hold them on the ground from time to time until the airspace clears.

Aerial applicators will not be allowed to enter air space being utilized by air tankers under contract to Nebraska or the federal government. All aerial applicators must be removed from within ten air miles of the retardant drop area or grounded while federal air tankers are assigned to a wildfire.

Training for Aerial Applicators

Training and/or review is available for fire departments and new/existing aerial applicators in the proper procedures for aircraft operations during a wildfire incident.

For Questions About:

- Fire department activities around aircraft
- Safety procedures required when multiple aircraft are used
- The establishment of a staging area for air operations
- Pilot flight procedures for dropping water/foam on a wildfire
- Pilot responsibilities in conjunction with fire department operations

Please contact the following individual regarding training or with questions:

Nebraska Forest Service
Justin Nickless
Ainsworth, NE
trees@unl.edu
402-760-1930

This training is also offered through the State Fire Marshal's office.

Cooperating Aerial Applicators

The following aerial applicators are cooperating with the Nebraska Forest Service and the Nebraska Emergency Management Agency to provide aerial fire suppression to requesting fire departments. Get to know them before you have a fire.

- Use the closest possible resource.
- If the nearest aerial applicator is unavailable, you may contact another aerial applicator within a reasonable distance of the fire.
- Make sure that you have determined the nearest airport location to the fire for use as a base of operations.
- If you are still unable to arrange for an aerial applicator to assist you with your wildfire suppression, contact the **Nebraska Forest Service** at **402-472-2944** during normal working hours.
- After hours, contact the **Nebraska Emergency Management Agency EOC** at **1-877-297-2368** or **402-471-7421.**
- Advise the operator that you need assistance obtaining an aerial applicator on your wildfire.

See the Cooperating Aerial Applicator List on Page __

Using Class A Retardant Foam

Pilot Discretion: The recommended mix ratio for this retardant is 0.5%. If you plan to add foam, fill the aircraft tank first and then add the foam concentrate. Some individuals recommend running the recirculation pump while enroute to the fire to ensure proper mixing of the concentrate in the load. The following table shows how much foam concentrate to use for some common load sizes.

Application: Class A Foam is a short-term retardant. Apply it no more than 15 minutes in advance of the fire. As it dries, its effectiveness diminishes. On the other hand, applying it too close to the fire has some disadvantages, too, including smoke, turbulence, and inadequate drain time. Drain time relates to the tendency of the foam to slowly drain water into the fuel it is covering. After just a few minutes of draining, the foam will thoroughly wet the fuel it has been applied to. In contrast, plain water applied from the air will only surface-coat the fuel and then run off into the soil.

Foam is applied by partially opening the quick-dump gate on the aircraft. This will string out the load and apply it in a strip about 25-50 feet wide and 1,000 feet long (depending on tank size and altitude).

The optimum altitude for dropping foam is 60 feet above the height of the fuels. Dropping from higher altitudes will result in lighter foam that drifts and is not wet enough. Dropping from lower altitudes results in less air in the foam mix. This will give a narrower band of "wet water" retardant and could result in "shadowing" of fuel being coated on just one side.

Coordination: Aerial retardant drops are most effective when coordinated with ground resources. Retardant drops do not put out wildfires. However, they do provide an opportunity for ground units to get in close and extinguish a fire that has been slowed and cooled by the airdrops. Communication plays a vital role in this unified effort.

See Mixing Table on Page __

2025 COOPERATING AERIAL APPLICATORS CONTACT LISTING

AIRCRAFT LOCATION	RESPONSE/TRAVEL AREA (Counties)	BUSINESS NAME	OWNER / OPERATOR	DAY PHONE (ALTERNATE PHONE)	AIRCRAFT & CAPACITY (Gallons)	CLASS A FOAM	RADIO FREQUENCY
Broken Bow / Custer	ALL Nebraska Counties	Arrow Aviation	Casey Williams	308-440-2709 **(308-872-5113)**	N3086A – 800 N50877 - 500	Yes	122.925
Eaton, CO.	ALL Nebraska Counties	Crop Air LLC.	Neil Wicke	970-454-2939	N6097C - 500 N319LA - 500 N5003C - 500 AT-400 - 350	No	122.925
Cozad / Dawson	Dawson, Furnace, Lincoln, Custer, Buffalo, Gosper	Mid State Aviation II Inc.	Allison Johnson	308-784-3868	N502MS – 500 N802ET - 800 N502RC - 500	No	122.925
Elkhorn / Douglas	ALL Nebraska Counties	Hexagon Helicopters Inc.	Brent Wulf	402-885-0189	N5860H - 100 N5372H - 100 Helicopters Bucket Capable	No	122.925
Kearney / Buffalo	ALL Nebraska Counties	Buffalo Air Services	Sean Penner	308-224-6119 **(308-237-3700)**	N517SG - 500 N819AC - 800	Yes	122.925
Tilden / Madison	ALL Nebraska Counties	Wilcox Aerial Application	Brian Wilcox	402-640-4999	N502NE – 500	Yes	122.925 VTAC OR A/G
Nebraska City	ALL Nebraska Counties	Atlas Aviation	Kyle Gress	402-209-1012	N247WW - 180 Bell 206 Helicopter	Yes	122.925
Nebraska City	Eastern, Southeastern Nebraska	Gress Air LLC	Kyle Gress	402-209-1012	N402GK – 400	No	122.925

2025 COOPERATING AERIAL APPLICATORS CONTACT LISTING

AIRCRAFT LOCATION	RESPONSE/TRAVEL AREA (Counties)	BUSINESS NAME	OWNER / OPERATOR	DAY PHONE (ALTERNATE PHONE)	AIRCRAFT & CAPACITY (Gallons)	CLASS A FOAM	RADIO FREQUENCY
Grant/Perkins	ALL Nebraska Counties	Hendricks Flying Service, LLC	Chad Hendricks	308-386-6815 **(308-352-2220)**	N602HT-63	Yes	122.925
Scotia/Greely	ALL Nebraska Counties	Wells Air Service	Garry Wells	308-219-0096 **(308-245-4328)**	N6670K – 330 N997QC- 400	Yes	None
Alliance/Box Butte	All Nebraska Counties	Flying Rhino Ag, LLC	Ryan Stuhlmiller	308-629-8111	N32984-515	No	122.925
Wallace/Lincoln	ALL Nebraska Counties	Wallace Aviation Inc.	Stuart & Lea Van Boening	308-387-4615 (308-530-2945)	N3630B - 400 N3629D - 400	Yes	None
Rock County	ALL Nebraska Counties	North Central Aviation	Tom Monroe	308-322-0338	N402DG-400	Yes	122.925
Sterling, CO	ALL Nebraska Counties	AERO SEAT	Patrick Mertens	970-552-1941 **(970-571-0871)**	N802HM-830 N602DM- 600 N4215W- 400 N874MM-800 N349AS---800	Yes	122.925

2025 COOPERATING AERIAL APPLICATORS CONTACT LISTING

AIRCRAFT LOCATION	RESPONSE/TRAVEL AREA (Counties)	BUSINESS NAME	OWNER / OPERATOR	DAY PHONE	AIRCRAFT & CAPACITY (Gallons)	CLASS A FOAM	RADIO FREQUENCY
Alma, NE Holdridge, NE Ord, NE	Loup, Garfield, Wheeler, Boone, Greeley, Valley, Sherman, Nance, Merrick, Howard, Dawson, Buffalo, Hall, Hamilton, Polk, York, Butler, Seward, Saline, Filmore, Clay, Adams, Kearney, Phelps, Gosper, Harlan, Franklin, Webster, Nuckols, Thayer (Airport Ground Support if Needed)	Nebraskaland Aviation	Tye Marquardt	308-995-6573	N502PV-500 AT802-800 AT602-600	No	122.925
O'Neil, NE	Holt, Boyd, Antelope, Wheeler	GSD Aerial, LLC	Tim Cahoy	402-961-9143	802A-800	Yes	122.925

AERIAL APPLICATION OF CLASS A FOAM RETARDANT

LOAD SIZE	FOAM	LOAD SIZE	FOAM
50 gallons	¼ gallon	450 gallons	2 ¼ gallons
100 gallons	½ gallon	500 gallons	2 ½ gallons
150 gallons	¾ gallons	550 gallons	2 ¾ gallons
200 gallons	1 gallon	600 gallons	3 gallons
250 gallons	1 ¼ gallon	650 gallons	3 ¼ gallons
300 gallons	1½ gallons	700 gallons	3 ½ gallons
350 gallons	1 ¾ gallon	750 gallons	3 ¾ gallons
400 gallons	2 gallons	800 gallons	4 gallons

FOAM CACHE LOCATIONS

LOCATION	CONTACT	DAY PHONE	NIGHT PHONE
Alliance	¼ gallon	450 gallons	2 ¼ gallons
Broken Bow	½ gallon	500 gallons	2 ½ gallons
Chadron	¾ gallons	550 gallons	2 ¾ gallons
Chappell	1 gallon	600 gallons	3 gallons
Curtis	1 ¼ gallon	650 gallons	3 ¼ gallons
Gothenburg	1½ gallons	700 gallons	3 ½ gallons
Grant	1 ¾ gallon	750 gallons	3 ¾ gallons
Holdrege	2 gallons	800 gallons	4 gallons

Using Class A Retardant Foam (Cont.)

For best results, fire departments and aerial applicators should meet and discuss coordination and communications in advance of the wildfire season. If we wait until a fire is burning, there will be no opportunity for planning a coordinated effort. Several important questions need to be answered at these meetings:

- How will air/ground communications be handled?
- Who will be responsible for getting foam to the loading site?
- What do firefighters need to know about safety around the aircraft?
- What equipment is needed to fill the aircraft?

Precautions: While the foam is far less corrosive than earlier additives, it is best to wash down the aircraft and flush the tank after using the foam. This product is a powerful wetting agent that will quickly soak through leather gloves and boots. Rubber boots and gloves are a good idea around the loading site, as are splash-proof goggles and first-aid eyewash solutions. Ground crews should also note that foam could cause slippery footing on certain surfaces. Foam cache locations are as follows:

LOCATION	CONTACT	DAY PHONE (NIGHT PHONE)
Alliance	Fire Dept.	308-762-2151
Broken Bow	Fire Dept.	308-872-6424
Chadron	Fire Dept.	308-432-5506
Chappell	State Fire Marshal	308-279-1788
Curtis	Fire Dept.	308-367-4300
Gothenburg	Fire Dept.	308-537-3321
Grant	Ag-Land Aviation	308-352-2220
Holdrege	Fire Dept.	308-995-4409
Imperial	Fire Dept.	308-882-4444
Keystone-Lemoyne	Fire Dept.	308-726-5715 **(308-284-2011)**
North Loup	Fire Dept.	308-496-4361
O'Neill	Fire Dept.	402-336-1955
Oshkosh	Fire Dept.	308-772-3540
Rushville	Fire Dept.	308-327-2401
Scottsbluff	Airport	308-635-4941 **(308-631-1591)**
South Sioux	Sioux Air Inc.	402-494-3667
Superior	Nuckolls Co.	402-225-2361 **(402-879-7522)**
Tekamah	Fire Dept.	402-374-2121
Thedford	Fire Dept.	308-645-2200
Wallace	Wallace Aviation	800-222-4662

If you are listed as a foam location and use the 10 gallons of foam that are provided to you for use in aerial application; contact the Nebraska Forest Service Fire Shop at 402-624-8061 for replacement of that foam. We will trade empty buckets for full ones.

Deployment Procedures for Nebraska Single Engine Air Tanker (SEAT)

The Wildfire Control Act of 2013 was passed by the Nebraska Unicameral and signed into law by Governor Heineman on June 3, 2013. This law tasks the Nebraska Forest Service (NFS) and Nebraska Emergency Management Agency (NEMA) to jointly contract for and manage a single engine air tanker (SEAT) to be based in Nebraska. To ensure rapid, efficient support for active wildfire incidents, the following procedures will guide requests for the resource.

Guidelines:

- A SEAT is an appropriate response to wildfires/brushfires burning out of control on all rural lands and/or threatening structures.

- Incident commanders should request the closest resource whenever possible.

- The following information is required by Great Plains Dispatch Center (GPC) to initiate a SEAT dispatch. These items should be determined before initiating the request:

    - Latitude and longitude of the fire (preferably the point of origin) and the jurisdiction, if known.

    - Radio frequency that will be used for air-to-ground communications (AG25, any VTAC/VFIRE designated for air-to-ground communications only).

    - Name and location of the ground contact (individual or resource) responsible for communications and directing retardant drops. This person needs to be on the fire.

    - Name of person relaying the request and callback number.

- The following ICS forms will be completed by the requesting agency/fire department and returned to NEMA and NFS within **1 – 2 weeks** of the incident initiation. ***These forms are needed by the Governor's Emergency Fund for fiduciary and audit requirements. If you have any questions about filling out these documents, please contact NEMA at 402-471-7421.***

See examples on the following pages. Forms are available electronically at ***nfs.unl.edu/fire-aviation.***

Air Dispatch Form – Page __

ICS 213 RR Resource Request Message – Page __

ICS 214 Unit Log Capturing Major Events During Aviation Operations – Page __

ICS 209 Incident Status Summary – Pages __

SEAT Request Procedures

To facilitate faster response and support for active wildfire incidents, beginning this year, the procedures to order a SEAT are:

1. The initial request to launch the SEAT will be made directly to GPC at **605-399-3160.** Ask for the ***"Aircraft desk."***
2. GPC will make contact with NEMA and the appropriate SEAT base to initiate the response.
3. **NEMA will contact the local emergency manager.**

Air Dispatch Form

On the following page, you will find a form designed to help gather the required information when ordering information for a fire. All of the listed items on the form are required:

Incident Information: What is the name you are giving the fire?

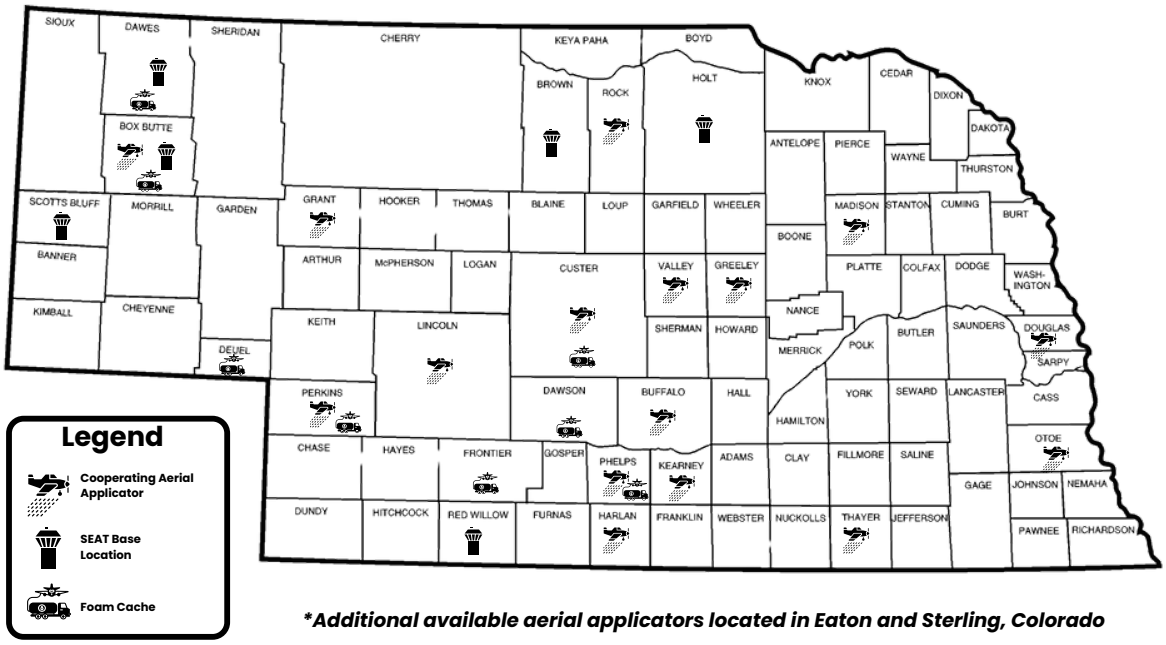
Ground Contact: The person who will communicate with the pilot and provide directions to the aircraft about tactics.

A/G Frequency: The air-to-ground frequency for communicating with aircraft is A/G 25 (168.75000), which is the designated frequency for Nebraska. If you're unable to use that frequency, any VTAC or VFIRE channel may be used instead. Be sure to confirm the frequency with the aircraft when placing the order.

Hazards: Anything that can pose a danger to flight (power lines, wind turbines, towers, etc.)

Other Aircraft: Any other aircraft in the area you're aware of, including drones. ***NO DRONES ARE ALLOWED WHEN AIRCRAFT ARE IN THE FIRE AREA.***

Cooperating Aerial Applicator and SEAT Base Locations 2025



***Additional available aerial applicators located in Eaton and Sterling, Colorado**

AIRCRAFT DISPATCH FORM

Incident Name/Number:		
Date:	**Time:**	**Sunset +30:**
Order #:	Charge Code:	
Descriptive Location:		
Latitude:	Longitude:	Elevation:
Distance:	Bearing:	From:
Initial Point (IP) Descriptive:	(IP) Latitude:	(IP) Longitude:
Frequencies:		
Air to Air Primary:	Air to Air Secondary:	
Air to Ground:	Ground Tactical:	
Command:	Flight Following:	
Incident Aircraft:		
Other Aircraft:	Aircraft Hazards:	
MTR/SUA:	TFR:	Reload Base (s):

Additional Information:

ICS 213 RR Resource Request Message

RESOURCE REQUEST MESSAGE (ICS 213 RR)

1. Incident Name:			**2. Date/Time**		**3. Resource Request Number:**		
Requestor	**4. Order** (Use additional forms when requesting different resource sources of supply.)**:**						
	Qty.	Kind	Type	Detailed Item Description: (Vital characteristics, brand, specs, experience, size, etc.)	Arrival Date and Time		Cost
					Requested	Estimated	
	5. Requested Delivery/Reporting Location:						
	6. Suitable Substitutes and/or Suggested Sources:						
	7. Requested by Name/Position:			**8. Priority:** ☐ Urgent ☐ Routine ☐ Low	**9. Section Chief Approval:**		
Logistics	**10. Logistics Order Number:**				**11. Supplier Phone/Fax/Email:**		
	12. Name of Supplier/POC:						
	13. Notes:						
	14. Approval Signature of Auth Logistics Rep:				**15. Date/Time:**		
	16. Order placed by (check box): ☐ SPUL ☐ PROC						
Finance	**17. Reply/Comments from Finance:**						
	18. Finance Section Signature:				**19. Date/Time:**		
ICS 213 RR, Page 1							

ICS 214 Activity Log

Purpose. The Activity Log (ICS 214) records details of notable activities at any ICS level, including single resources, equipment, Task Forces, etc. These logs provide basic incident activity documentation, and a reference for any after-action report.

Preparation. An ICS 214 can be initiated and maintained by personnel in various ICS positions as it is needed or appropriate. Personnel should document how relevant incident activities are occurring and progressing, or any notable events or communications.

Distribution. Completed ICS 214s are submitted to supervisors, who forward them to the Documentation Until All completed original forms must be given to the Documentation Unit, which maintains a file of all IXS 214s. It is recommended that individuals retain a copy for their own records.

Notes:

- The ICS 214 can be printed as a two-sided form.
- Use additional copies as continuation sheets as needed, and indicate pagination as used.

Block Number	Block Title	Instructions
1	**Incident Name**	Enter the name assigned to the incident.
2	**Operational Period** • Date and Time From • Date and Time To	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
3	**Name**	Enter the title of the organizational unit or resource designator (e.g., Facilities Unit, Safety Officer, Strike Team).
4	**ICS Position**	Enter the name and ICS position of the individual in charge of the Unit.
5	**Home Agency** (and Unit)	Enter the home agency of the individual completing the ICS 214. Enter a unit designator if utilized by the jurisdiction or discipline.
6	**Resources Assigned**	Enter the following information for resources assigned:
	• Name	Use this section to enter the resource's name. For all individuals, use at least the first initial and last name. Cell phone number for the individual can be added as an option.
	• ICS Position	Use this section to enter the resource's ICS position (e.g., Finance Section Chief).
	• Home Agency (and Unit)	Use this section to enter the resource's home agency and/or unit (e.g., Des Moines Public Works Department, Water Management Unit).
7	**Activity Log** • Date/Time • Notable Activities	• Enter the time (24-hour clock) and briefly describe individual notable activities. Note the date as well if the operational period covers more than one day. • Activities described may include notable occurrences or events such as task assignments, task completions, injuries, difficulties encountered, etc. • This block can also be used to track personal work habits by adding columns such as "Action Required," "Delegated To," "Status," etc.
8	**Prepared by** • Name • Position/Title • Signature • Date/Time	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

ICS 214 Unit Log

1. Incident Name:	2. Operational Period: Date From: Date To: Time From: Time To:

3. Name:	4. ICS Position:	5. Home Agency (and Unit):

6. Resources Assigned:

Name	ICS Position	Home Agency (and Unit)

7. Activity Log:

Date/Time	Notable Activities

8. Prepared by: Name: _____ Position/Title: _____ Signature: _____

ICS 214, Page 1 Date/Time: _____

ICS 214 Unit Log

1. Incident Name:

2. Operational Period: Date From: Date To:
Time From: Time To:

7. Activity Log (continuation)**:**

Date/Time	Notable Activities

8. Prepared by: Name: ________________ Position/Title: ________________ Signature: ________________

ICS 214, Page 2 Date/Time: ________________________________

Available NE State Resources

Nebraska offers several wildfire response resources, including the Wildfire Incident Response Assistance Team (WIRAT), which provides on-site advisory support and liaison services during complex incidents, and the Nebraska Type 3 Incident Management Team (NE-IMT3), deployed through a local disaster declaration in coordination with the Emergency Manager and NEMA. For incidents not requiring full NE-IMT3 support, the Incident Management Assistance Team (IMAT) offers targeted help in specific roles and is also requested via the Local Emergency Manager to the NEMA Watch Officer.

Wildland Incident Response Assistance Team

About: The SFMO/NFS Wildfire Incident Response Assistance Team (WIRAT) is an on-site advisory and support resource available to fire departments when an incident expands beyond the experience level and resources of the local departments. Contact a WIRAT coordinator. Based on staff availability, 2-3 team members will deploy to the incident, with additional staff available if the incident progresses. In addition to assisting the Incident Commander, WIRAT team members may also act as a liaison to the Local Emergency Manager providing the necessary information for the disaster declaration process to support the deployment of additional resources.

Nebraska State Fire Marshal's Office Coordinators
Allen Michel
308-279-1788

Fred Reichert
308-352-8306

Nebraska Type 3 Incident Management Team

About: The Nebraska Type 3 Incident Management team (NE-IMT3) is a higher-level resource available to departments if an incident significantly increases in complexity. A Local Disaster Declaration must be in place when making a NE-IMT3 request. The request needs to be made in coordination with the local Emergency Manager to the NEMA Watch Officer. Upon approval by NEMA, they will select and deploy the team. While NE-IMT3 staff may begin to arrive on scene and assist before official team transition, the timing of the full incident transition to the NE-IMT3 will be coordinated in consultation with Incident Commander on scene.

To begin the process, contact the NEMA Watch Officer:

NEMA Watch Officer
402-499-1219

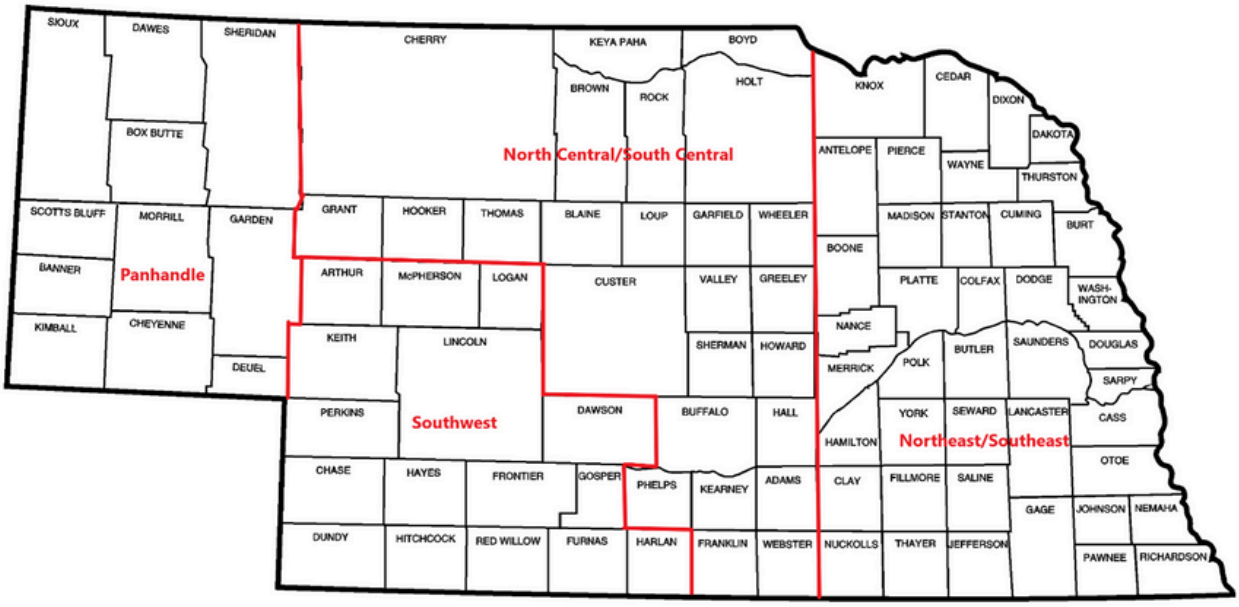
Incident Management Assistance Team

About: Incidents may not rise to the need of the NE-IMT3, but the local Incident Commander may need support in various Command and General staff positions. Those specific Incident Management Assistance Team (IMAT) requests should be made through the Local Emergency Manager to the NEMA Watch Officer. Upon approval by NEMA, they will select and deploy the appropriate members of the IMAT.

NEMA Watch Officer
402-499-1219

Nebraska Strike Teams & Task Forces

About: In the event of a large incident within your district, if you have exceeded the capability of your mutual aid resources or believe you will do so, you can request broader assistance. This list provides Strike Team and Task Force contact information from across the state. PLEASE CONSIDER THE FOLLOWING. Use the closest resources first, then move outward form there. Order more than you need; you can always cancel the order. If you have an established Strike Team or Task Force you would like listed, ***please contact Eric Moul with The Nebraska Forest Service 308-289-9821***

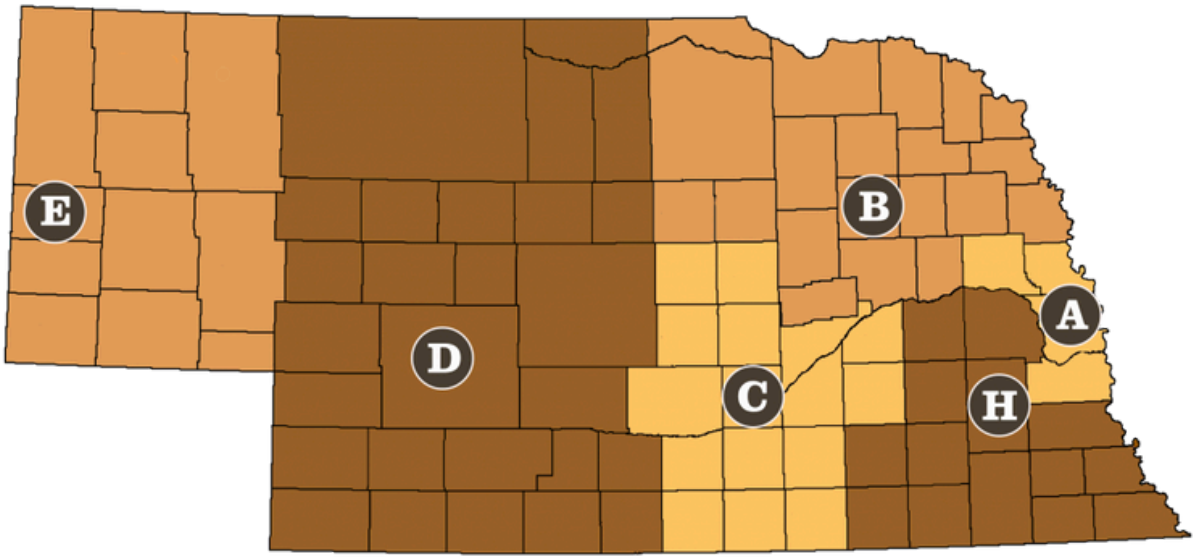


Panhandle	Northeast/Southeast
Pine Ridge MA Strike Team Brian Prosser 308-430-1958	3 & 33 MA Task Force Judd Stewart 402-729-7443
Scotts Bluff Co. Task Force Nathan Flower (308) 637-5135 911 Center 308-436-5880	Mid-Nebraska Task Force Bruce Benne (402) 741-1582 Mark Tisthammer 402-741-1690

Southwest	North Central/ South Central
Pine Ridge MA Strike Team Brian Prosser 308-430-1958	Platte Valley Twin Loup Task Force Steve Oseka 308-380-6200
Scotts Bluff Co. Task Force Nathan Flower 308-637-5135 911 Center 308-436-5880	Buffalo Co. MA Strike Team Rick Brown 308-708-1000
Southwest MA Strike Team Ralph Moul 308-726-5439 Dell Simmerman 308-289-5924	Sandhills MA Task Force EM Alma Beland 308-942-3461
Republican Valley MA Task Force Billie Cole 308-340-2273 Wesley Hock 308-279-1777	Boyd/Holt Co. Task Force Roger Miller 402-340-4780 Deb Hilker 402-340-5664
Mid-Plains MA Task Force Lincoln Co. 911 Center 308-535-6782	KBR&C MA Task Force EM Jess Pohzel 402-684-9077 Brad Fiala 402-760-1512
Furnas/Harlan Co. Task Force EM Roger Powell 308-962-6758 Bill Grossnicklaus 308-962-4266 Tracy Landenberger 402-762-5147	

Nebraska State Patrol Troops

About: The Nebraska State Patrol assists with wildfires by providing aerial drone support, trained wildland firefighting personnel, and logistical coordination. They also help with traffic control, public safety communications, and work closely with emergency management agencies during wildfire incidents.

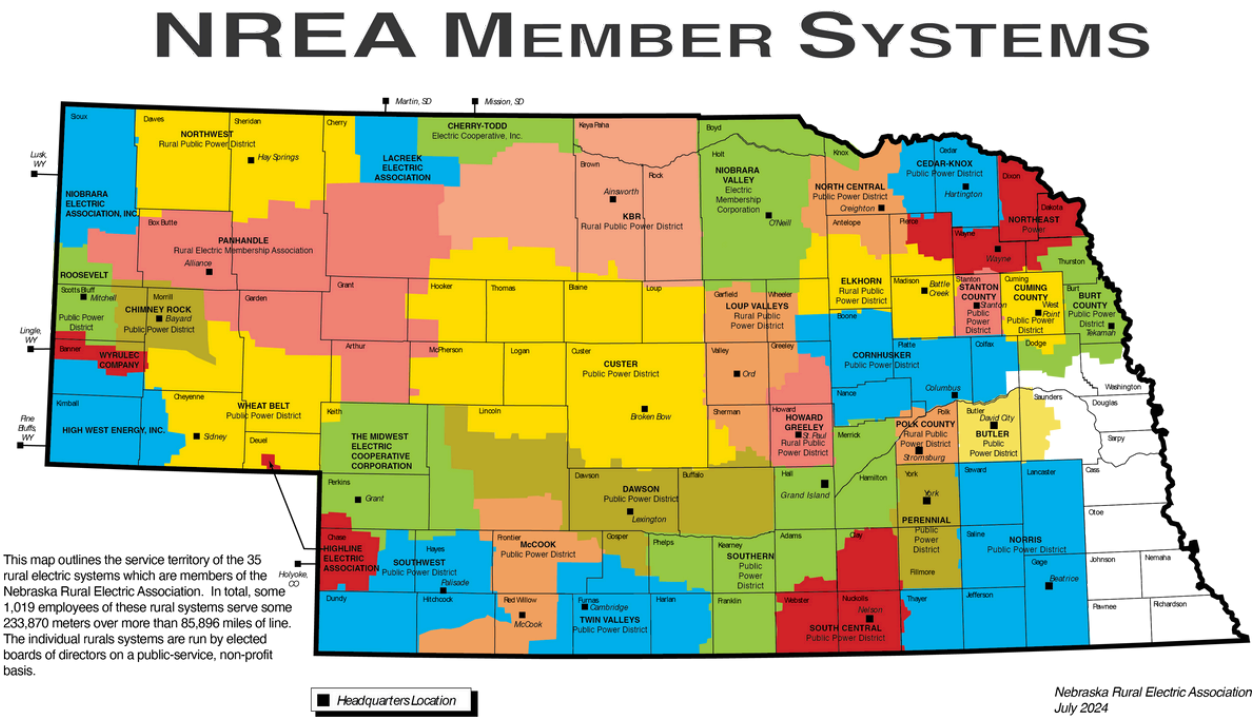


AREA	PHONE	TROOP AREAS
Omaha	402-331-3333	A
Norfolk	402-370-3456	B
Grand Island	308-385-6000	C
North Platte	308-535-8047	D
Scottsbluff	308-632-1211	E
Lincoln	402-471-4680	H

You can also reach the Nebraska State Patrol by dialing *55 from a cell phone or 1-800-525-5555.

Rural and Public Power Districts

Rural and public power districts in Nebraska play a critical role during wildfires by maintaining and restoring electrical infrastructure to ensure public safety and continuity of essential services. They may also implement proactive power shutoffs during extreme fire conditions to reduce ignition risks and support emergency response efforts.



NAME	PHONE	CONTACT	EMAIL	CELL
Basin Electric Power	701-223-0441			402-870-2219
Burt County PPD	402-374-2631	Jon Dockhorn	jdockhorn@burtcoppd.com	402-367-3918
Butler PPD	402-367-2081	Mark Kirby	mkirby@butlerppd.com	402-841-0397
Cedar-Knox PPD	402-254-6291	Mike Lammers	mikel@cedarknoxppd.com	402-841-0397
Central Nebraska PP & ID	308-995-8601			
Cherry-Todd ECI	605-856-4416	Tim Grablander	timg@cherry-todd.com	
Chimney Rock PPD	308-586-1824	Curtis Kayton	curtisk@crppd.com	308-340-3207
Cornhusker PPD	402-564-2821	Clay Gibbs	clayg@cppd.us	402-564-2821
Cuming County PPD	402-372-2463	Chet McWhorter	cmcwhorter@ccppd.com	402-380-0146
Custer PPD	308-872-2451	Rick Nelson	rnelson@custerpower.com	308-870-5670
Dawson PPD	308-324-2386	Gwen Kautz	gkautz@dawsonpower.com	308-325-7005
Elkhorn RPPD	402-675-2185	Mark Johnson	mjohnson@erppd.com	320-226-0930
High West Energy Inc	307-245-3261	Jared Routh	Jared.routh@highwest.coop	502-888-6260
Highline Electric Assn	970-854-236	Dennis Herman	dennis@hea.com	
Howard Greeley RPPD	308-754-4457	Dirk Dietz	dirk.d@howardgreeleyppd.com	308-380-0529
KBR RPPD	402-387-1120	Bob Beatty	bobkbr@threeriver.net	402-760-3344
Lacreek Electric Assn	605-685-6581	Josh Fanning	josh@lacreek.com	605-685-4419
Loup Valleys RPPD	308-728-3633	Ron Sandoz	ron@loupvalleyspower.com	
McCook PPD	308-345-2500	Clint Bethell	clint@mppdonline.com	308-340-7363
Midwest ECC	308-352-4356	Jayson Bishop	jbishop@midwestecc.com	308-352-8230
Nebraska Electric G & T	402-564-8142	Darin Bloomquist	dlbloomquist@negt.coop	402-993-9933
Nebraska PPD	402-564-8561			
Nebraska REA	402-475-4988	Rick Nelson	rnelson@nrea.org	308-870-3377
Niobrara Electric	307-334-3221	Shawna Glendy	sglendy@niobrara-electric.org	307-340-1669
Niobrara Valley EMC	402-336-2803	Matt Fritz	mattf@nvemc.org	402-340-3535
Norris PPD	402-223-4038	Bruce Vitsoh	bvitosh@norrispower.com	402-806-3391
North Central PPD	402-358-5112	Doyle Hazen	doyle.hazen@ncppd.net	402-640-0504
Northeast Power	402-375-1360	Tracy Golden	tracyg@northeastpow.com	936-674-6580
Northwest RPPD	308-638-4445	Chance Briscoe	cbriscoe@nrppd.com	719-740-0442
Omaha PPD	402-636-2000			
Panhandle REMA	308-762-1311	Zac Bryant	zbryant@prema.coop	308-631-8185

Perennial PPD	402-362-3355	Brandon Lehman	blehman@perennialpower.com	402-363-7710
Polk County RPPD	402-764-4381	Barb Fowler	bfowler@pcrppd.com	402-764-0225
Roosevelt RPPD	308-635-2424	AJ Kuxhausen	ajk@rooseveltppd.com	308-641-3728
South Central PPD	402-225-2351	Craig Cox	craig@southcentralppd.com	402-469-1078
Southern PD	308-384-2350			
Southwest PPD	308-285-3295	Colyn Suda	colyns@scppd.net	402-360-1125
Stanton County PPD	402-439-2228	Trever Turner	tturner@scppd.net	402-360-1125
Tri-State G & T	303-452-6111			
Twin Valleys G & T	308-697-3315	Josh Beideck	jbeideck@twinvalleysppd.com	308-340-7485
Wheat Belt PPD	308-254-5871	Lacey Gulbranson	lacey.gulbranson@wheatbelt.com	308-430-2262
Wyrulec Company	307-837-2225	Ryan Schilreff	rschilreff@wyrulec.com	308-575-2435

Nebraska Hospitals

NAME	BURN	TRAUMA LEVEL	HELIPAD	PHONE
CHI Health CreightonUniversity Medical Center Bergan	NO	I	Yes	402-398-6353
Nebraska Medicine	NO	I	Yes	402-552-3997
Children's Hospital & Medical Center	NO	PII	Yes	402-955-7262
Bryan Medical Center West	NO	II	Yes	402-481-4145
CHI Health Good Samaritan Hospital	NO	II	Yes	308-865-7684
Regional West Medical Center	NO	II	Yes	308-635-3711 ext. 234
Columbus Community Hospital	NO	III	Yes	402-564-7118
Faith Regional Health Services	NO	III	Yes	402-371-4880
Great Plains Regional Medical Center	NO	III	Yes	308-568-8000
Mary Lanning Memorial Hospital	NO	III	Yes	402-461-5186
CHI Health St. Elizabeth	NO	III	Yes	402-219-7139
CHI Health St. Francis Medical Center	NO	III	Yes	308-398-5652
Genoa Community Hospital	NO	IV	Yes	402-993-2279
CHI Health St. Mary's Community Hospital	NO	IV	Yes	402-873-3321
West Holt Memorial Hospital	NO	IV	Yes	402-925-2811
Annie Jeffrey Memorial County Health Center	NO	IV	Yes	402-747-2031

Aurora Memorial Hospital	NO	IV	Yes	402-694-3171
Avera Creighton Hospital	NO	IV	Yes	402-358-5700
Box Butte General Hospital	NO	IV	Yes	308-762-6660
Brown County Hospital	NO	IV	Yes	402-387-2800
Chadron Community Hospital	NO	IV	Yes	308-432-0228
Chase County Community Hospital	NO	IV	Yes	308-882-7111
Cherry County Hospital	NO	IV	Yes	402-376-2525
Community Medical Center	NO	IV	Yes	402-245-2428
Community Memorial Hospital	NO	IV	Yes	402-269-2011
Crete Area Medical Center	NO	IV	Yes	402-826-2101
Dundy County Hospital	NO	IV	Yes	308-423-2204
Gordon Memorial Hospital	NO	IV	Yes	308-282-0401
Gothenburg Memorial Hospital	NO	IV	Yes	308-537-3661
Howard County Community Hospital	NO	IV	Yes	308-754-4421
Jennie M. Melham Memorial Medical Center	NO	IV	Yes	308-872-4100
Johnson County Hospital	NO	IV	Yes	402-335-3361
Kimball Health Services	NO	IV	Yes	308-235-1973
Litzenberg Memorial County Hospital	NO	IV	Yes	308-946-3015
McCook Community Hospital	NO	IV	Yes	308-344-8544

Memorial Community Hospital	NO	IV	Yes	402-426-2182
Morrill County Community Hospital	NO	IV	Yes	308-262-1616
Morrill County Community Hospital	NO	IV	Yes	308-262-1616
Nemaha County Hospital	NO	IV	Yes	402-274-4366
Ogallala Community Hospital	NO	IV	Yes	308-284-7229
Pawnee County Memorial Hospital	NO	IV	Yes	402-852-2231
Pender Community Hospital	NO	IV	Yes	402-385-3083
Perkins County Health Services	NO	IV	Yes	308-352-7200
Phelps Memorial Health Center	NO	IV	Yes	308-995-2211
Providence Medical Center	NO	IV	Yes	402-375-3800
Saunders Medical Center	NO	IV	Yes	402-443-4191
St. Francis Memorial Hospital	NO	IV	Yes	402-372-2404
Thayer County Health Services	NO	IV	Yes	402-768-7203
Tri Valley Health Systems	NO	IV	Yes	308-697-3329
Tri-County Hospital	NO	IV	Yes	308-324-5651
Valley County Hospital		IV	Yes	308-728-3211
CHI Health St. Elizabeth	YES		Yes	402-219-7769

South Dakota Hospitals

NAME	BURN	TRAUMA LEVEL	HELIPAD	PHONE
Rapid City Monument Health	NO	II	Yes	605-755-1000

Wyoming Hospitals

NAME	BURN	TRAUMA LEVEL	HELIPAD	PHONE
Cheyenne Regional Medical Center East Campus	NO	II/III	Yes	307-634-2273
Memorial Hospital of Converse County		IV	Yes	307-358-2122
Wyoming Medical Center	NO	II/III	Yes	307-577-7201

Nebraska hospitals play a critical role during wildfires, serving as vital hubs for emergency medical care, coordination, and community resilience. When wildfires break out, they can lead to a surge in injuries from burns, smoke inhalation, and respiratory complications, especially among vulnerable populations such as children, the elderly, and those with pre-existing health conditions like asthma or heart disease. Hospitals across Nebraska are equipped to provide immediate care, offering life-saving treatments and stabilizing critical patients under high-pressure conditions.

Beyond immediate medical response, these hospitals are central to disaster preparedness and coordination. They work closely with local and state emergency management agencies to ensure a rapid response, organize evacuations, and direct medical resources where they are needed most. Many Nebraska hospitals also serve as temporary shelters, offering refuge to displaced residents when homes and communities are threatened or destroyed.

Burn Centers

Health Care Facility	Phone Number(s)
University of Colorado Burn Center - Denver, CO	720-848-2828
Northern Colorado Medical Center - Greely, CO	970-810-4121
Nebraska Medical Center Burn Center - Omaha, NE	402-552-2876
Saint Elizabeth Regional Burn Center - Lincoln, NE	**Burn Unit 402-219-7680** Main Hospital 402-219-800
Regions Hospital - Saint Paul, MN	**Burn Unit 651-254-7042** Main Hospital 800-922-2876
Avera McKennan & University Health Center - Sioux Falls, SD	605-322-2400
Hennepin County Medica lCenter - Minneapolis, MN	**Burn Unit 612-873-2915** Main Hospital 612-873-3000

Medevac Guide

The intent of this plan is to establish procedures and provide guidance and support in the possibility of a medevac on an incident. When an emergency occurs requiring a medical helicopter and is within the scope of first Responder personnel, timely and effective intervention and response is needed to mitigate and reduce the severity and/or consequences of the situation.

- **Section 1** – Procedures: Will include procedures and responsibilities of personnel when dealing with a Medevac.

- **Section 2** – Emergency Provider Contacts: Will consist of a list of medical facilities and emergency medical services (EMS) organizations that may be utilized during a Medevac. This list will include phone numbers, addresses, radio frequencies, and other pertinent information

- **Section 3** – Medical Incident Report/ICS 206 WF (Page 40)

Definitions

Rescue hoist: A cable winching device that's permanently mounted to the helicopter and is capable of lowering and raising a person (or persons) via a device attached to the cable.

Short-haul: An insertion/extraction method designed to transport one or more persons on a fixed line (150'-250' long) beneath a helicopter. The intent is to transport people a short distance, usually from a limited or otherwise inaccessible location to a safe landing area.

Section 1 - Procedures

Directly coordinate Medevac operations or field resources may coordinate directly with the local 911 dispatch center(s).

On the initial call, the reporting party should:

- Declare a MEDICAL EMERGENCY Incident. If calling in, the dispatcher will request all non-emergency radio traffic be suspended. If calling into a local/county 911 dispatch center, follow their protocol as directed by the dispatcher.

- Provide the name of the Medevac point of contact (POC). This will be the person in command of the scene and should be the only person communicating on the radio or with the radio operator.

- The reporting person should be prepared to provide the information listed on the Medical Incident Report (8 Line). The responding office should be prepared to immediately copy the information into their CAD system or hard copy of the 8 Line. If the requesting field unit does not have a copy of the 8 Line, the responding office should be prepared to prompt the POC for the necessary information. (Local/County 911 dispatch centers may not know what an "8 Line" is.)

- Once the initial request for assistance has been made, it is vital to maintain consistency throughout the process in regard to radio communication on both ends. The office that initiates the Medevac process should continue coordination until the operation has been completed. It is important for that office to re-open radio frequencies for non-emergency traffic as soon as possible.

Medevac POC Responsibilities *(Listed in order of priority)*

Directly coordinate Medevac operations or field resources may coordinate directly with the local 911 dispatch center(s).

- Secure the scene and determine if it is safe to begin first aid.

- Administer first aid; make assessment to determine if additional assistance is needed.

- Call dispatch office to report incident.

- Determine if Medevac via air and/or ground ambulance is needed.

- If an air ambulance is needed, determine the helicopter landing zone(s) and provide the latitude and longitude.

- Begin Medical Incident Report (8 Line) and provide information as outlined in the Patient Assessment located on pgs. 118 & 119 of the IRPG.

- Provide the dispatch office with any patient updates and any changes to the status of the scene.

- Assist EMS; be prepared to help with patient assessment and provide any background information to responding EMS personnel.

- If the injured person is able to stand and/or walk, consider transporting them to meet the incoming EMS resource(s).

Medevac Safety

- During a helicopter Medevac, personnel assisting with the transport should maintain all helicopter safety procedures as outlined in pgs. 61-72 of the IRPG.

- When working with any of the air ambulances, personnel assisting with the transport should follow any and all directions given by the flight crew.

- When the Life Flight, or any other air ambulance lands, allow the flight crew to exit the helicopter and approach you a safe distance away from the helicopter to discuss the current situation and the process for loading the patient(s).

- If possible, the patient should be positioned with their head pointed away from the air ambulance. This will help protect the patient from any flying debris and help to reduce communication problems that occur when working in close proximity to a helicopter.

Medevac Limitations

Factors that limit hoist operations:
- Winds greater than 20 mph, poor visibility, and/or severe weather
- If the patient's weight is greater than 450 pounds
- Time of day (hoist operations are not conducted at night)
- Operations that take place over water

Instances where short-haul operations may not be able to take place:
- Any unresolved communication and/or safety issues that occur
- Technical rescue operations are required to access the patient's location
- There is potential of an avalanche at the patient's location

Helicopter Landing Zone Guidelines

- 100' x 100' area
- Approach and depart into the wind
- Area should be clear of all obstacles, trees, wires, towers, etc.
- Proper PPE should be worn at all times
- When the helicopter is landing stay with patient, remain calm, and stay alert
- After the helicopter has landed, approach from the front. (Make sure you can see the pilot. If you can't see them, they can't see you!)
- Wait for the flight crew to direct and assist you
- When loading the patient(s) into the helicopter, follow the flight crew's directions
- Depart toward the front of the helicopter

T.O.M.A.S.

- **T**errain – Alpine, forest, slope, snow, etc. When possible, establish a nearby alternate landing area
- **O**bstacles – Trees, cliffs, loose debris, dust, wires, limited daylight, rotor wash, etc.
- **M**ethod – Net, bag, litter, harness, tag line, etc. Logistics & type of insertion/extraction
- **A**lternatives – Standby and/or assist SAR with ground rescue operations, land near victim
- **S**afety – Team reviews available information and identifies concerns. Determines "go/no-go" decision and justifies why

Section 2 – Emergency Provider Contacts

Apollo Med Flight – CHI St. Francis (Base Location Grand Island, NE)

- *Make & Model – Airbus EC-135*
- *VFR – Yes*
- *IFR – Yes*
- *Programmable FM Radio – Yes*
  - *Cannot be programmed while in flight*
  - *Frequency will be established based on the location of the scene at the time of dispatch*
- *Night Vision Goggles – Yes*
- *Response Time – 12 minutes or less*
- *Hoist Type – None*
- *Fuel Cycle – 3 hours, average*
- *Flight Crew – 1 pilot, 1 paramedic, 1 nurse*
- *Medical Personnel – 1 paramedic & 1 flight nurse (Both EMS licensed)*
  - *Can bring blood/blood products to the scene*
  - *Can bring point of care ultrasound*
  - *Capable of transporting one patient at a time*
- *Ordering Procedure – Ordered through* ***Apollo Dispatch 1-833-263-3247***

Air Link - Regional West Medical Center (Base location Scottsbluff, NE)

- *Make & Model – Bell 407GXi, (Air Link also staffs a PilatusPC-12 at WesternNebraska Regional Airportin Scottsbluff, NE)*
- *VFR – Yes*
- *IFR – No*
- *Programmable FM Radio – Yes*
  - *Can be programmed while in flight*
  - *Frequency will be established based on the location of the scene at time of dispatch*
- *Night Vision Goggles – Yes*
- *Response Time – 10 minutes or less (depending on conditions, night vs. day, etc.)*
- *Hoist Type – None*
- *Fuel Cycle – 2 ½ hours, average*
- *Flight Crew – 1 pilot, 2 medical crew members*
- *Medical Personnel – paramedic/nurse, nurse/nurse, paramedic/MD, nurse/MD combination (Critical Care and Flight certified)*
- *Hot Loading – Yes*
  - *Can be performed depending on the situation, available landing zone, and experience of the personnel assisting with the Medevac.*
- *Ordering Procedure – Ordered through GPC via radio or phone. GPC will contact* ***Air Link Dispatch 1-800-252- 2215***

Air Life Denver – Air Life 6 (Base location Holyoke, CO)

- *Make & Model – Bell 407*
- *VFR – Yes*
- *IFR – No*
- *Programmable FM Radio – Yes*
  - *Cannot be programmed while in the field, but any frequency can be added with enough notice.*
  - *Frequency will be established based on the location of the scene at time of dispatch. Preference is STAC/D LZ UTAC 2 / UTAC 42D*
- *Night Vision Goggles – Yes*
- *ResponseTime – 10 minutes or less*
- *Hoist Type – None*
- *Fuel Cycle – 2 ½ hours, average*
- *Flight Crew – 1 pilot, 2 medical crew members*
- *Medical Personnel – 2 flight nurses or 1 paramedic &1 flight nurse*
  - *Medical crew is licensed in Nebraska, South Dakota, Kansas, Wyoming, and Colorado*
  - *Will bring blood/blood products on every call*
- *Hot Loading – Yes, standard procedure*
- *Ordering Procedure –* ***AirLife Denver Communication Center 1-303-360-3400***
  - *AirLife Denver Dispatch can assist in dispatching the closest appropriate air medical aircraft if Holyoke is unavailable.*
  - *If the weather does not permit rotor wing flight, two Airlife Denver fixed wing aircraft can be dispatched from Centennial, CO.*

LifeNet 1-3 (Base location Columbus, NE)

- *Make and Model: Airbus EC 130 B4*
- *Performance @ 7,000' and 90° f: Yes*
- *Cruise Speed:115 knots*
- *VFR: Yes*
- *IFR: No*
- *Programmable FM Radio: Yes*
  - *Frequencies must be pre-programmed*
  - *Selected frequencies in central and eastern NE, including NE SRS*
- *Night Vision Goggles: Yes*
- *Response Time: 15 minutes or less*
- *Hoist Type: None*
- *Fuel Cycle: Two hours average*
- *Flight Crew: One pilot, one paramedic, one nurse*
- *·Medical Personnel: One paramedic (ALS and Critical Care Qualified) and one nurse (Critical Care Qualified)*
  - *Blood products carried on board on every flight*
  - *Capable of transporting one patient at a time*
- *Hot Loading: Not standard procedure*
- *Ordering Procedure: Ordered through GPC via radio or phone. GPC will contact Air Methods* ***AirCom Dispatch 1-844-359-9111***

Great Plains LifeNet – Great Plains Health (Base location North Platte, NE)

- *Make & Model – Bell 407 GX*
- *VFR – Yes*
- *IFR – No*
- *Programmable FM Radio – Yes*
  - *Cannot be programmed while in the field*
  - *Frequency will be established based on the location of the scene at time of dispatch. Preference is VCAL10 or VTAC11*
- *Night Vision Goggles – Yes*
- *Response Time – 15 minutes or less*
- *Hoist Type – None*
- *Fuel Cycle – 2 ½ hours, average*
- *Flight Crew – 1 pilot, 1 paramedic, 1 nurse*
- *Medical Personnel– 1 ALS paramedic & 1 flight nurse (Critical Care qualified)*
  - *Medical crew is licensed in Nebraska and South Dakota*
  - *Can bring blood/blood products to the scene*
- *Hot Loading– Not standard procedure*
  - *Can be performed depending on the situation, available landing zone, and experience of the personnel assisting with the Medevac*
- *Ordering Procedure– Ordered through GPC via radio or phone or through local 911 dispatch center. GPC will contact Air Methods* ***AirComm Dispatch 1-844-491-1247***

Life-Net 1-1 (Base location Omaha, NE)

- *Make & Model –Eurocopter EC-135 P2+*
- *VFR – Yes*
- *IFR – No*
- *Programmable FM Radio – Yes*
  - *Cannot be programmed in the field*
  - *VMED 28 (TXT 156.7) – 155.3400*
  - *ROC SRS (NE)*
  - *VCALL10-VTAC14 (NE)*
- *Night Vision Goggles – Yes*
- *Response Time – 15 minutes or less*
- *Hoist Type – None*
- *Fuel Cycle – 2 ½ hours, average*
- *Flight Crew – 1 pilot,1 paramedic, 1 nurse*
- *Medical Personnel – 1 paramedic(ALS and CriticalCare Qualified) & 1 Flight Nurse (CriticalCare qualified)*
  - *Blood products carried on board on every flight 2-O positive and plasma*
- *Hot Loading – Yes*
  - *Can be performed depending on the situation, available landing zone, and condition, and experience of the personnel assisting with the Medevac.*
- *Not equipped with AFF*
- *Ordering Procedure – Ordered through GPC via radio or phone. GPC will contact Air Methods* ***AirCom Dispatch 1-844-359-9111***

City Life-Net (Base location in Kearney, Nebraska)

- *Make and Model – EC135 T2+*
- *VFR – YES*
- *IFR – YES*
- *Programmable FM radio – Yes*
  - *Cannot be programmed while in the field*
  - *Frequency will be established based on the location of the scene at the time of dispatch*
- *Night Vision Goggles – Yes*
- *Response time – 15 minutes or less*
- *Hoist type – None*
- *Fuel Cycle – Jet A*
- *Flight crew – 1 pilot, 1 nurse, 1 Paramedic*
- *Medical Personnel – 1 ALS paramedic and 1 flight nurse (both critical care qualified)*
  - *Medical crew is licensed in Nebraska*
  - *Carries blood and plasma on all flights*
- *Hot Loading – Yes*
- *Can be performed depending on the situation, available landing zone and experience of the personnel assisting with the medevac*
- *Ordering procedure – Ordered through GPC via radio or phone through local 911 dispatch center. GPC will contact* ***AirMethods AirComm Dispatch 1-888-874-4356***

Good Samaritan Air Care – CHI Health (Base location Kearney, NE)

- *Make &Model – Bell 429*
- *VFR – Yes*
- *IFR – No*
- *Programmable FM Radio – Yes*
  - *Cannot be programmed while in flight*
  - *Frequency will be established based on the location of the scene at time of dispatch*
- *Night Vision Goggles – Yes*
- *Response Time – 12 minutes or less*
- *Hoist Type – None*
- *·Fuel Cycle– 3 hours, average*
- *Flight Crew – 1 pilot, 1 paramedic, 1 nurse*
- *Medical Personnel– 1 paramedic & 1 flight nurse (Both EMS licensed)*
  - *Can bring blood/blood products to the scene*
  - *Capable of transporting one patient at a time*
- *Hot Loading– Not a standard procedure*
  - *Can be performed depending on the situation, available landing zone, and experience of the personnel assisting with the Medevac*
- *Ordering Procedure – Ordered through GPC via radio or phone.GPC will contact* ***Good Samaritan Communication and Transfer Center 1-800-474-7911***

Avera Careflight (Base locations Sioux Falls, Aberdeen, and Pierre, SD)

- *Make & Model – Airbus EC-145*
- *VFR – Yes*
- *IFR – Yes*
- *Programmable FM Radio – Yes*
  - *Frequency will be established based on the location of the scene at time of dispatch*
- *Night Vision Goggles – Yes*
- *Response Time – 15 minutes or less*
- *Hoist Type – None*
- *Fuel Cycle – 2 ½ hours, average*
- *Flight Crew – 1 pilot, 1 paramedic, 1 nurse*
- *Medical Personnel– 1 flight paramedic & 1 flight nurse*
- *Hot Loading– Not standard procedure*
  - *Can be performed depending on the situation, available landing zone, and experience of the personnel assisting with the Medevac.*
- *Ordering Procedure – Ordered through GPC via radio or phone. GPC will contact* ***Careflight Dispatch 1-800-367-3278***

Black Hills Life Flight (Base location Rapid City, SD)

- *Make & Model – Bell 407 GXP*
- *VFR – Yes*
- *IFR – No*
- *Programmable FM Radio – Yes*
  - *Cannot be programmed in the field*
  - *VMED 28 (TXT 156.7)– 155.3400*
- *Night Vision Goggles – Yes*
- *Response Time – 15 minutes or less*
- *Hoist Type – None*
- *Fuel Cycle – 2 ½ hours, average*
- *Flight Crew – 1 pilot, 1 paramedic, 1 nurse*
- *Medical Personnel– 1 paramedic (ALS and Critical Care Qualified) & 1 Flight Nurse (Critical Care qualified)*
- *Blood products carried on board on every flight O positive, O negative and, plasma*
- *Hot Loading– Not standard procedure*
- *Can be performed depending on the situation, available landing zone, and experience of the personnel assisting with the Medevac.*
- *Typically, the pilot will do a full shutdown upon arrival*
- *Ordering Procedure – Ordered through GPC via radio or phone.GPC will contact Air Methods* ***AirComm Dispatch 1-800-232-2452***

ICS 206 WF Medical Plan

Medical Incident Report

FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.

FOR A MEDICAL EMERGENCY: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.

Use the following items to communicate situation to communications/dispatch.

1. CONTACT COMMUNICATIONS / DISPATCH (Verify correct frequency prior to starting report)
Ex: "Communications, Div. Alpha. Stand-by for Emergency Traffic."

2. INCIDENT STATUS: *Provide incident summary (including number of patients) and command structure.*
Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care."

Severity of Emergency / Transport Priority	☐ **RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE** *Ex: Unconscious, difficulty breathing, bleeding severely, 2° – 3° burns more than 4 palm sizes, heat stroke, disoriented.* ☐ **YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary.** *Ex: Significant trauma, unable to walk, 2° – 3° burns not more than 1-3 palm sizes.* ☐ **GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport** *Ex: Sprains, strains, minor heat-related illness.*	
Nature of Injury or Illness & Mechanism of Injury		*Brief Summary of Injury or Illness (Ex: Unconscious, Struck by Falling Tree)*
Transport Request		*Air Ambulance / Short Haul/Hoist Ground Ambulance / Other*
Patient Location		*Descriptive Location & Lat. / Long. (WGS84)*
Incident Name		*Geographic Name + "Medical" (Ex: Trout Meadow Medical)*
On-Scene Incident Commander		*Name of on-scene IC of Incident within an Incident (Ex: TFLD Jones)*
Patient Care		*Name of Care Provider (Ex: EMT Smith)*

3. INITIAL PATIENT ASSESSMENT: *Complete this section for each patient as applicable (start with the most severe patient)*

Patient Assessment: See IRPG page 106

Treatment:

4. TRANSPORT PLAN:

Evacuation Location (*if different*): (*Descriptive Location (drop point, intersection, etc.) or Lat. / Long.*) Patient's ETA to Evacuation Location:

Helispot / Extraction Site Size and Hazards:

5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:

Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication

6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable

Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *
COMMAND					
AIR-TO-GRND					
TACTICAL					

7. CONTINGENCY: ***Considerations:*** ***If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.***

8. ADDITIONAL INFORMATION: *Updates/Changes, etc.*

REMEMBER: **Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.**

Engine Typing and Required Standards

	Engine Type								
	Structure		Wildland						
Requirements	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9***
Tank Minimum Capacity (GAL.)	300	300	500	750	400	150	50	50	300
Pump Minimum Flow (GPM)	1000	500	150	50	50	50	10	6	1000
Rated Pressure (PSI)	150	150	250	100	100	100	100	100	150
Hose (2½")	1200	1000	-	-	-	-	-	-	1200
Hose (1½")	500	500	1000	300	300	300	-	100 ½"	500
Hose (1")	-	-	500	300	300	300	200		-
Ladders per NFPA1901****	Yes	Yes	-	-	-	-	-	-	Yes
Master Stream (500 GPM MIN)	Yes	-	-	-	-	-	-	-	Yes
Pump and Roll	-	-	Yes	Yes	Yes	Yes	Yes	Yes	-
Maximum GVWR (LBS)	-	-	-	-	26,000	19,500	14,000		-
Personnel (MIN)	4**	3	3***	3***	3***	3***	3***	3	4**

***- State standard not NWCG requirement**
****- In-State standard is 4 personnel (Out-of-State requires 4 personnel)**
*****-In-State standard is 3 personnel (Out-of-State requires 3 personnel)**
******-In-State standard is 20 feet of ladder (Out-of-State requires 48 feet)**

Common Additional Needs. Request as Needed.

- All Wheel Drive
- High-pressure Pump (250 PSI at ½ Low of Type)
- Foam Proportioner
- Compressed Air Foam System (CAFS) with Minimum 40 CFM Compressor
- Additional Personnel

Tank Tender Types

	Water Tend Type						
	Support			Tactical		State Standard	
Requirements	**S1**	**S2**	**S3**	**TI**	**T2**	**4***	**5***
Tank Minimum Capacity (GAL.)	4000	2500	1000	2000	1000	400+	400+
Pump Minimum Flow (GPM)	300	200	200	250	250	80+	---
Rated Pressure (PSI)	50	50	50	150	150	---	---
Max Refill Time (MIN)	30	20	15	---	---	---	---
Pump and Roll	---	---	---	Yes	Yes		
Personnel (MIN)	1	1	I	2	2	I	1

***- State standard not NWCG requirement**

- **All types shall meet federal, state and agency requirements for motor vehicle safety standards, including all gross vehicle weight ratings when fully loaded.**
- **Type 3 engines and tactical water tenders shall be equipped with a foam proportioner system.**

- All water tenders and engine types 3 through 6 shall be able to prime and pump water from a 10-foot lift.

- Personnel shall meet the qualification requirements of NWCG Wildland Fire Qualification System Guide, PMS 310-1.

- Water tenders must carry appropriate hoses, clamps, adapters, and tools to be able to fill engines and portable tanks. Tenders must also carry a minimum of one shovel and Pulaski. Tenders participating in out-of-state dispatches must meet minimum federal guidelines for equipment and accessories.

General Specification for Engines and Tenders.

- Larger diameter hose may be substituted for a smaller hose to achieve the total needed length.
- Hose size is hose coupler size.
- Engines must carry fittings to connect all hoses on the apparatus.

Ordered Structural Fire Engines.

Any engine specifically ordered for the purpose of providing structural fire protection should have the basic gear and safety equipment required by structural firefighting standards. Each engine must have, at a minimum, the following items for personnel:

- NFPA-approved protective clothing for structural firefighting.
- NFPA-approved protective hoods.
- NFPA-approved gloves for structural firefighting.
- NFPA-approved helmets for structural firefighting.
- NFPA-approved SCBAs for structural firefighting.
- NFPA-approved footwear for structural firefighting.
    - 400 ft of l½" single jacket wildland hose.
    - 200 ftof l"single jacket wildlandhose.
    - 2 - Shovels: 1 -McLeod, 1 -Pulaski
    - The following appliances: 2 - l½" to 1"Forestry "Ts", 2 - Reducers
        - NST - l½ "to1".
        - 2 -1½ " -40 GPM nozzles.
        - 2 -l" - 20 GPM nozzles.
    - 2 - Forestry clamps for single jacket wildland hose.
- Fire shelters for all engine crew members.
- Wildland fire personal protective equipment for all engine crew members.

Engine Stocking Levels and Recommended Items

The following chart shows the NUS minimum stocking levels required for agency engines.
BLM units see the agency-specific NUS on the NFEP website.

Category	Item Description	NFES #	Type 3, 4, & 5	Type 6
Fire Tools and Equip	McLeod	0296	1	
	Combination Tool	1180	1	1
	Shovel	0171	3	2
	Pulaski	0146	3	2
	Backpack Pump	1149	3	2
	Fusees (case)	0105	1	½
	Foam, concentrate, Class A (5-gallon)	1145	1	1
	Chainsaw (and chaps)		1	1
	Chainsaw Tool Kit	0342	1	1
	Drip Torch	0241	2	1
	Portable Pump		*	*
Medical	First Aid Kit, 20-25 person	1143	1	1
	Burn Kit		1	1
	Body Fluids Barrier Kit	0640	1	1
General Supplies	Flashlight, general service	0069	1	1
	Chock Blocks		1	1
	Tow Chain or Cable	1856	1	1
	Jack, hydraulic (comply w/GVW)		1	1
	Lug Wrench		1	1
	Pliers, fence		1	1
	Food (48-hour supply)	1842	1	1
	Rags	3309	*	*
	Rope/Cord (feet)		50	50
	Sheeting, plastic, 10' x 20'	1287	1	1
	Tape, duct	0071	1	1
	Tape, filament (roll)	0222	2	2
	Water (gallon/person) minimum		2	2
	Bolt Cutters		1	1
	Toilet Paper (roll)	0142	*	*
	Cooler or Ice Chest	0557	*	*
	Hand Primer, Mark III	0145	*	*
	Hose Clamp	0046	2	1
	Gaskets (set)		1	1
	Pail, collapsible	0141	1	1
	Hose Reel Crank		*	*

Category	Item Description	NFES #	Type 3, 4, & 5	Type 6
Safety	Fire Extinguisher (5 lb)	2143	1	1
	Flagging, Pink (roll)	0566	*	*
	Flagging, Yellow w/Black Stripes (roll)	0267	*	*
	Fuel Safety Can (Type 2 OSHA, metal, 5-gallon)	1291	*	*
	Reflector Set		*	*
	Class 2 or 3 High Visibility Apparel (1 per seat belt)	1242	***	***
Vehicle and Pump Support	General Took Kit (5180-00-177-7033/GSA)		1	1
	Oil, automotive, quart		4	2
	Oil, penetrating, can		1	1
	Oil, automatic transmission, quart		1	1
	Brake Fluid, pint		1	1
	Filter, gas		1	1
	Fan Belts		1	1
	Spark Plugs		1	1
	Hose, air compressor w/adapters		1	0
	Fuses (set)		1	1
	Tire Pressure Gauge		1	1
	Jumper Cables		1	1
	Battery Terminal Cleaner		*	*
	Tape, electrical, plastic	0619	1	1
	Tape, Teflon		1	1
Personal Gear (Extra Supply)	File, mill, bastard	0060	*	*
	Head Lamp	0713	1	1
	Hard Hat	0109	1	1
	Goggles	1024	2	2
	Gloves		*	*
	First Aid Kit, individual	0067	1	1
	Fire Shirt		*	*
	Fire Shelter w/case and liner	0169	2	1
	Packsack	0744	2	1
	Batteries, headlamp (pkg)	0030	6	4
	Ear Plugs (pair)	1027	3	3
Radio	Portable		1	1
	Mobile		1	1
	Batteries (for portable radio)		2	2

Category	Item Description	NFES #	Type	Type
			3, 4, & 5	6
Hose	Booster (feet/reel)	1220	100	100
	Suction (length, 8' or 10')		2	2
	1" NPSH (feet)	0966	300	300
	1½" NH (feet)	0967	300	300
	¾" NH, garden (feet)	1016	300	300
	1½" NH, engine protection (feet)		20	20
	1½" NH, refill (feet)		15	15
Nozzle	Forester, 1" NPSH	0024	3	2
	Adjustable, 1" NPSH	0138	4	2
	Adjustable, 1½" NH	0137	5	3
	Adjustable, ¾" NH	0136	4	2
	Foam, ¾" NH	0627	1	1
	Foam 1½" NH	0628	1	1
	Mopup Wand	0720	2	1
	Tip, Mopup Wand	0735	4	2
	Tip, Forester, Nozzle, fog	0903	*	*
	Tip, Forester Nozzle, straight stream	0638	*	*
Wye	1" NPSH, Two-Way, Gated	0259	2	1
	1½" NH, Two-Way, Gated	0231	4	2
	¾" NH w/Ball Valve, Gated	0739	6	4
Adapter	1" NPSH-F to 1" HN-M	0003	*	*
	1" NH-F to 1" NPSH-M	0004	1	1
	1½" NPSH-F to 1 ½" NH-M	0007	1	1
	1½" NH-F to 1 ½" NPSH-M	0006	*	*
Increaser	¾" NH-F to 1" NPSH-M	2235	1	1
	1" NPSH-F to 1 ½" NH-M	0416	2	1
Coupling	1" NPSH, Double Female	0710	1	1
	1" NPSH, Double Male	0916	1	1
	1½" NH, Double Female	0857	2	2
	1½" NH, Double Male	0856	1	1
Reducer/ Adapter	1" NPSH-F to ¾" NH-M	0733	3	3
	1½" NH-F to 1 NPSH-M	0010	6	4
	2" NPSH-F to 1 ½" NH-M	0417	*	*
	2½" NPSH-F to 1 ½" NH-M	2229	*	*
Reducer	1½" NH-F to 1" NH-M	0009	1	1
	2½" NH-F to 1 ½" NH-M	2230	1	1
Tee	1" NPSH-F x 1" NPSH-M x 1" NPSH-M, w/cap	2240	2	2
	1½" NH-F x 1 ½" NH-M x 1" NPSH-M w/cap	0731	2	2
	1½" NH-F x 1 ½" NH-M x 1" NPSH-M w/valve	0230	2	2

Category	Item Description	NFES #	Type	Type
			3, 4, & 5	6
Valve	1½" NH-F, Automatic Check and Bleeder	0228	1	1
	¾" NH, Shut Off	0738	5	5
	1" Shut Off	1201	1	1
	1½" Shut Off	1207	1	1
	Foot, w/strainer		1	1
Injector	1" NPSH x 1/12" NH, Jet Refill	7429	*	*
Wrench	Hydrant, adjustable, 8"	0688	1	1
	Spanner, 5", 1" to 1½" hose size	0234	4	1
	Spanner, 11", 1½" to 2 ½" hose size	0235	2	2
	Pipe, 14"	0934	1	1
	Pipe, 20"		1	1
Engine	*Wildland Fire Incident Management Field Guide* (PMS 210)	2943	1	1
	GPS Unit		1	1
	Belt Weather Kit	1050	1	1
	Binoculars		1	1
	Map Case w/ maps		1	1
	Inventory List		1	1
	Current *Interagency Standards for Fire and Fire Aviation Operations*		1	1

* No minimums – carried by engines as an option, within weight limitations

** One per seat belt

NPS – Additional or Differing Items Recommended by NPS

Category	Item Description	NFES #	Type	Type
			3, 4, & 5	6
Fire Tools and Equip[1]	Flapper (NPS)		*	*
	Council Rake (NPS)	1807	*	*
	Leaf blower		*	*
	Shovel	0171	2	1
	Extra Quart, 2 cycle mix		2	1
	Portable Pump		1	*
General Supplies	Chock Blocks		1	1
	Tape, filament (roll)	0222	2	1
	Bolt Cutters		*	*
	Hose Clamp	0046	2	2
Safety	Reflector Set		1	1
	Oil, automotive, quart		2	1

Category	Item Description	NFES #	Type 3, 4, & 5	Type 6
Vehicle and Pump Support	Power steering Fluid		1	1
	Antifreeze (seasonal)		*	*
	Filter, air for engine and pump		*	*
Personal Gear (Extra Supply)	File, mill, bastard	0060	*	*
	Fire Shelter w/case and liner	0925/0975	1	1
	Packsack	0744	2	1
Radio	Batteries (for portable radio)		2	2
Hose	2½" Refill Hose, Water tender		*	*
Nozzle	Adjustable, 1 ½" NH	0137	3	3
Wyes	¾" NH w/Ball Valve, Gated	0739	6	2
Coupling	1" NPSH, Double Male	0916	2	1
	1" NH, Double Male	0856	2	2
Reducer/ Adapter	1" NPSH-F to ¾" NH-M	0733	3	2
	1½" NH-F to 1 NPSH-M	0010	6	3
Tee	1" NPSH-F x 1" NPSH-M x 1" NPSH-M, w/cap	2240	2	*
Valve	1½" NH-F, Automatic Check and Bleeder	0228	1	*
	¾" NH, Shut Off	0738	4	2
Wrench	Pipe, 20"		1	*
Engine	Accident Forms (Vehicle and Personnel)		1	1
	Compass		1	1

[1] A minimum of eight tools for type 3, 4, 5 engines and a minimum of five tools for type 6 engines is required. The listed numbers of tools in each box are required to be on the engine. Beyond that, the tools listed as optional or additional required tools can make up the rest of the minimum number required for engines.

* No minimums – carried by engines as an option, within weight limitations

NWCG Wildland Fire Risk Assessment

NWCG Wildland Fire Risk and Complexity Assessment, PMS 236

The NWCG Wildland Fire Risk and Complexity Assessment should be used to evaluate firefighter safety issues, assess risk, and identify the appropriate incident management organization based on incident complexity. Assessing risk, determining incident complexity, and identifying an appropriate incident management organization is a subjective process based on examining a combination of indicators or factors, which can change over time. Incident managers should periodically re-evaluate incident complexity and the organization to ensure the incident is managed properly with the right resources.

Instructions:

Agency administrators are responsible for assignment of the appropriate level of management, supervision, and staffing to every wildfire according to the level of complexity. Incident commanders and agency administrators should coordinate on all Parts of the Wildland Fire Risk and Complexity Assessment.

- Part A and B: Complete for all incidents.
- Part C: Complete if the fire exceeds initial attack or will be managed to accomplish resource management objectives.
- Part D: Complete if the recommended organization in Part C is a (CIMT). Agency administrators and incident commanders should discuss the need to increase or reduce capacity/positions.
- Part E: Determine Incident Complexity Level using the Indicators of Incident Complexity. The Incident Complexity Level is used to determine the Recommended Organization.

Part A: Firefighter Safety Assessment

Evaluate the following items, mitigate as necessary, note concerns, mitigations, or other information.

Evaluate these items	Concerns, mitigations, notes
Lookouts, Communication, Escape Routes, and Safety Zones (LCES).	
Fire Orders and Watch Out Situations.	
Multiple operational periods have occurred without achieving initial objectives.	
Incident personnel are overextended mentally and/or physically and are affected by cumulative fatigue.	
Communication is ineffective with tactical resources and/or dispatch.	
Operations are at the limit of span of control.	
Aviation operations are complex and/or aviation oversight is lacking.	
Logistical support for the incident is inadequate or difficult.	

NWCG Wildland Fire Risk Assessment

Part B: Relative Risk Assessment

Values				Notes/Mitigation
B1. Infrastructure/Natural/Cultural Concerns **Based on the number and kinds of values to be protected, and the difficulty to protect them, rank this element low, moderate, or high.** Considerations: key resources potentially affected by the fire such as urban interface, structures, critical municipal watershed, commercial timber, developments, recreational facilities, power/pipelines, communication sites, highways, potential for evacuation, unique natural resources, special-designation areas, T&E species habitat, cultural sites, and wilderness.	L ☐	M ☐	H ☐	
B2. Proximity and Threat of Fire to Values **Evaluate the potential threat to values based on their proximity to the fire, and rank this element low, moderate, or high.**	L ☐	M ☐	H ☐	
B3. Social/Economic Concerns **Evaluate the potential impacts of the fire to social and/or economic concerns, and rank this element low, moderate, or high.** Considerations: impacts to social or economic concerns of an individual, business, community, or other stakeholder; other fire management jurisdictions; tribal subsistence or gathering of natural resources; air quality regulatory requirements; public tolerance of smoke; and restrictions and/or closures in effect or being considered.	L ☐	M ☐	H ☐	
Hazards				**Notes/Mitigation**
B4. Fuel Conditions **Consider fuel conditions ahead of the fire and rank this element low, moderate, or high.** Evaluate fuel conditions that exhibit high rate of spread (ROS) and intensity for your area, such as those caused by invasive species or insect/disease outbreaks; continuity of fuels; low fuel moisture.	L ☐	M ☐	H ☐	
B5. Fire Behavior **Evaluate the current fire behavior and rank this element low, moderate, or high.** Considerations: intensity; rates of spread; crowning; profuse or long-range spotting.	L ☐	M ☐	H ☐	
B6. Potential Fire Growth **Evaluate the potential fire growth, and rank this element low, moderate, or high.** Considerations: Potential exists for extreme fire behavior (fuel moisture, continuity, winds, etc.); weather forecast indicating no significant relief or worsening conditions; resistance to control.	L ☐	M ☐	H ☐	
Probability				**Notes/Mitigation**
B7. Time of Season **Evaluate the potential for a long-duration fire and rank this element low, moderate, or high.** Considerations: time remaining until a season ending event.	L ☐	M ☐	H ☐	
B8. Barriers to Fire Spread **If many natural and/or human-made barriers are present and limiting fire spread, rank this element low. If some barriers are present and limiting fire spread, rank this element moderate. If no barriers are present, rank this element high.**	L ☐	M ☐	H ☐	
B9. Seasonal Severity **Evaluate fire danger indices and rank this element low/moderate, high, or very high/extreme.** Considerations: energy release component (ERC); drought status; live and dead fuel moistures; fire danger indices; adjective fire danger rating; preparedness level.	L/M ☐	H ☐	VH/E ☐	
Enter the number of items selected for each column.	0	0	0	

NWCG Wildland Fire Risk Assessment

Relative Risk Rating (select one):

Low	◯	Majority of items are Low, with a few items rated as Moderate and/or High.
Moderate	◯	Majority of items are Moderate, with a few items rated as Low and/or High.
High	◯	Majority of items are High; A few items may be rated as Low or Moderate.

Part C: Organization Assessment

Relative Risk Rating (From Part B)					Notes/Mitigation
Select the Relative Risk Rating (from Part B).	**N/A** ☐	**L** ☐	**M** ☐	**H** ☐	
Implementation Difficulty					**Notes/Mitigation**
C1. Potential Fire Duration **Evaluate the estimated length of time that the fire may continue to burn if no action is taken and amount of season remaining. Rank this element low, moderate, or high.** Note: This will vary by geographic area.	**N/A** ☐	**L** ☐	**M** ☐	**H** ☐	
C2. Incident Strategies (Course of Action) **Evaluate the level of firefighter and aviation exposure required to successfully meet the current strategy and implement the course of action. Rank this element as low, moderate, or high.** Considerations: Availability of resources; likelihood that those resources will be effective; exposure of firefighters; reliance on aircraft to accomplish objectives; trigger points clear and defined.	**N/A** ☐	**L** ☐	**M** ☐	**H** ☐	
C3. Functional Concerns **Evaluate the need to increase organizational structure to manage the incident adequately and safely and rank this element N/A (current existing organization doesn't have functional concerns), low (adequate), moderate (some additional support needed), or high (current capability inadequate).** Considerations: Incident management functions (logistics, finance, operations, information, planning, safety, and/or specialized personnel/equipment) are inadequate and needed; access to emergency medical services (EMS) support, heavy commitment of local resources to logistical support; ability of local businesses to sustain logistical support; substantial air operation which is not properly staffed; worked multiple operational periods without achieving initial objectives; incident personnel overextended mentally and/or physically; Incident Action Plans, briefings, etc. missing or poorly prepared; performance of firefighting resources affected by cumulative fatigue; and ineffective communications.	**N/A** ☐	**L** ☐	**M** ☐	**H** ☐	
Socio/Political Concerns					**Notes/Mitigation**
C4. Objective Concerns **Evaluate the complexity of the incident objectives and rank this element low, moderate, or high.** Considerations: clarity; ability of current organization to accomplish; disagreement among cooperators; tactical/operational restrictions; complex objectives involving multiple focuses; objectives influenced by serious accidents or fatalities.	**N/A** ☐	**L** ☐	**M** ☐	**H** ☐	
C5. External Influences **Evaluate the effect external influences will have on how the fire is managed and rank this element low, moderate, or high.** Considerations: limited local resources available for initial attack; increasing media involvement, social/print/television media interest; controversial fire policy; threat to safety of visitors from fire and related operations; restrictions and/or closures in effect or being considered; pre-existing controversies/ relationships; smoke management problems; sensitive political concerns/interests.	**N/A** ☐	**L** ☐	**M** ☐	**H** ☐	
C6. Ownership Concerns **Evaluate the effect ownership/jurisdiction will have on how the fire is managed and rank this element low, moderate, or high.** Considerations: disagreements over policy, responsibility, and/or management response; fire burning or threatening more than one jurisdiction; potential for unified command; different or conflicting management objectives; potential for claims (damages); disputes over suppression responsibility.	**N/A** ☐	**L** ☐	**M** ☐	**H** ☐	
Enter the number of items selected for each column.	0	0	0	0	

Recommended Organization (select one):

Type 5 ◯	Majority of items rated as N/A; a few items may be rated in other categories.
Type 4 ◯	Majority of items rated as Low, with some items rated as N/A, and a few items rated as Moderate or High.
Type 3 ◯	Majority of items rated as Moderate, with a few items rated in other categories.
CIMT ◯	Majority of items rated as High with a few items rated as Moderate. Use Part D: Functional Complexity to document the need to increase or reduce capacity/positions.

Rationale:

Use this section to document the incident management organization for the fire. If the incident management organization is different than the Wildland Fire Risk and Complexity Assessment recommends, document why an alternative organization was selected. Use the Notes/Mitigation column to address mitigation actions for a specific element and include these mitigations in the rationale.

Part D: Functional Complexity

				Notes/Mitigation
D1. Functional Complexity – Command **Evaluate the need to increase organizational structure of the command staff to manage the incident adequately and safely, and rank the element as low (adequate), moderate (some additional support needed), or high (current capability inadequate).** Considerations may include but are not limited to unified command with a large number of jurisdictions involved; elected/appointed governing officials, political organizations, and stakeholders require a high level of coordination and communication; extensive community relations; incident personnel overextended mentally and/or physically; remote access and rugged terrain; multiple safety concerns noted in Part A require additional staff to mitigate; performance of firefighting resources affected by cumulative fatigue; pandemic/infectious disease-related issues; ineffective communications; law enforcement needs; evacuated/relocated populations; legislative affairs concerns; extensive cultural factors.	L ☐	M ☐	H ☐	

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				Notes/Mitigation
D2. Functional Complexity – Planning **Evaluate the need to increase organizational structure of the planning staff to manage the incident adequately and safely, and rank the element as low (adequate), moderate (some additional support needed), or high (current capability inadequate).** Continual need for long-term strategic risk complexity assessment; complex operational risk management mitigation; incident action plans, briefings, etc., missing, or poorly prepared; extensive number of responders; large electronic documentation package; multiple virtual or remote meetings/briefings to coordinate; complex mapping or situation products required; difficulty obtaining air travel or other demobilization challenges; high volume of extension requests; and/or multiple or complex situation summary reports.	L ☐	M ☐	H ☐	
D3. Functional Complexity – Operations/Air Operations **Evaluate the need to increase organizational structure of the operations/air operations staff to manage the incident adequately and safely, and rank the element as low (adequate), moderate (some additional support needed), or high (current capability inadequate).** Urban interface/intermix requirements; extensive equipment needs; remote access and rugged terrain; supervision requirements to reduce span of control; worked multiple operational periods without achieving initial objectives; unexploded ordnance; environmental/cultural/social/historical concerns; large amount of hazard trees; large initial attack response area; extensive fire area; night operations; substantial air operation and aerial supervision which is not properly staffed; airspace conflicts or impacts to air operations; multiple/overlapping Temporary Flight Restrictions (TFRs); military mobilization; and/or national guard personnel and aircraft mobilization.	L ☐	M ☐	H ☐	
D4. Functional Complexity – Finance **Evaluate the need to increase organizational structure of the finance staff to manage the incident adequately and safely, and rank the element as low (adequate), moderate (some additional support needed), or high (current capability inadequate).** Large volume of personnel and equipment time; significant amount of incident responders are contractors; complicated cost share methodology with multiple jurisdictions; complexing, merging, or multiple incidents; no preestablished or extensive land use agreements; understaffed or no buying team; large scale or long-term financial issues; large finance package; electronic records management; administering or establishing numerous complex contracts; established patterns of injuries/illnesses or tort claims; and/or distributed responders over long distances or remote camps without internet/cell connectivity.	L ☐	M ☐	H ☐	
D5. Functional Complexity – Logistics **Evaluate the need to increase organizational structure of the logistics staff to manage the incident adequately and safely, and rank the element as low (adequate), moderate (some additional support needed), or high (current capability inadequate).** Large number of personnel; multiple bases/camps; remote access; significant need for law enforcement and security; access to emergency medical services (EMS) support; heavy commitment of local resources for logistical support; ability of local businesses to sustain logistical support; telecommunications difficulties; ordering from multiple agencies dispatch centers; supply chain challenges; facilities requirements; and/or remote areas that challenge support needs.	L ☐	M ☐	H ☐	

Name of Incident:_____ Unit(s):_____

Date/Time:_____ Agency Administrator or Designee:_____

Signature of Preparer:_____

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Part E: Incident Complexity Level

Definition: The incident level established by completing an incident complexity analysis considering the level of difficulty, severity, or overall resistance the incident or event presents to incident management or support personnel as they work to manage it; a categorization that helps leaders compare one type of incident or event to another.

Incident Complexity Level		Organization	
Type 5	○	Type 5	○
Type 4	○	Type 4	○
Type 3	○	Type 3	○
Type 2	○	CIMT	○
Type 1	○		

Name of Incident:_____ Unit(s):_____

Date/Time:_____ Agency Administrator or Designee:_____

Signature of Preparer:_____

Indicators of Incident Complexity

Common indicators may include the area (location) involved; threat to life, environment, and property; political sensitivity, organizational complexity, jurisdictional boundaries, values at risk, and weather. Most indicators are common to all incidents, but some may be unique to a particular type of incident. The following are common contributing indicators for each of the complexity types.

Type 5 Incident Complexity Indicators

General Indicators	Span of Control Indicators
• Incident is typically terminated or concluded (objective met) within a short time once resources arrive on scene. • For incidents managed for resource objectives, minimal staffing/oversight is required. • Resources vary from two to six firefighters. • Formal Incident Planning Process not needed. • Written Incident Action Plan (IAP) not needed. • Minimal effects to population immediately surrounding the incident. • Critical Infrastructure, or Key Resources, not adversely affected.	• Incident Commander (IC) position filled. • Single resources are directly supervised by the IC. • Command Staff or General Staff positions not needed to reduce workload or span of control.

Type 4 Incident Complexity Indicators

General Indicators	Span of Control Indicators
• Incident objectives are typically met within one operational period once resources arrive on scene, but resources may remain on scene for multiple operational periods. • Multiple resources may be needed. • Resources may require limited logistical support. • Formal incident planning process not needed. • Written IAP not needed. • Limited effects to population surrounding incident. • Critical infrastructure or key resources may be adversely affected, but mitigation measures are uncomplicated and can be implemented within one operational period. • Elected and appointed governing officials, stakeholder groups, and political organizations require little or no interaction.	• IC role filled. • Resources either directly supervised by the IC or supervised through an Incident Command System (ICS) leader position. • Task Forces or Strike Teams may be used to reduce span of control to an acceptable level. • Command staff positions normally not filled to reduce workload or span of control. • General staff position(s) normally not filled to reduce workload or span of control.

Type 3 Incident Complexity Indicators

General Indicators	Span of Control Indicators
• Incident typically extends into multiple operational periods. • Incident objectives usually not met within the first or second operational period. • Resources may need to remain at scene for multiple operational periods, requiring logistical support. • Numerous kinds and types of resources may be required. • Formal incident planning process is initiated and followed. • Written IAP needed for each operational period. • Responders may range up to 200 total personnel. • Incident may require an incident base to provide support. • Population surrounding incident affected. • Critical infrastructure or key resources may be adversely affected and actions to mitigate effects may extend into multiple operational periods. • Elected and appointed governing officials, stakeholder groups, and political organizations require some level of interaction.	• IC role filled. • Numerous resources supervised indirectly through the establishment and expansion of the operations section and its subordinate positions. • Division supervisors, group supervisors, task forces, and strike teams used to reduce span of control to an acceptable level. • Command staff positions may be filled to reduce workload or span of control. • General staff position(s) may be filled to reduce workload or span of control. • ICS functional units may need to be filled to reduce workload.

Type 2 Incident Complexity Indicators

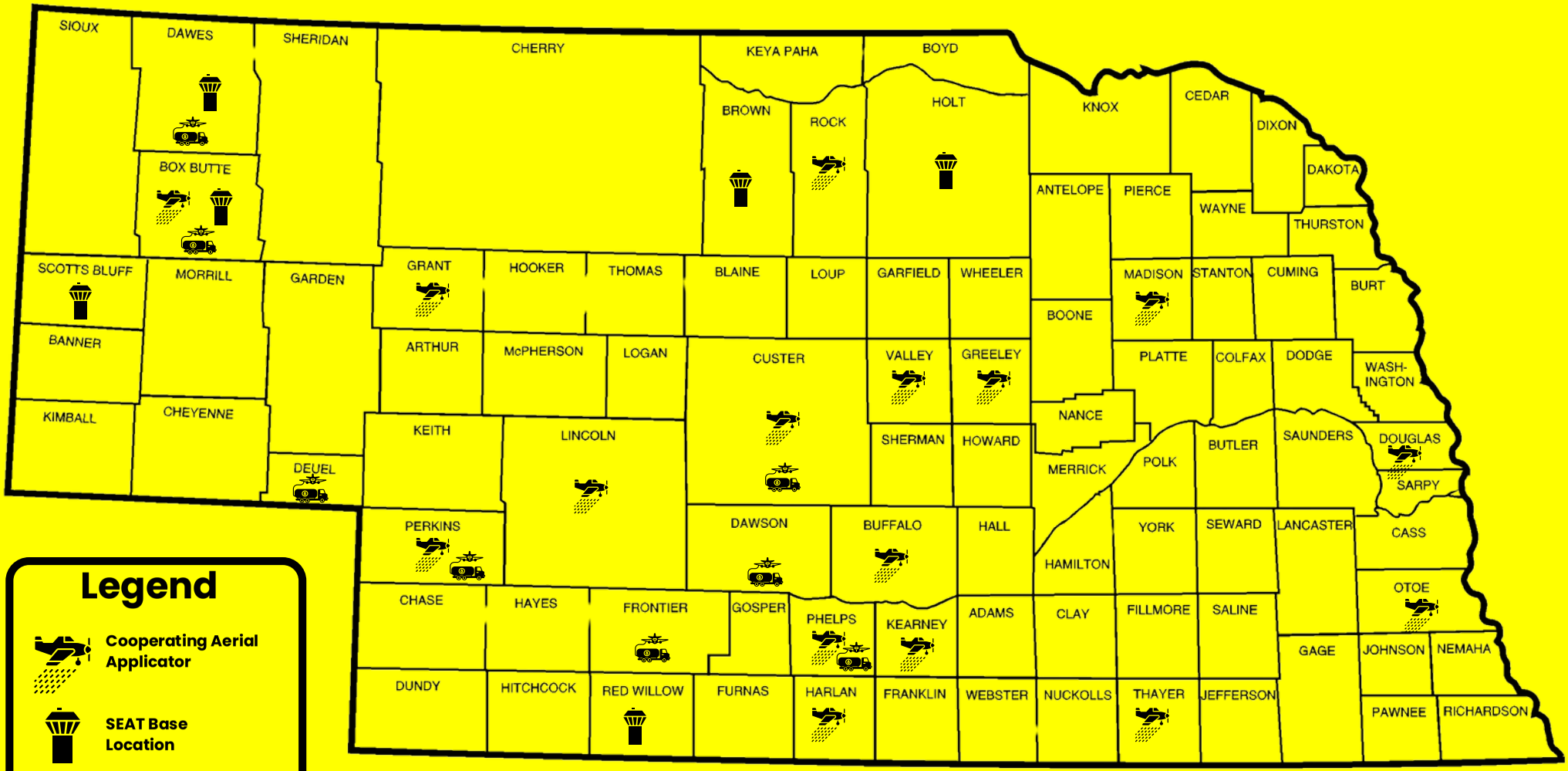
General Indicators	Span of Control Indicators
• Incident displays moderate resistance to stabilization or mitigation and will extend into multiple operational periods covering several days. • Incident objectives usually not met within the first several Operational Periods. • Resources may need to remain at scene for up to 7 days and require complete logistical support. • Numerous kinds and types of resources may be required including many that will trigger a formal demobilization process. • Formal Incident Planning Process is initiated and followed. • Written IAP needed for each Operational Period. • Responders may range from 200 to 500 total. • Incident requires an Incident Base and several other ICS facilities to provide support. • Population surrounding general incident area affected. • Critical Infrastructure or Key Resources may be adversely affected, or possibly destroyed, and actions to mitigate effects may extend into multiple Operational Periods and require considerable coordination. • Elected and appointed governing officials, stakeholder groups, and political organizations require a moderate level of interaction.	• IC role filled. • Large numbers of resources supervised indirectly through the expansion of the Operations Section and its subordinate positions. • Branch Director position(s) may be filled for organizational or span of control purposes. • Division Supervisors, Group Supervisors, Task Forces, and Strike Teams used to reduce span of control. • All Command Staff positions filled. • All General Staff positions filled. • Most ICS functional units filled to reduce workload.

Type 1 Incident Complexity Indicators

General Indicators	Span of Control Indicators
• Incident displays high resistance to stabilization or mitigation and will extend into numerous operational periods covering several days to several weeks. • Incident objectives usually not met within the first several Operational Periods. • Resources may need to remain at scene for up to 14 days, require complete logistical support, and several possible personnel replacements. • Numerous kinds and types of resources may be required, including many that will trigger a formal demobilization process. • Department of Defense (DOD) assets, or other nontraditional agencies, may be involved in the response, requiring close coordination and support. • Complex aviation operations involving multiple aircraft may be involved. • Complex incident and operational risk management mitigation is required. • Formal Incident Planning Process is initiated and followed. • Continual need for long-term strategic risk complexity assessment. • Written IAP needed for each Operational Period. • Responders may range from 500 to several thousand total. • Incident requires an Incident Base and numerous other ICS facilities to provide support. • Population surrounding the region or state where the incident occurred is affected. • Numerous Critical Infrastructure or Key Resources adversely affected or destroyed. Actions to mitigate effects will extend into multiple Operational Periods spanning days or weeks and require long-term planning and considerable coordination. • Elected and appointed governing officials, stakeholder groups, and political organizations require a high level of interaction.	• IC role filled. • Large numbers of resources supervised indirectly through the expansion of the Operations Section and its subordinate positions. • Branch Director Position(s) may be filled for organizational or span of control purposes. • Division Supervisors, Group Supervisors, Task Forces, and Strike Teams used to reduce span of control. • All Command Staff positions filled, and many include assistants. • All General Staff positions filled, and many include deputy positions. • Most or all ICS functional units filled to reduce workload.

NOTES

Cooperating Aerial Applicator and SEAT Base Locations 2025



Legend

- Cooperating Aerial Applicator
- SEAT Base Location
- Foam Cache

***Additional available aerial applicators located in Eaton and Sterling, Colorado**