

# Standard Operating Procedures for NIFC Large Transport Aircraft

## Updated June 2023

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The Mobilization Center Manager coordinates with ramp personnel, large transport aircraft pilot and flight crew to organize the loading and unloading of cargo and passengers in a safe, controlled, and organized manner.

### **Overview of a Standard Mobilization**

The Crews / Overhead will be weighted and manifested on the day of the flight to mitigate the possibility of incorrect weights for gear. This usually starts 3.5 hours before the scheduled takeoff time.

The Crew Boss or Chief-of-party is briefed on prohibited items and instructed to personally verify those items are not present. Crew Boss or chief-of-party then signs the Special Charters form certifying there are no prohibited items present.

The completed documentation is then given to the pilot to determine the weight and balance for the aircraft.

The mobilization center manager is told how the pilot wants the plane loaded.

The Mobilization Center staff and ramp personnel oversee the loading of the aircraft.

### **Instructions for Crews and Individuals Transported on Contract Large Transport Aircraft**

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When the Crew or Overhead personnel receives the notification through dispatch, they will be transported by a Contract Large Transport Aircraft (NICC Jet) the Crew Boss or Chief-of-Party will contact the Mobilization Center for coordination and special instructions as early as possible.

Crew needs should be communicated to the Mobilization Center including lodging, meals, requests for vegetarian lunches, etc.

Plan to arrive at the mobilization center 4 hours before take-off time (3 hours before Ready-To-Load time).

The Crew Boss or Chief-Of-Party will verify the names on the manifest are accurate. That Manifest then needs to be emailed to the Mobilization Center and should not include PII (Personally Identifiable Information) such as social security numbers.

The Crew Boss or Chief-Of-Party will ensure crew members have only 2 bags with a combined weight of 65 pounds, the total weight for the crew does not exceed 5300 pounds for a 20 -person crew. An additional 265 pounds will be allowed for each crew member over 20 up to 6,625 pounds for a 25-person crew.

***Example an IHC with 24 crewmembers will get 6360 pounds  $5300 + (4 * 265 = 1060) = 6360$***

## Passengers

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The standard Large Transport Aircraft is contracted to transport **100 passengers and a maximum weight of 26,500 pounds**. This is based on transporting five 20-person crews or four 25-person crews. If a crew is staffed with more or less than 20 persons the sending unit must ensure this is communicated to the Large Transport Coordinator at NICC.

## Weight Limits

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Weight limits established in the National Interagency Mobilization Guide will be followed.

Each person is allowed two (2) bags totaling 65 pounds. One frameless, soft pack, not to exceed 45 pounds and web gear or briefcase (not both), not to exceed 20 pounds.

The maximum a single 20-person crew can weight is 5300 pounds. This includes personnel, personal gear, and crew gear. An additional 265 pounds will be allowed for each crew member over 20 up to 6,625 pounds for a 25-person crew.

Pre-identified Type 1 and Complex Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. Additional weight from team gear may result in fewer people because the contract for the aircraft based off five (5) crews weighing 5300 pounds.

### **2023 National Interagency Mobilization Guide (Page 11)**

#### **Chapter 10**

#### ***Standard Cubes, Weight, and Gear Policy for all Personnel***

*All personnel dispatched off their unit must conform to the following limitations:*

- *One frameless, soft pack, not to exceed 45 pounds.*
- *Web gear or briefcase (not both), not to exceed 20 pounds.*
- *Maximum allowable crew weight, including equipment, is 5,300 pounds (6,625 pounds for 25 person crews)*
- *All personnel baggage weights must be displayed separately from individual weights on flight manifests.*
- *Pre-identified Type 1 and Complex Incident Management Team members are authorized additional weight, not to exceed 300 pounds, for equipment per team. The Incident Commander must designate, in advance, which team members are authorized additional weight and make this a matter of record.*

## Weighing and Manifesting

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Crews are manifested using the SF-245 using certified scales.

The Crew Boss or Chief of party must verify the manifest names are accurate.

Individuals and their gear are weighed separately in the order that is shown on the manifest.

## Chainsaws

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Only Type 1 Crews may travel on the NIFC contract jet with chainsaws.

The National Interagency Mobilization Guide, Chapter 30 states:

Type 1 IHCs attempting to transport chain saws on other than NIFC contract jets should be prepared to ship their chain saws via an alternative method should loading be refused. (Chapter 30 Page 50)

Type 2 and Type 2IA Crews ordered through NICC do not come with chain saws or hand tools when transported by air. (Chapter 30 Page 51)

To prepare a chain saw for flight; the chainsaw fuel tank must be dry purged, the bar oil reservoir emptied, and the saw must be packaged in a clean container or saw bag that will protect the aircraft and other cargo from being damaged by the saw. Mobilization center personnel will verify the saws are prepared for flight when they are manifested.

### ***49 CFR 175.10 - Exceptions for passengers, crewmembers, and air operators.***

*(a) (22) An internal combustion or fuel cell engine or a machine or apparatus containing an internal combustion or fuel cell engine when carried as checked baggage, provided -*

*(i) The engine contains no liquid or gaseous fuel. An engine may be considered as not containing fuel when the engine components and any fuel lines have been completely drained, sufficiently cleaned of residue, and purged of vapors to remove any potential hazard and the engine when held in any orientation will not release any liquid fuel;*

*(ii) The fuel tank contains no liquid or gaseous fuel. A fuel tank may be considered as not containing fuel when the fuel tank and the fuel lines have been completely drained, sufficiently cleaned of residue, and purged of vapors to remove any potential hazard;*

*(iii) It is not equipped with a wet battery (including a non-spillable battery), a sodium battery or a lithium battery; and*

*(iv) It contains no other hazardous materials subject to the requirements of this subchapter.*

Fuel containers including dolmars and Sigg bottles will not be transported unless they are in new, unfilled condition.

## Handheld Rechargeable Battery Packs and Solar Generators

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FAA battery limits the size of batteries for air travel and requires them to be carried in the passenger compartment so the flight crew can respond in case of fire.

Lithium metal (non-rechargeable) batteries are limited to 2 grams of lithium per battery. Lithium ion (rechargeable) a.k.a.: rechargeable lithium, lithium polymer, LIPO, secondary lithium up to 100 watt hours per battery.

### **Common Rechargeable Batteries**

37.26 Wh - 3450 mAh, 10.8v Li-Ion Battery for KNG2 radios

35.28 Wh - Super High Capacity 4900 mAh, 7.2 volt Li-Ion Battery for BKR5000 radios

Goal Zero, Jackery and other power banks are not allowed to be transported by Air. The smallest size of power bank is the Yeti 200X which is 187 Watt Hours.

If the battery is not labeled with the watt hours (Wh) the size can be determined by the following formula: watt hours (Wh) equals the volts (V) multiplied by the ampere hours (Ah). Example: A 12-volt battery rated to 8 Amp hours is rated at 96 watt hours ( $12 \times 8 = 96$ ). For milliamp hours (mAh), divide by 1000 (to get to Ah) and then multiply by the volts.

### **Prohibited and Non-Prohibited Items**

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#### **The following items may be transported in the passenger compartment:**

- Handheld radio – battery must be disconnected
- Rechargeable batteries - must be disconnected and carried in passenger compartment
- Lighter or book matches (no Zippo lighters or strike anywhere matches) - must be in passenger compartment
- Vaping devices - must be in passenger compartment
- Laptop computer
- Laptop computer batteries (including lithium and ion) – must be in passenger compartment

#### **The following items may be transported in the cargo compartment:**

- Handheld radio – rechargeable battery must be disconnected and carried in passenger compartment
- Laptop computer – no battery
- Knives and multi-tools
- Hand tools
- Chain saws
- Firequick flare launcher (pistol) – No flares or loads
- Batteries (no lithium or ion)

#### **The following items cannot be transported on the aircraft:**

- Liquid fuel – gasoline, diesel, Zippo fuel
- Fusees or Firequick Flares – no firing device of any kind
- Bear Spray or self-defense spray
- Oxygen tank – no compressed gas tanks of any kind

Long term parking is limited at the NIFC Mobilization Center and on the NIFC campus. Please contact the mobilization center directly to verify parking for your vehicles.

## Mobilization Center Location and Contact Information

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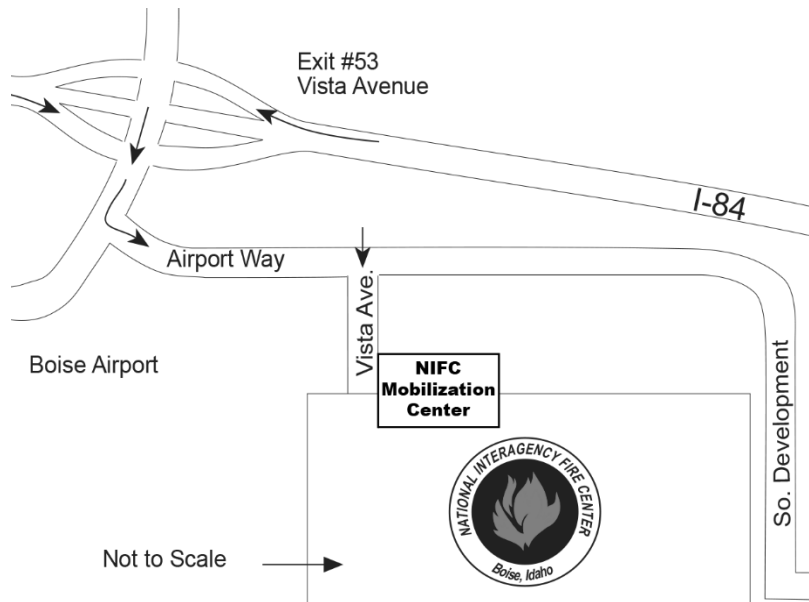
The NIFC (National Interagency Fire Center) Mobilization Center is located in a fenced area on the NIFC campus near the main entrance before entering the NIFC main security gate.

**Phone number:** (208) 387-5010  
After about 10 rings the call will transfer to the on-call Mobilization Center Manager's cell phone.

**Fax number:** (208) 387-5012

**Mailing address is:**  
3833 South Development Ave  
Boise, Idaho 83705-5354

**Physical address for driving directions is:**  
3800 Vista Avenue  
Boise, Idaho, 83705



## **Appendix A – Infectious Disease Guidance (COVID-19)**

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All crews and Mobilization Center staff will follow current CDC and Wildland Fire Medical and Public Health Advisory Team (MPHAT) guidance, links provided below.

<https://www.nwcg.gov/committees/emergency-medical-committee/infectious-disease-guidance>

FAA Lithium Battery information can be found at the link below.

<http://www.faa.gov/Go/PackSafe>