

## CREWS

There are four types of crews that are recognized within the Southern Area and are available for National or Interagency assignments. They are Type 1, Type 2, Type 2IA and Camp Crews. All sending State Coordination Centers within the Southern Area shall forward a Passenger and Cargo Manifest Form to SACC when the resource order is processed through SACC. The Passenger and Cargo Manifest – Test Form will include the crewmember’s gender, personal weight, cargo weight, position on the crew (i.e., FFT2, CRWB, etc.) pay grade, e.g. GS-5, AD-K or WG-6 and the crewmember’s home unit or sponsor’s home unit, if applicable. The manifest will also include information pertaining to any vehicles that may be owned by and/or assigned to the crew.

## MINIMUM CREW STANDARDS FOR MOBILIZATION

Refer to the National Interagency Standards for Resource Mobilization Chapter 30.

## TYPE 1 INTERAGENCY HOTSHOT CREWS (IHCS)

**For a complete list of Type 1 Interagency Hotshot Crews refer to:**

<https://www.fs.usda.gov/science-technology/fire/people/ihc>

The following hotshot crews are from the Southern Area:

- Asheville Hotshots, (Asheville, NC)
- Augusta Hotshots, (Augusta Springs, VA)
- Cherokee Hotshots, (Unicoi, TN)
- Jackson Hotshots, (Jackson, MS)

The Asheville Hotshots are based in Asheville, North Carolina, and the crew's assigned season is normally from early January through mid-May. The crew is dispatched by the North Carolina Interagency Coordination Center. The primary mission for this crew is leadership development.

The Augusta Hotshots are based in Augusta Springs, Virginia, and the crew’s assigned season is normally from mid-March through late August. The crew is dispatched by the Virginia Interagency Coordination Center.

The Cherokee Hotshots are based in Unicoi, Tennessee and the crew’s assigned season is June through November. The Cherokee Hotshots are dispatched through the Tennessee Interagency Coordination Center.

The Jackson Hotshots are based in Jackson, Mississippi and hosted by the BLM-Eastern States. The crew’s assigned season is normally from mid-March through August. The crew is dispatched by the Mississippi Interagency Coordination Center.

**Please note the allowable crew size for Type 1 crews is now 18 to 25 members.**

**Reference:** Interagency Standards for Fire and Fire Aviation Operations (NFES 2724): <https://www.nifc.gov/standards/guides/red-book>

### **INTERAGENCY HOTSHOT CREWS AS T2IA, T2 OR SUPPRESSION MODULES**

Refer to the National Interagency Standards for Resource Mobilization Chapter 30.

### **TYPE 2 AND TYPE 2 IA CREWS**

Refer to the National Interagency Standards for Resource Mobilization Chapter 30.

### **US FOREST SERVICE CONTRACTED CREWS**

Refer to the National Interagency Standards for Resource Mobilization Chapter 30.

### **Type 2 and Type 2IA: Agency Specific, Sponsored or Interagency (Multi-Agency) Regular Crews**

Agency specific, agency sponsored or interagency crews from sub-geographic areas have been identified and will be dispatched within the regular Southern Area crew rotation to incidents within and outside of the Southern Area.

Federal land management agencies as well as state land management agencies within the southern area can mobilize crews made up of regular agency and state personnel as well as administratively determined (AD) casual hire individuals for needs within and outside the Southern Area. These crews will be included in the Type 2/2IA crew rotation. However, in adherence to a mutually established agreement, crewmembers making up modules within the first two rotations should be from units within the assigned designated states of the module on rotation. For example, the Knoxville module will consist of crew members from the following states when the Knoxville module is up in rotation, Kentucky, North Carolina, Tennessee, and Virginia. The crew modules will operate on a two-week schedule which coincides with federal pay periods. A rotation schedule has been established and agreed upon and can be viewed on the SACC website.

During the first two rotations, the crew module rotation schedule will be strictly adhered to. The exception should a crew mobilization center not be able to mobilize a module then the next crew mobilization center in the rotation will be moved to the up position. However, should a crew mobilization center be bumped up in the rotation due to the current crew mobilization center's inability to mobilize a module, the crew mobilization center will maintain its regular scheduled time period. The crew rotation is in effect May 15th through September 30th.

**Type 2 & Type 2IA Crew Identifiers:**

Following is the standard format for crew identification for Type 2 and Type 2IA crews. Crews from any state should be numbered consecutively, regardless of agency (for example, AL NF #1, AL NF #2, AL ST #3, AL MA #4, etc.). This eliminates confusion over duplicate crew numbers.

| Abbreviated Crew Name | CREW Name                    |
|-----------------------|------------------------------|
| NF #                  | National Forest Crew         |
| ST #                  | State Crew                   |
| BIA #                 | Bureau of Indian Affairs     |
| JC #                  | Job Corp Crew                |
| NP #                  | National Park Crew           |
| FW #                  | Fish & Wildlife Service Crew |
| MA #                  | Multi-Agency Crew            |

**Type 2 and Type 2IA Crew Modules:**

During the period of greatest western fire potential (beginning approximately May 15), Southern Area Type 2 crews are assigned to “modules” comprised of 5 crews each. The modules are on call on a predetermined area rotational basis to expedite national mobilization from Southern Area jetports. Crews are expected to report to their assigned jetport with required Fireline (PPE). Refer to Interagency Standards for Fire and Aviation Operations, in Chapter 7 for description of required Fireline PPE.

When western mobilization begins, the SACC Center Manager will discuss mobilization potential for southern crews with the National Coordination Center. If potential mobilization appears high, the SACC Center Manager may begin to move modules into Mobilization Centers in preparation for transport. Expected duration in a Mobilization Center may be up to 3 days, prior to transport.

Crew module rotation (for mobilization outside of the Southern Area) will be as follows:

The crew module mobilization centers will operate on a two-week schedule which coincides with federal pay periods. Crews will have 6 hours to assemble before moving to their designated jetport. It shall be the providing state center’s responsibility to transport crews from the home unit to the mobilization center for mobilization and from the mobilization center back to the home unit for demobilization. If, due to logistical limitations, the designated jetport cannot be used, an alternate jetport will be determined by SACC, NICC, and the Module Coordinator at the time the order is received.

When the first area module is mobilized, the next crew mob center in rotation will be notified and placed in the “up” position. All Southern Area crew mob

centers will be notified to be on alert whenever a module is mobilized. The module rotation will be utilized and completed for two complete rotations in order to give all crews an opportunity for assignment. Once the rotation has been completed for two cycles for the season, conference calls will be held to coordinate the crew mobilization in order to mobilize all remaining crews as needed.

If a crew module passes during their rotation period, an opportunity for an assignment was proposed; therefore, it should count against their rotation period.

If a complete module (5 crews) is not available to fill a crew order, SACC can augment the module with crews from another state in order to make a complete module. If this is not logistically feasible, the next available module in rotation will be mobilized.

During actual out-of-Area crew mobilization, if more than 5 crews are available for a specific module, SACC will notify NICC and offer to mobilize the additional crews at the jetport. NICC will determine whether chartering a larger aircraft is logistically feasible.

### **CAMP CREWS**

Camp crews are ad-hoc crews that are usually agency specific or agency sponsored and mobilize with 8 to 10 members. Camp crews are not assigned fireline duties but are usually assigned camp cleanup or kitchen duties.

### **Rental Vehicles for Crew and Module Resources:**

Rental vehicles are not authorized for crew and fuels/suppression module resources unless specifically authorized by the requesting unit and documented on the resource order. Refer to Southern Area Mobilization Guide Chapter 40 for the use of NERV/BPA.

### **WILDLAND FIRE MODULES**

#### **WILDLAND FIRE MODULES MOBILIZATION & CONFIGURATION**

Refer to the National Interagency Standards for Resource Mobilization Chapter 20 and Southern Area Mobilization Guide Chapter 20.

#### **INTERAGENCY WILDLAND FIRE MODULE**

The Southern Area has two National Park Service and one US Fish & Wildlife Service Wildland Fire Modules:

NPS Southeast Region

(Coordinator – Brian Tonihka, Cell: 865-440-0456, Office: 865-430-4754)

- Great Smoky Wildland Fire Module

**NPS Inter-Mountain Region**

(Coordinator – Josh Hampton (Acting), Office: 870-446-2747, Cell: 870-577-2346)

- Buffalo River Wildland Fire Module

**USFWS Southwest Region**

(Coordinator – Carl Schwope 512-234-1999)

- Balcones Wildland Fire Module

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