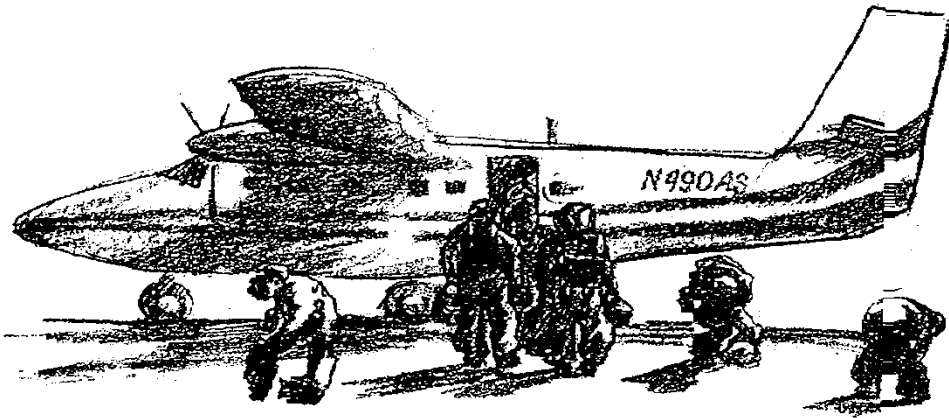


Bureau of Land Management Great Basin Smokejumpers



2016 User Guide

Great Basin Smokejumper Base 1-800-925-8307 or 208-387-5426

24 hour Duty Officer cell phone 208-850-5144

Smokejumper Status Report on the NIFC webpage

<http://www.nifc.gov/smokejumper/reports/smj rpt.php>

Phone Numbers

Great Basin BLM Smokejumper Base

208-387-5426	800-925-8307	(fax) 208-387-5399
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Base Manager/Deputy Base Manager

NAME	CELL
Jim Raudenbush	208-761-1443
Todd Jinkins	208-789-3274

Operations Manager/Assistant Operations Manager

NAME	CELL
Todd Johnson (Ops)	208-850-4089
Steve Stroud (Asst. Ops)	208-850-4089

Duty Officer

NAME	CELL
Duty Officer	208-850-5144 Duty Officer Cell Phone Contact (24 HR)

Liaison Officer Cell Phones

LOCATION	CELL
Colorado / Wyoming	208-761-1439
Idaho	208-761-1440
Nevada	208-761-1441
Utah	208-761-1442

Contents

<u>Purpose of this Guide</u>	4
<u>Mission Statement</u>	4
<u>Program Overview</u>	4
<u>Mission Outline</u>	4
<u>Load Configuration</u>	4
<u>Ordering Smokejumpers</u>	4
<u>Fire Mission</u>	5
<u>Demobilization</u>	5
<u>Vehicle retrieval</u>	5
<u>Coordination and Dispatch</u>	6
<u>Duty Officer and Liaison Officer</u>	6
<u>The Duty Officer</u>	6
<u>The Liaison Officer</u>	6
<u>Non-standard fire operations/ Prescribed fire</u>	6
<u>Administration</u>	7
<u>Emergency Medical Services (EMS) Program</u>	7
<u>Proficiency Jumps</u>	7
<u>After Action Review</u>	7

Purpose of this Guide

The purpose of this guide is to provide land managers, coordinators, dispatchers, and other field user's information about the Great Basin Smokejumper (GB SMJ) program.

Mission Statement

GB SMJs provide professional, effective, and safe fire suppression and fuels reduction services to help land managers meet objectives.

Speed and focus continue to be at the forefront of the GB SMJ program to insure successful suppression actions. We strive to maintain the principle of rapidly deploying and concentrating firefighting resources, in a calculated fashion, at the appropriate time and place.

Program Overview

Seventy to eighty BLM smokejumpers are stationed at the National Interagency Fire Center in Boise, Idaho. Their primary mission is to provide initial attack firefighting capability and other fire management services to BLM and interagency land managers. GB SMJ use high performance aircraft and parachutes to provide a long range, and rapid response initial attack fire suppression resource.

GB SMJ can deploy directly from Boise or any sub-base. Sub-bases serve as temporary centers for smokejumper operations.

In addition to initial attack GB SMJ can assist land managers with the following: emerging Type 3 fires, extended attack fire suppression, a variety of ICS positions, and deploy as hand crews.

Mission Outline

Load Configuration

- 1 pilot
- 1 Spotter (Can act in an aerial supervision capacity until air attack arrives)
- 8 Smokejumpers (1 of which is an ICT3)
- Firefighting supplies for 48 hours of self-sustainment

Ordering Smokejumpers

- Smokejumpers are ordered for IA or pre-position in accordance with area and national mobilization guides.
- Initial Attack orders are placed in ROSS as an aircraft order ("A" order) "Load-Smokejumper-Initial Attack" followed by the appropriate aircraft designator.
- Pre-positioning is based on current and predicted fire activity. GB SMJ pre-position costs are initially program funded as part of smokejumper readiness. A BLM preposition request may be submitted by the State's Fire Operations Group representative.
- To ensure rapid fire response, Smokejumper Spotters will receive basic fire information (Location, other aircraft responding, ground contact) via telephone prior to launching and will receive the remainder of pertinent information via radio while enroute to fire.

Fire Mission

- Smokejumper missions will follow standard flight following protocols
- Spotters will ask for authorization to enter the fire traffic area (FTA) from resources on scene if applicable. If no other aerial resources are present, the spotter will make a “call in the blind” notifying any other resources of their presence.
- SMJ spotter will give a fire size up to the local dispatch and request guidance on fire staffing.
- Average time to deliver 8 SMJs and cargo is 35-40 minutes.
- SMJ spotter will assign the appropriately qualified Incident Commander when smokejumpers are first on scene.
- Radio contact with the jumpship may be lost with dispatch during low-level cargo delivery operations.
- SMKs will remain on incident until the fire is extinguished, or until replaced by other fire personnel.
- Paracargo can be used to resupply SMJs when needed. Paracargo can also be requested to supply non-smokejumper fires with basic fire supplies (MRE, water, batteries, etc).

Demobilization

- Smokejumper retrieval normally involves returning the smokejumpers with their gear to the jumpship location. This is coordinated between the responsible dispatch and the smokejumper spotter or liaison officer.
- All GB SMJs are HELR qualified if a helicopter sling load is utilized to bring in or extract equipment.
- A smokejumper typically carries 100 pounds of jump and firefighting gear. The following are typical smokejumper demobilization transportation requirements:

Vehicle retrieval

2 SMJs	one standard cab pickup	(or) one van	(or) one Suburban
3-4 SMJs	one six-pack pickup	(or) one van	(or) one Suburban
5-8 SMJs	one pickup and van	(or) two six-pack trucks	(or) one pickup and Suburban
9-12 SMJs	three vehicles	(or) stake-side plus vehicles for passengers	

Coordination and Dispatch

The use of GB SMJs is identified in district, state and national mobilization guides. Communication among dispatch centers, coordination centers, fire management officers, and smokejumper duty and liaison officers is critical to ensure rapid and aggressive fire response.

Duty Officer and Liaison Officer

The Duty Officer

The smokejumper duty officer (DO) located in Boise, serves as the focal point for BLM smokejumper operations in the lower 48 states.

- During the fire season, the duty officer is available 24 hours, seven days per week. During business hours they can be reached at 800-925-8307 or 208-387-5426 and after hours at 208-850-5144 (cell).
- The DO manages the Resource Ordering and Status System (ROSS) account for filling orders in GB SMJ operations when located in Boise. Upon contingent activation, GB SMJs operate through the hosting dispatch center as ordered. The GB SMJ dispatch (ID-JFC) does not act as an initial attack dispatch and does not create IA orders.
- The DO notifies coordination centers of smokejumper aircraft arrival/departure from Boise and provides the appropriate flight strips.
 - The DO stays current on smokejumper availability, status, location, movement, and projected activity; this information is updated daily on the Smokejumper Status Report on the NIFC Home Page, <http://www.nifc.gov/smokejumper/reports/smj rpt.php>.

The Liaison Officer

Host states will have an identified smokejumper liaison officer (LO).

Duties include:

- Meet with unit FMO or representative. Attend pertinent local unit briefings.
- Act as SMJ Spotter during slow to moderate periods of fire activity
- Serve as contact for smokejumper IA, pre-position, booster, project work, and demobilization requests.
- Briefs smokejumpers, spotters, and the pilot on situation reports and daily weather forecast.

Non-standard fire operations/prescribed fire

- GB SMJs can be utilized by local units to fulfill non-standard fire operations including fire monitoring, wilderness MIST suppression, and prescribed fire.
- GB SMJs have a myriad of ICS qualifications. Contact the GB SMJ LO or DO to request specifically qualified individuals
- GB SMJs can perform prescribed fire operations during non-fire peak seasons. Many GB SMJs hold prescribed fire qualifications including RXB2, FIRB, RXI2, etc.

Smokejumper aircraft capabilities:

Aircraft	SMJs	Speed	Runway Requirements*	Range(miles)
DHC-6 Twin Otter	8	150-knots	2,000-ft	425-680
C-23A Sherpa*	8	170-knots	4,500-ft*	500-800*
C-212 Casa	8	180-knots	3,000-ft	500-800
Dornier 228	8	200-knots	4000-ft	500
TDC-3	8	190-knots	3,000-ft	1,000

*Runway requirements depend upon density altitude considerations. High heat and high elevations increase runway length requirements.

Note to GACC's: When ordering smokejumper aircraft (including para-cargo platforms), please consult with the local smokejumper LO or the DO in Boise on aircraft capabilities. Some smokejumper aircraft (primarily the C-23A Sherpa and C-212 Casa) have limited performance characteristics in the high elevation and hot temperature regions of the Great Basin. To compensate for this, it may be necessary to “download” smokejumpers, equipment, and fuel.

Administration

During the fire season a normal duty day is 0900 - 1800.

Individual smokejumper rotations from sub-bases to Boise can occur if necessary and are handled internally. Pilots are rotated according to the Departmental Manual. GB SMJ time and attendance is handled by BLM-NIFC. Smokejumpers are covered by a season-long fire travel authorization. All GB SMJ are prepared to cover their individual travel expenses.

Emergency Medical Services (EMS) Program

GB SMJs are capable of providing emergency medical services for injured firefighters. Each smokejumper aircraft carries EMS personnel and a complete medical trauma kit deliverable by para-cargo to the accident scene.

Proficiency Jumps

Parachute jump currency ensures that smokejumpers maintain proficiency in parachuting skills and procedures. A parachute jump (either fire or training) every 10-14 days is standard to maintain currency. Ability to meet this standard is predicated upon aircraft availability and fire activity. The spotter will clear proficiency jumps through the appropriate dispatch channels.

After Action Review

Mission debriefings are critical to improving mission effectiveness and safety. Smokejumpers perform debriefings after every mission. Participation by host unit fire personnel is welcomed

Notes