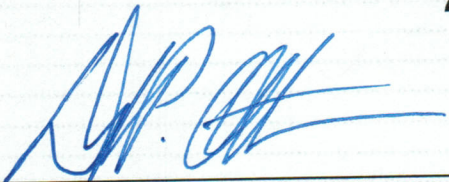


MINNESOTA - ONTARIO OPERATING GUIDELINES

2014



Doug Ottosen, Superior National Forest

9-30-14

Date

Rob McAlpine, Ontario Ministry of Natural Resources

Date

Ron Stoffel, Minnesota DNR

Date

Mike Ward, Voyageurs National Park

Date

Greg Peterson, Bureau of Indian Affairs

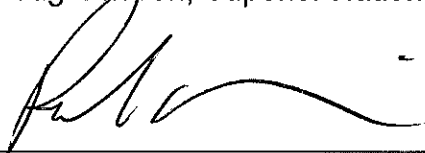
Date

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Oct 6/2014

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9/29/14

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Greg Peterson, Bureau of Indian Affairs

Date

8/28/14

Minnesota/Ontario, Operating Guidelines For Wildfires

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Minnesota/Ontario, Operating Guidelines for Wildfires

I. Purpose

The purpose of these guidelines is to clearly describe the procedures and operating guidelines that will be followed in managing fire preparedness, fire response and fire suppression in the area along the Canada/US Border.

These Operating Guidelines outline cooperative fire suppression plans between the Minnesota Department of Natural Resources, USDA-Forest Service, Bureau of Indian Affairs, the National Park Service and the Ontario Ministry of Natural Resources.

II. Authority

Mutual Response arrangements and the suppression of border fires will follow procedures and direction described as agreed upon between the Minnesota Department of Natural Resources, the U.S. Forest Service, Superior National Forest, Voyageurs National Park, Bureau of Indian Affairs and the Ontario Ministry of Natural Resources.

Authority to implement these agreed upon guidelines is found in the Canada/United States Reciprocal Forest Fire Fighting Arrangement, which was concluded by an exchange of Diplomatic Notes on May 7, 1982. These guidelines are valid until the next annual updated Operating Guidelines are approved.

The common zone is understood to exist for approximately 10 miles (16 km) on either side of the International boundary, which will be under observation by the affected parties. This area may be extended where any fire outside this zone is predicted to encroach the Ontario/Minnesota border.

Procedures for responding to fires in the “Common Zone” along the Canada/US border are described in the Border Agreement between the Minnesota Department of Natural Resources, the US Forest Service, Superior National Forest, Voyageurs National Park, the Bureau of Indian Affairs and the Ontario Ministry of Natural Resources.

III. General Procedures

Facilitating Clearance at US Customs

The NWR Response Coordinator will provide a roster including (name, date of birth and citizenship) of Ontario forest firefighters who may cross the border under the authority of this agreement to the MNICS Coordinator annually before May 15. The MNICS coordinator will pass this roster to the US customs port authority for pre-clearance and notify the NWR Response Coordinator of results. The results will include a US Customs and Border Protection contact phone number that individuals identified as inadmissible can call for information on how to clear their inadmissibility.

Requests for Assistance

Requests for assistance will be channeled by the most expeditious means to the appropriate authorized personnel.

Mutual Aid and Initial Attack

For small-scale resource exchanges such as air tanker support or initial attack, agencies may deal directly with one another. These procedures have been agreed to through the Great Lakes Forest Fire Compact and through the Border Agreement.

Aviation Resources

There is currently a 2014 Fire Aviation Operations Plan in place between the US Agencies and the Ontario Ministry of Natural Resources. Under the Agreement an Operations Plan outlines in detail the processes for acquiring Ontario and Minnesota aviation resources for dispatch, deployment and Quick Strike (Appendix E).

US Agencies to Ontario

Requests for standby Air Tanker Support or Initial Attack from US agencies to Ontario will come from the Ontario Ministry Emergency Operations Centre (MEOC) in Sault Ste. Marie. The authorized official is the Provincial Fire Duty Officer – (705) 945-5751. The Provincial Duty Officer will contact the Minnesota Interagency Fire Center (MIFC) Dispatcher – (218) 327-4582 (or 4558) and request Air Tanker Support or Initial Attack for the desired operating period.

Request for dispatch of US Air Tankers or Initial Attack resources

Once the request for assistance has been set-up for the operating period, by the Ontario Provincial Duty Officer, the request for dispatch to a fire will be made directly from the Regional Duty Officer in Dryden (807) 937-7240 to the MIFC Aviation Dispatcher (218) 327-4582.

Ontario to US Agencies

Requests for assistance from Ontario will be made from the Minnesota Interagency Fire Center. The authorized official for air resources is the MIFC Aviation Dispatcher. The MIFC Aviation Dispatcher will work with US agencies to facilitate resource exchanges with Ontario through the Ontario Provincial Duty Officer. Request for setting up a Quick Strike Arrangement or Initial Attack from Ontario will come from MIFC. The MIFC Aviation Dispatcher will contact the Ontario Provincial Duty Officer and request Quick Strike or Initial Attack for a desired operating period.

Request for dispatch of Ontario Quick Strike or Initial Attack Resources

Once the request for assistance has been set-up for the operating period by the MIFC Aviation Dispatcher, the request for dispatch to a fire will be made directly from the MIFC Aviation Dispatcher to the Regional Duty Officer in Dryden.

US Federal lands outside the common zone and Large Fire Support

For resource exchanges on US Federal Lands outside the Common Zone, resource orders for Large Fire Support, multi crew resource requests and large equipment orders, agencies on both sides of the border will follow standard resource ordering procedures with the Canadian Interagency Forest Fire Centre (CIFFC) and the National Interagency Coordination Center (NICC).

1. Requests for assistance from the U.S.A. will be made from the Ontario Ministry Emergency Operations Centre (MEOC) through the Canadian Interagency Forest Fire Centre (CIFFC) and the National Interagency Coordination Center.
2. Requests for assistance from Ontario will be made from the MIFC Aviation Dispatcher through the Eastern Area Coordinating Center, National Interagency Coordination Center, and the Canadian Interagency Forest Fire Centre.

Air Tanker Operations

1. All air tanker dispatches from Ontario will usually include a birddog with Air Attack Officer (AAO) unless the air tanker is joining an AAO at the fire location. All aviation dispatches from Minnesota will usually include an Air Tactical Group Supervisor (ATGS).
2. All fire dispatch requests involving any aircraft will include:
 - Locations - given in Latitude and Longitude – “Degrees-Minutes-Decimal/Minutes”
 - A geographic description - “3 km (1.86 miles) south of International Falls”
 - Other resources on site or enroute to the fire location

- Air to air AM frequency
- Air to ground FM frequency
- (Air to ground) FM frequency to contact the Dispatch Centre
- Contact named on site if possible and call sign

3. The responding Agency will provide:

- Contact name, e.g. "Bird Dog 2" or call sign "XYZ"
- Departure point and ETA to the fire if possible
- Tanker numbers and/or tail numbers
- Air crew members names, date of birth and citizenship

4. To ensure safety of all personnel involved each Agency must determine that air to ground communications are achievable at the time of the request.

Should air to ground communications be impossible, or no air to ground communications established by the AAO/ATGS, air drops:

- Will only take place when the AAO/ATGS is assured that there are no ground personnel present.
- May occur, if another aircraft, such as a Helitack Fire Boss or Forest Service Beaver with compatible air to air, and air to ground frequencies can act as air/ground coordinator to ensure the drop zone is clear, and to maintain communications with the ground crews, Dispatch Centre.

These situations must be the exception to the rule.

5. The maximum duration of an air tanker mission will be the standard 4 hours including ferry time to and from fire. The Agency requiring additional air support over a fire, beyond the 4-hour maximum, will submit another request to the responding Agency.
6. Standard procedure for air tanker refueling will be to return to the tanker's originating location. A request for the tanker group to refuel in the adjacent Agency may be submitted to the lending Agency, but the Home Agency maintains control.

Any approved Out of Province/State refueling should be done at the most efficient fuel site prior to returning to home base. Hosting agency will notify Customs and Border Protection office.

7. If the capability exists, all AAO/ATGS aircraft assigned to a *Mutual Response* mission will contact the appropriate Dispatch Centre upon entering the Province/State.
- confirm the assigned air to air AM Air Attack frequency
 - confirm the assigned target, and air to ground frequency

- confirm resources on site
- maintain flight watch per agency standard with the Dispatch Centre
- provide Intelligence information as often as required, for the duration of the mission.

All other aircraft on the assigned fire will be using the assigned AM air to air frequency, which was confirmed by the Agency Dispatch Centre.

8. All air tankers' safety principles will be adhered to during drop (bombing) operations. Air drops (bombing) is to be discontinued where, for any reason, it is considered to be unsafe, and a report will be filed with the home Agency for follow up.
9. Should an Ontario air tanker package and a Minnesota air tanker package arrive at the same fire, authority will be given to the Air Attack Officers and Air Tactical Group Supervisor to develop an action plan that best suits the situation.
10. If the AAO/ATGS on site mutually decided that one of their aircraft could be released, this must be communicated to the host Dispatch Centre. The Dispatch Centre will communicate with his/her counterpart for the necessary approval.
11. Information concerning all *Mutual Response/Quick Strike* air attack missions will be documented on the lending agency's standard form outlining the hours flown and number of drops, and forwarded to the host agency within 48 hours of termination of the mission. Additional information may be requested by the host agency for administrative needs.

Ontario FAX # (807) 937-7209
 Attention: Aircraft Management Officer -Northwest Region Emergency
 Operations Centre
 Email: fire.wfircraft.mnr@ontario.ca

MIFC Dispatch Fax # (218) 327-4528

12. Support needs for out of Province/State air tankers on *Mutual Response/Quick Strike* missions will be coordinated through the appropriate dispatch Centre.

Invasive Species, Foam/Retardant and Fuel Considerations

1. As a standard practice, all fueling and foam loading will take place at the air tankers home base prior to any alerts.

2. Aircraft assigned to Mutual Response/Quick Strike will ensure that they are equipped for a standard mission.
3. Should out of Province/State refueling be required, standard fueling operations will be followed. The host Agency will be advised immediately of the need by the AAO/ATGS, which will be forwarded to the home Agency for his/her consideration and information.
4. Foam/retardant usage by air tankers will be as per Agency restrictions set out in the Standard Operating Plans for each Province/State.
5. Invasive species occur in isolated lakes on both sides of the Border. Canadian and United States resources will provide each other information on invasive species infestations. Air operations will be conducted in a manner that will minimize the spread of the invasive species. If feasible, only uninfected lakes will be used for scooping and transporting water.

Helitack /Firefighters

1. Helitack missions will be for initial attack. The helicopter will return to the home agency, unless fuel is required, or sustained action is requested by the receiving agency.
2. Standard procedure for helicopter refueling will be; the helicopter returning to its originating location. Should the helicopter require fuel prior to returning home; the receiving agency will immediately advise the lending agency.
3. Any approved Province/State refueling will be done at the closest available fuel site prior to returning to home base.
4. Helitack crews or firefighters deployed into another Agency area will, where possible, be replaced by resident crews as soon as possible.
5. Home transport for out of Province/State helitack crews or firefighter will be coordinated between Agencies.
6. Hosting agency will notify Customs and Border Protection office.

Radio Operations

1. All AAO/ATGS/Helitack assigned to a Mutual Response/Quick Strike mission will contact the appropriate Dispatch Centre upon entering the Province/State to;
 - * Confirm the assigned air to air, AM air attack frequency
 - * Confirm the assigned air to attack base (FM) frequency
 - * Confirm the assigned air to fire (FM) frequency
 - * Maintain flight watch per agency standard

- * Provide Intelligence information as often as required, for the duration of the mission.
 - * Get further direction on mission details and contact names.
2. Initial AM air to air frequencies will be as follows, unless otherwise specified by the receiving Duty Officer: 122.925. See Appendix E: Radio Frequencies For Border Fires and Interagency Fire Response.

IV. Command Structure

Depending on the level of fire activity in the border area, there are several options that may be considered for Command of Large Wildfires.

The command function on fires in the border area may be conducted in two general ways:

- Single Command
- Unified Command

Single Command

Option 1

Within the jurisdiction in which the fire occurs and there is no overlap of jurisdictional boundaries involved, a single Incident Commander will be designated by the jurisdictional agency to have overall management responsibility for the fire.

Option 2

In situations where the fire spans both jurisdictions and the agency responsible for the fire is busy with other fires, a request can be made for another agency to provide an Incident Management Team to manage the entire fire.

Unified Command

A Unified Command structure may be set up on fires that overlap two or more jurisdictions. Each agency's Incident Commander will have the opportunity to participate in the development of incident objectives, priorities and incident strategy. Normally all Incident Commanders will work together at the Incident Command Post.

Split Command

In the case of a large fire burning on both sides of the international border, the fire may be split into two distinct areas with each agency managing the fire in its area of responsibility. While the fire may be managed from two different ICP's, the Incident Commanders will communicate on a regular basis and follow the basic principles of unified command.

Decisions Related to Command Structure

Discussions related to choosing the command structure will take place between the Ontario Provincial Duty Officer, the Regional Duty Officer and the MNICS Coordinator.

During periods of escalated fire activity, an agency may request that another agency on the other side of the border take over the management of one of its fires. The ability for an agency to satisfy such a request will depend on its present and forecasted fire load.

V. Detection

Agencies commonly keep each other informed of daily planned detection efforts to ensure efficient operations and prevent duplication of effort.

Ontario

The MNR will usually provide MIFC with a copy of planned aerial detection patrols on a daily basis by e-mail. The report will include aircraft call signs and assigned radio frequencies.

Minnesota

Minnesota will normally provide Ontario the relevant information on detection patrols through the DNR web site at <http://www.dnr.state.mn.us/forestry/fire> .

A.M. Radio Communications

A.M. Radio communications within the Common Zone will normally occur on a common frequency, 122.925. Any frequency change will be relayed from the AAO/ATGS to the appropriate dispatch office. See Appendix E: Radio Frequencies for Border Fires and Interagency Response.

VI. Fire Reporting

No fires will be initial attacked until approval is received from the appropriate dispatch office.

Fires found by Ontario detection patrols that are located in the United States will be reported to the nearest MNR Fire Management Headquarters (FMH). The FMH will report the fire to the Dryden Regional Emergency Operations Centre. The Regional Duty Officer or designate will report the fire to the MIFC Dispatcher at (218) 327- 4582 or 4558.

Fires found by Minnesota detection patrols that are located in Canada will be reported to the MIFC Aviation Dispatcher. The Dispatcher will report the fire to the Dryden Regional Duty Officer at (807) 937-7240 (contact info in the appendix). The Regional Duty Officer will report the fire to the appropriate Sector Response Officer.

1. All fires will be reported through the appropriate Dispatch Centre from any local Attack Bases/for follow up action.
2. All initial fire reports will contain the following information and use latitude and longitude coordinates in the following format:
 - Degrees-minutes-decimal/minutes

Where possible a geographic description will be included:

- Example: 3 km east of International Falls (repetitive)

VII. Prescribed Burning / Prescribed Fire

Prescribed burning is a valuable fuel reduction and ecosystem management technique that will be considered on both sides of the International Boundary throughout the fire season where appropriate. The benefits of fuel reductions to control fire intensity and ecological benefits of healthy forests are recognized and supported by the participants of this agreement.

All agencies must work closely to ensure information sharing, resource sharing, fire plans, prescribed burn plans, communications plans and smoke management plans are in place, jointly reviewed and implemented. Notification to the public, adjacent land owners and other impacted resource users of any potential impacts must be determined and carried out.

The Superior National Forest in the Boundary Waters Canoe Area Wilderness, Voyageurs National Park, and OMNR in Quetico Provincial Park manage some natural fires to accomplish ecological benefits. In Ontario, these types of fires are termed Prescribed or Managed Fires. Appendix F contains protocol that the Superior National Forest and the OMNR have developed for managing wildland fires (forest fires) along the border between Quetico Provincial Park and the Boundary Waters Canoe Area Wilderness. Notification, communications and cooperation between agencies is paramount to successfully implement these programs. This notification will occur between the Regional Duty Officer in Dryden (807) 937-7240 and the MIFC Dispatcher (218) 327- 4558.

Smoke, whether produced by prescribed burning or prescribed fire, has the greatest potential to impact persons downwind. Consideration will extend beyond the common zone (10 miles or 16 kilometres) for adjacent agencies to implement notification and communications efforts to impacted persons, park visitors and other agencies. OMNR will implement the communications efforts in Ontario and the lead agency for Minnesota.

It is permissible through the border agreement for the Superior National Forest to request assistance from OMNR for prescribed burning activities within the common zone. The current Border Agreement needs to be modified to reflect anticipated use as well as a cost estimate. If possible the agreement should be

modified prior to the prescribed burn. It must be completed within 30 days following the event to avoid a possible ratification. Possible expenses may include aviation resources, personnel and equipment and travel. Modification will need to be approved by the Ontario Ministry of Natural Resources and the Forest Supervisor of the Superior National Forest.

VIII. Emergency Management

As a result of the significant fire hazard created by the July 4, 1999 storm numerous agencies on both sides of the border have developed plans to provide for public safety. The plans ensure a safe, orderly and coordinated evacuation of people in and near blow down areas should it become necessary as a result of a major wildfire.

Minnesota

The county sheriff has the overall authority for the evacuation effort in the county. The US Forest Service has shared evacuation responsibility in wilderness areas. All activities will be coordinated, through the county EOC, MACC, or Command Post, which will serve as the source of all direction and control. The Governor has the authority to order a mandatory evacuation during a state-declared emergency anywhere in the State of Minnesota.

After the July 4, 1999 storm, most of Northeast Minnesota was declared a federal disaster area, and eligible for federal funds to clean up and mitigate the fire potential. Managers and responsible officials have developed the "Minnesota Emergency Operations Plan to address potential evacuations. This plan can be found by going to the following website (<http://www.hsem.state.mn.us>) and clicking on the plans tab.

Key Contact Numbers

County Sheriff	Cook County	(218) 387-3030
County Sheriff	St. Louis County	(218)727-8770/ (218)749-6010
County Sheriff	Lake County	(218) 834-8385

U.S. Customs & Border Protection	Pigeon River	(218) 475-2244
	International Falls	(218) 283-2541

U.S. Border Patrol	Grand Forks	(800) 982-4077 / (701)772-3301
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US Outlying Area Reporting Station	(800) 505-8381
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Lake County Emergency Management	(218) 226-4444
St. Louis County Emergency Management	(218) 625-3960
Koochiching County Emergency Management	(218) 283-4416
Cook County Emergency Management	(218) 387-3059

Ontario

The Ontario Ministry of Natural Resources is assigned the responsibility for forest fire emergency response. The Ministry of Natural Resources has the authority to declare an area to be a forest fire emergency area and may take such action as considered necessary for effectual fire suppression for the safety of or evacuation of persons in the area. The local MNR District Manager will coordinate emergency response and is responsible for facilitating the evacuation, housing and return of evacuees.

The MNR Emergency Response Plan provides overall direction for the forest fire emergency response in Ontario. The MNR Districts of Fort Frances and Thunder Bay, as well as Quetico Provincial Park, each maintain Emergency Plans that provide direction for emergencies related to fires, including fires that occur in the Blow down Area.

Key Contact Numbers

District Manager	Fort Frances	(807) 274-8643
District Manager	Thunder Bay	(807) 475-1174
Quetico Fire Manager	Quetico Provincial Park	(807) 597-8261
Park Superintendent	Quetico Provincial Park	(807) 597-5018
Canada Customs	Pigeon River	(807) 964-2093
	Fort Frances	(807) 274-3655
Ontario Provincial Police		1-888-310-1122
Provincial Emergency Response Coordinator		1-877-667-2367

IX. Multi Agency Coordination (MAC Group)

A MAC Group will be formed in Minnesota when single or multiple incidents are increasing in complexity and additional organizational support and priority setting is necessary. A Multi Agency Coordinating Group will be established with decision making representatives from all affected agencies represented. The purpose of the MAC Group will be to make key decisions regarding the prioritizing of incidents and allocation of critical resources.

Ontario will appoint a fire manager to be a member of the MAC Group if a fire has crossed or has the potential to cross the international border. This can be arranged by contacting the Provincial Duty Officer at (705) 945-5751 (24 hour contact).

As activity begins to escalate on the Canadian side of the border, US agencies will be invited to send a representative to the Dryden Regional Emergency Operations Centre. This representative may take part in planning sessions where fire priorities and resource allocation will be discussed.

X. Communications

Regular communications are essential to ensure that agencies are aware of the fire situation on both sides of the border. A number of initiatives have been put in place to ensure that strong communication takes place:

- Daily exchanges of information related to resources available for dispatch to fires in the Common Zone.
- Daily exchanges of information related to planned aerial detection patrols.
- Daily exchanges of information related to enhanced Fire Prevention efforts.
- Daily exchange of information on prescribed burn planned or ignited.

The Agency Dispatch Centre will share information on fires occurring in the Common Zone. The parties taking action on a fire in the Common Zone will share current information to the neighboring Agency daily in the format shown in Appendix A.

A phone call should take place to discuss fires that may cause problems, create public concern or generate lots of smoke.

MIFC Dispatch (218) 327- 4558
Ontario NWR Regional Duty Officer (807) 937-7240
Minnesota State Emergency Management Division (24 hours) (800) 422-0798

XI. Cost Recovery and Financial Considerations

All interest charges will be forgiven for overdue accounts on government to government invoices.

Resource Exchanges through the Great Lakes Forest Fire Compact

Procedures for billing are described in the GLFFC Operations Manual, Section B-3, Business Management. The costs of transportation, wages (regular and overtime) and equipment refurbishing are eligible for recovery by the sending agency.

Resource Exchanges through the Canada/US Reciprocal Forest Fire Fighting Arrangement

Procedures for billing related to resource exchanges through CIFFC and NICC are described in Section III. F, of the Canada/United States Reciprocal Forest Fire Fighting Arrangement. In general, all salaries (overtime and hazard pay), transportation costs and the costs for equipment refurbishing may be recovered by the sending agency.

Resource Exchanges through the Border Agreement with the Superior National Forest

Ontario Ministry of Natural Resources will invoice the Superior National Forest for services rendered under the FS Agreement No. 03-FL-11090903-009 (Border Agreement). Aviation use will be documented through the use of the MN DNR Record of Aircraft Use form or Federal land managers' aircraft use forms.

Ontario Aircraft Resource Sharing Costs – 2014

Aircraft Type	Daily Basing Fee	Hourly Rate	Quick Strike Rate	Gravel Strip
Water Bomber CL-415	\$7,900.00	\$3,670.00	\$3,670.00	No
Water Bomber Twin Otter DH6	\$4,000.00	\$1,550.00	\$1,550.00	Yes
Twin Otter DH6 (Wheels)	\$4,000.00	\$1,550.00	\$1,550.00	Yes
Birdog Commander 50	\$3,084.86	\$530.00	\$530.00	Yes
Birdog KA90	\$3,950.77	\$1,893.75	\$1,893.75	Yes
Grand Caravan C208B	\$3,637.50	\$1,488.75	\$1,488.75	Yes
Turbo Beaver DH2T	\$2,272.40	\$744.00	\$744.00	Yes
Bell 205A-1, A-1++.	\$5,520.86	\$1,100.63	\$1,100.63	N/A
Bell 212 belly - tanked	\$5,520.86	\$2,100.00	\$2,100.00	N/A

Note:

- Above are Hourly Dry Rates **commercial aircraft*
- All other expenses and assorted fees will be invoiced separately.
- Fees for an Out Of Province dispatch will include the daily basing fee plus all flying and expenses. The daily basing fee will be applied when applicable (if a Quick Strike becomes an actual Out Of Province Hire)
- Quick Strike invoices will be based on the hourly fees.

All invoice pricing is to be in U.S. dollars.

BILLING ADDRESS:

Superior National Forest, USDA Forest Service
402 SE 11th Street, Grand Rapids MN 55744

Aviation Resources – Ontario and Minnesota DNR

Procedures for billing related to the dispatch or deployment of aviation resources between Ontario to Minnesota DNR are described in Appendix E – 2014 Fire Aviation Operations Plan.

Rates for aircraft basing, hourly flight time, positioning and Quick Strike are listed in Section XIV.2.Administrative/Management.

Cost Share Agreement for Large Fires

A separate cost share agreement may be negotiated for large fires that cross the international border. The agreement should provide a framework to determine the appropriate billing procedures needed for large interagency fires. A sample of a Cost Share Agreement has been included in Appendix G.

XII. Agency Representatives - If a fire has the potential to impact the border, a liaison should be requested from the affected agency. Ideally the liaison will be ordered by the hosting agencies dispatch centers as the incident develops. Duties of the liaison would include:

- Monitoring of the fire situation including tactics and fire suppression strategies.
- Provide the communication link with the host agency and their representative agency on potential impacts and concerns.
- Provide host agencies with concerns and be proactive in developing strategies to address the concerns.
- Be actively involved during the planning meetings

Appendix A - Fire Response Contact Numbers

Fire Response Contact Numbers

Ontario Provincial Duty Officer	Phone: (705) 945-5751 Fax: (705) 945-5785 E-mail: meoc-duty.mnr@ontario.ca
Northwest Regional Duty Officer	Phone: (807) 937-7240 Fax: (807) 937-6060 E-mail: fire.wfrduty.mnr@ontario.ca
Minnesota Interagency Fire Center Dispatcher	Phone: (218) 327- 4558 (218) 327- 4582 Fax: (218) 327- 4528
Superior National Forest Dispatcher	Phone: (218) 327-4175 (218) 327-4176
Voyageurs National Park	Phone: (218) 283-6600
Grand Portage Reservation	Phone: (218) 475-2415
Little Fork DNR Area Office	Phone: (218) 278-6651
Baudette DNR Area Office	Phone: (218) 634-2172

Appendix B - Maps Illustrating the Common Zone
(Maps can be found at MIFC Coordination Center
Or Through MNR Dryden Regional Duty Officer)

Insert Maps

Appendix C - Location of Fire Suppression Resources

Table 1. Fire Suppression Resources Commonly in the Vicinity

Number	Resource	Location	Remarks
2-3	CL 215's	Hibbing, Bemidji, or Ely Tanker Bases	Scoopers
0	Type 1 or Type 2 Air Tanker	Ely, Hibbing Air Tanker Bases	Land Based as requested through NICC
1	Type 1 Helicopter	Ely Air Attack Base	As requested through NICC
1	Type 3 Helicopter	Ely Air Attack Base	March 13 – Sept. 30
3	Beaver DHC-2	Ely Seaplane Base	Year round
2-4	Type 6 Engines	Throughout Blowdown Area / Grand Portage	3 person crew 300 gallons of water
2	Mini Equipment Caches	Grand Marais and Tower DNR Offices	Equipment and supplies
7+	Staging Areas	SAFE Areas, Command Posts and Fire Camps	
1-2+	CL 415's	Dryden	Scooper aircraft Positioned according to fire hazard
6	C337	Dryden	Detection Aircraft
0-2+	CL 415's	Thunder Bay	Scooper aircraft Positioned according to fire hazard
10	FireRanger Crews Type 1 Crews	Fort Frances	4 person crews
11	FireRanger Crews Type 1 Crews	Thunder Bay	4 person crews
2	212 Belly Bomber	Positioned by hazard	IA helicopter/Bomber
1	EC-130	Thunder Bay	light helo, crew trans., IA positioned as required by Fire Hazard
1	EC-130	Dryden	Light helo, crew transport and IA
2	Mini Equipment Cache	Northern Light lake	Pumping units and turbo fuel

NOTE: Crews and resources change as fire conditions dictate, for current info contact appropriate dispatch center.

Appendix D - Radio Frequencies for Border Fires and Interagency Fire Response

Radio Frequencies for Border Fires and Interagency Fire Response

Aircraft Radio Protocol for Helicopters
Working on Minnesota/Ontario Border Fires

High-Band VHF-FM Frequency Utilization
(if equipped)

Contact the Dispatch Centre in Grand Rapids
on frequency 151.370 toned on 136.5 both Tx
& Rx :both narrow band) - see tone map

Eveleth Rpt is on {Tx} 156.135 tone (103.5)
;{Rx} 151.370 tone (136.5)

Northome Rpt is {Tx} 156.135
tone(127.3);{Rx} 151.370 tone(136.5)

Quadna Rpt is on {Tx} 156.135 tone
(110.9);{Rx} 151.370

Aircraft with no High-Band VHF-FM Capability

Utilize VHF-AM frequency 122.925 for air-to-
air communications and relay any messages
to the Grand Rapids Fire Center

Table 2. High Band Frequency for Border Fires and Interagency Fire Response

(Ontario/Minnesota). All Frequencies are Narrow Band

CHANNEL	FREQ. (TX)	FREQ. (RX)	DESCRIPTION
	N151.475 Tone 156.7	N151.475 Tone 156.7	MN State Ground Tac 1
	N151.340 Tone 110.9	N151.340 Tone 110.9	MN State Air/Ground
	N170.525	N170.525	SUF Forest Net
			SUF Forest Repeater See following chart.
	N168.650 Tone – 110.9	N168.650	SUF Flight Following
	N168.625 Tone 110.9	N168.625	Air Guard/Air Emergency
	N168.125	N168.125	USFS Air-to-Ground
	N168.050	N168.050	Nat'l Tac 1/Ground Troops
	N168.200	N168.200	Nat'l Tac 2/Ground Troops
	N170.975	N168.700	Command 1 Repeater
	N170.450	N168.100	Command 2 Repeater
	N170.475	N170.475	Tac 2 MNICS
CHANNEL	FREQ. (TX)	FREQ. (RX)	DESCRIPTION
Digital	N166.900 NAC \$100	N166.900 NAC \$100	Voyageurs Nat'l Park
	Digital 169.675 NAC \$100	N169.675 NAC \$100	Isle Royale Nat'l Park
	N171.725 Tone 156.7	N172.425	Grand Portage Res. BIA
	N151.175 Tone 103.5	N151.175 Tone 103.5	MN State Cloquet/Two Harbors
	N151.175 Tone 127.3	N151.175 Tone 127.3	MN State Littlefork
	N151.265 Tone 103.5	N151.265 Tone 103.5	MN State Orr/Tower

Chippewa – Superior NF Repeaters				
Repeater	Rx	Tx	Tone	Location
Superior Net	170.525	170.525	None	
Fernberg	170.525	164.1375	100.0	N 47 56 45.0 W 91 29 44.5
Lookout	170.525	170.525	151.4	N 47 43.389 W 90 49.811
Gunflint	170.525	164.1375	110.9	N 48 04 44.3 W 90 45 25.9
Meander	170.525	164.1375	127.3	N 48 07 12.3 W 92 09 32.6
Honeymoon	170.525	164.1375	103.5	N 48 43 25.1 W 90 49 50
Midtrail	170.525	164.1375	107.2	N 48 02 19.6 W 90 26 39.7
Buyck	170.525	164.1375	123.0	N 48 09 55.1 W 92 31 42.8
Mt Webber	170.525	164.1375	141.3	N 47 29 05.1 W 91 39 22.1
Devils Fish	170.525	164.1375	131.8	N 47 58 48.5 W 90 6 16.25
Isabella	170.525	164.1375	136.5	N 47 34 04 W 91 20 24
Wales	170.525	164.1375	114.8	N 47 13 25 W 91 42 30
Idington	170.525	164.1375	146.2	N 47 43 37.46 W 92 37 17
Chisholm	170.525	164.1375	156.7	N 47 39 4.5 W 92 51 54.6
Elephant	170.525	164.1375	167.9	N 48 10 47.4 W 92 45 1.09
Chip Net	164.825	164.825	None	
Chip North	164.825	164.125	110.9	N 47 36 48 W 94 05 21
Chip South	164.825	164.125	103.5	N 46 58 25 W 94 12 19
Chip East - Marcell	164.825	164.125	127.3	N 47 31 13.8 W 93 39 9.3

Table 3. Low Band Frequency for Border Fires and Interagency Fire

Response (Ontario/Minnesota).

Ontario Frequencies	Primary	Secondary
Armstrong	122.400	121.975
Dryden	122.650	123.575
Fort Frances	122.575	122.700
Kenora	130.350	122.150
Pickle Lake	122.550	122.700
Red Lake	122.925	122.050

The Northwest Regional Emergency Operations Centre contact frequency (Air to Ground);

FM	TX MHZ	RX MHZ	TX TONE	RX TONE
Channel 05	46.72	46.72	110.9	110.9

5.2 Northwest Region Attack Base FM Frequencies

Ontario 'attack bases' frequencies or initial contact for air/ground communications are as follows;

LOCATION	FM	TX MHZ	RX MHZ	TX TONE	RX TONE
Dryden	7	46.78	46.78	110.9	110.9
Fort Frances	1	46.62	46.62	110.9	110.9
Ignace	2	46.64	46.64	110.9	110.9
Kenora	3	46.68	46.68	110.9	110.9
Pickle Lake	33	47.13	47.13	110.9	110.9
Red Lake	12	46.52	46.52	110.9	110.9
Sioux Lookout	6	46.74	46.74	110.9	110.9

Appendix E - 2014 Fire Aviation Operations Plan

2014 FIRE AVIATION OPERATIONS PLAN US WILDLAND FIRE AGENCIES AND ONTARIO MINISTRY OF NATURAL RESOURCES

I. INTRODUCTION

The Fire Aviation Operations Plan includes, as a minimum, the types of aircraft and ancillary equipment available, the number available, the period of availability, rates of service, operating procedures, communication requirements, training requirements, and locations of representatives to contact.

It is important to understand that the agreement is for a one (1) year period and that it will be reviewed annually.

II. ORGANIZATION:

Forest fire protection and suppression in Minnesota is provided by Federal and State Agencies. Fires occur on both state and federal lands. Through cooperative agreements between the parties, fire protection is a responsibility of both. Each agency will provide equipment and personnel to the other when available and requested to do so.

Firefighting aircraft, when available, will be integrated into the requesting agency's system through the Minnesota Interagency Fire Center (MIFC) aviation dispatcher and the Ministry Emergency Operations Centre (MEOC) Provincial Duty Officer (PDO). When aircraft are dispatched to Minnesota, they may be assigned to incidents managed by various agencies such as the Bureau of Indian Affairs (BIA), U.S. Forest Service (USFS), National Park Service (NPS) or the U.S. Fish and Wildlife Service (USFWS). Requests may be for an on-going incident (quick strike) or to respond to a risk of fire (pre-position).

When a request for aircraft is made, the requesting agency will provide the following information:

- ***Requesting Person***
- ***Number and Type of Aircraft***
- ***Type of Request (Quick Strike or Pre-Position)***
- ***Location (Section, Township, Range or Latitude, Longitude)***
- ***Ground Contact and Frequency***
- ***Air Contact and Frequency***
- ***Other Aircraft Assigned and Hazards***

The sending agency will provide:

- ***Aircraft registration numbers (N# or C#) and birddog/tanker numbers***
- ***Flight crew names, date and place of birth, citizenship and Social Security or Social Insurance numbers***
- ***Port of entry***

The sending agency will also provide, when available, an Air Attack Officer (AAO) or an Air Tactical Group Supervisor (ATGS). This individual will act as a liaison between agencies and coordinate the air resources with the ground forces.

Routine contact between the MIFC dispatchers and the Ontario Ministry PDO to set standby alerts and availability will usually take place at 1700 hours daily. Escalated situation contact may take place twice daily at 0900 and 1700 when a Red Alert is ordered. The Ontario Ministry PDO will often send e-mail of the Daily Situation Report and Aircraft Alert Status to the Air Dispatcher at MIFC. Escalated situation contact will generally take place twice daily at 0900 and 1700 when a Red Alert is ordered.

MINNESOTA PERSONNEL* AUTHORIZED TO REQUEST ONTARIO AIR ATTACK ARE:

Aviation DESK DISPATCHER	218-327-4582
Superior Initial Attack Dispatch	218-327-4176
BIA REP	218-327-4583
SHELDON MACK	218-327-4574
RON STOFFEL	218-327-4587
VOP REP	218-283-6600

*See Exhibit "A", Telephone List, for applicable listings of individuals named.

ONTARIO PERSONNEL AUTHORIZED TO REQUEST MINNESOTA AIR ATTACK ARE:

MEOC PROVINCIAL DUTY OFFICER	705-945-5751
REOC REGIONAL DUTY OFFICER	807-937-7240

III. AIR ATTACK BASES:

PRIMARY BASES: (Bases which will be used for pre-position aircraft)

USA

Bemidji (KBJI) Tanker Base
Hibbing (KHIB) Tanker Base
Brainerd (KBRD) Tanker Base
Ely (KELO) Tanker Base

CANADA

Dryden (CYHD) Tanker Base
Thunder Bay (CYQY) Tanker Base
Kenora (CYHD) Tanker Base
Geraldton (CYGQ) Tanker Base
Sudbury (CYSB) Tanker Base
Chapleau (CYLD) Tanker Base
Timmings (CYTS) Tanker Base

SECONDARY BASES:

USA

Warroad (KRRT)
Grand Rapids (KGPZ)
Anoka (KANE)

CANADA

Red Lake (CYRL) Tanker Base
Pickle Lake (CYPL) Tanker Base
Armstrong (CYYW) Tanker Base
Wawa (CYXZ) & Atikokan (CYIB)

PRIMARY BASES INFORMATION:

HIBBING/CHISHOLM (KHIB)
RUNWAY (L & W): 6758' X 150'
218-262-7334 TANKER BASE
TACONITE AVIATION 218-263-4353

BRAINERD (KBRD)
RUNWAY (L & W): 6500' X 150'
218-828-2575 TANKER BASE
AIRMOTIVE ENTERPRISES 218-829-3398

BEMIDJI (KBJI)
RUNWAY (L & W): 6598' X 150'
218-755-4380 TANKER BASE
BEMIDJI AVIATION 218-751-1880

ELY (KELO)
RUNWAY (L & W): 5600' X 100'
218-365-4831 TANKER BASE
FBO 218-365-5600

SECONDARY BASES INFORMATION:

WARROAD (KRRT)
RUNWAY (L & W): 5400' X 100'
218-386-1691 FBO
WARRPAD AVIATION

GRAND RAPIDS (KGPZ)
RUNWAY (L & W): 5755' X 100'
AIRWAYS AVIATION 218-326-1226

ANOKA (KANE)
RUNWAY (L & W): 4855' X 100'
KEY AIR FLIGHT OPERATIONS (651)-371-4541

IV. DEPLOYMENT:

When aircraft are pre-positioned, the following is applicable:

1. User shall provide security of aircraft and aircrew facilities while on incident.
2. Dispatch of aircraft shall be conducted thru appropriate Dispatch.
3. Requesting agency will notify Customs of border crossing.

V. FOAM:

Foam will be provided by the requesting agency. Directions for operational use/and flushing will be given by the applicable Incident Commander and/or Air Operations personnel.

Storage of material will be the responsibility of the requesting agency.

VI. AVIATION OIL/INCIDENTALS:

The sending agency will pay for and the requesting agency will pre-position oil at primary bases in the event that oil is not available from fixed base airport operators, along with any incidentals that may be needed while deployed.

VII. AIR ATTACK STRATEGY:

AIRCRAFT ALERT SYSTEM:

Both agencies will operate under the following Fire Alert System when supporting fire fighting activities. Alert Status identified as: Red, Yellow, or Blue.

Red - The resource is completely ready for immediate dispatch. Actual departure intervals will vary somewhat depending on the resource; e.g., air tanker versus Helitack.

Yellow - The resource is immediately contactable for dispatch but may be involved in activities or located such that a short departure interval is likely. It might be used on a "second-out" basis to ensure resource availability for back-up or second dispatch while allowing minor equipment maintenance or on-base work.

Blue - There is no identified fire need for the day, but there is reason to believe that before the day is out, it may be necessary to alert the resource for possible dispatch. This will free the resource to carry out non-fire work or significant maintenance. The resource must still be contactable and available for dispatch within 4 hours of a possible need being identified or as specified by the Fire Duty Officer. The Duty Officer, under certain circumstances, may find it appropriate to change the contactable limit to something less on a daily basis.

Committed - The resource has been assigned to a specific project and is not available for alert. Crews or aircraft may be committed to such things as training, service, fire assignment or prescribed burns.

Green - There is no identified or foreseeable need and the resource can be released. Staff can be given time off and may not be contactable. There is no identified fire flying and aircraft may be assigned for non-fire use.

Maximum departure interval times shown in the following table will apply. (The requesting agency time frames will be followed in the case of any differences.)

<u>Alert</u>	<u>Air Attack</u>
Red	Immediate Dispatch
Yellow	Wheels up within 30 minutes of contact
Blue	No identified need for fire. The resource will stay within the system but can be assigned to other work with the understanding that the resource will be contactable and available for dispatch within 4 hours.

All fire staff should understand and be familiar with the system.

MAPS: The requesting agency shall supply sufficient maps and instructional guidelines for use, which will identify protection zones, headquarters of various field offices and main offices, along with any airport locations.

VIII. COMMUNICATIONS:

This section details the information required for day-to-day contact between OMNR and Minnesota Agencies for planning and incident purposes.

1. Planning:

There will often be daily contact between the OMNR PDO and the MIFC Aviation Dispatcher to discuss aircraft requirements.

Alerting Procedures for the Period of April - May, Annually:

Daily, a member of the MIFC Dispatch organization will usually contact the PDO. The nature of this contact shall be to review the current status, equipment and personnel available for dispatch, and each other's situation. During red alerts, a second communications link may be established between the MIFC Dispatch and the OMNR PDO. The nature of this contact will be an update to the previous communications. Any changes to previously issued guidance will take place at this time.

Exhibits A and B provide a listing of each other's telephone, fax and other communications numbers and names for use. (These documents are provided as exhibits for easy detachment.)

2. Operations:

By Telephone: use the attached listings.

By Radio: VHF - AM 122.925 or other frequency as assigned
MIFC (Fire Center)
All Tanker Bases
Any aircraft working a fire incident

VHF - FM
Refer to Exhibit D, A
A Listing of Common Frequencies

Separate incidents will have separate frequencies assigned to alleviate overload. A listing is provided. This list will indicate common AM and FM radio frequencies and tones required for fire communications.

***See Exhibit "D" Listing of Common US Frequencies and/or Radio Channels Used.**

VHF-AM air-to-air communications with the Birddog or ATGS can be conducted using VHF-AM frequencies as assigned.

Loss of radio communications during fire attack missions may be reason for aborting mission. Aircraft will return to base and advise OMNR and MIFC of the problem.

Instructions for use, non-use and/or abort areas for foam will be provided by the requesting agency. In most cases, this information will pass through the Dispatcher. The dispatcher, the Incident Commander and/or the Air Operations Section Chief will be the Air Attack's Officers' resource person for information on water sources, fire situations, other aircraft in use, flying hazards, and any information that may have an impact on safety and the overall effectiveness of the operations.

IX. OPERATING POLICY:

All aircraft and flight crews will adhere to the requesting agency's policies or their own, whichever is more restrictive. For example, the Minnesota flight and duty limitations restrict pilots to eight hours flight time per day. The Ontario policy is less restrictive. When Minnesota crews are in Ontario, they will adhere to the more restrictive eight-hour rule and Ontario crews in Minnesota will also adhere to the eight-hour rule.

1. FLIGHT WATCH/FOLLOWING:

Ontario aircraft will operate within the MIFC Aircraft Flight following rule of contact every 15 minutes. Radio contact will be maintained with either the appropriate Dispatcher or the Air Tactical Group Supervisor.

2. EMERGENCIES:

In the event of an accident or incident, normal procedures will be maintained as per Canadian and Minnesota DNR Air Operations Manual. The receiving agency will immediately notify the sending agency by telephone.

3. VFR/IFR RULES:

For bombing purposes: VFR CL-215 + Birddog

For ferry purposes: VFR Birddog (IF Air Attack Officer is aboard)
VFR or IFR CL-415
VFR or IFR Birddog (pilot only)

4. TRAINEE ON BIRDDOG AIRCRAFT:

Both agencies recognize the importance of a pro-active training program. The receiving agency may restrict on board training, but will make a reasonable effort to accommodate trainee requests. No passengers will be carried without authorization.

X. FIRE OPERATIONS:

1. DISPATCH:

Dispatch orders will come from the requesting agency.

En route, the pilot will establish contact with the appropriate Dispatcher. The Dispatcher will furnish pilots with location information including latitude and longitude.

NOTE: Each agency should ensure an adequate supply of foam is available at each base.

NOTE: The Air Attack Group is assigned to the MIFC Aviation Dispatcher, then to the particular incident. The release procedure shall be the reverse of this order.

2. WATER APPLICATION PROCEDURES:

Water bombing drop procedures will be consistent with the each agency's Training Manuals and Air Operations Manual.

3. RETURN TO BASE:

Upon return of aircraft to home base-Ontario, the sending agency will confirm arrival to the home base.

4. AIR ATTACK OFFICER AUTHORITY:

The primary function of an AAO and ATGS is to direct and supervise air tankers during fire bombing missions and to manage airspace over the fire. This individual shall ensure operational safety standards are maintained and aircraft are used efficiently. The AAO/ATGS will coordinate the air attack with the ground attack Incident Commander.

5. REQUESTING RESOURCES:

Each day or time that a party requests aircraft to be on alert status, pre-positioned, or for a quick strike mission, they will forward a Resource Order. This number shall become the identification of request. Order number will be placed on a Resource Order Form, a copy of which shall be forwarded to the requesting agency. This order shall also form the basis of all invoicing and payments made under this agreement, unless otherwise directed by the signers of the agreement.

The only contacts for aircraft resource requests will be between the MIFC Aviation Dispatcher and the OMNR PDO.

XI. SPECIAL FLIGHT HAZARD AREAS:

Upon contact between the AAO/ATGS and the requesting agency, the requesting agency shall advise the AAO/ATGS of any special flight area and/or hazards in the vicinity of the fire and water pick up sources.

The aircrews will familiarize themselves with air navigation charts and especially military areas and flight corridors that could be a safety hazard.

XII. BRIEFING/DE-BRIEFING:

DAILY: The PDO and the MIFC Aviation Dispatcher should discuss fire situations and the quality of the day's air attack missions. Items such as: safety, effectiveness, and efficiencies, will be discussed.

At 1700 and 0900 hours the following day, the PDO and the MIFC Aviation Dispatcher should teleconference to discuss the following items:

- Aircraft Alert Status
- Resource Availability
- Fire Danger
- Deployment Status

MISSION: Debriefing should take place after each mission or dispatch for the AAO/ATGS, and pilots. It is recommended that the AAO/ATGS and IC should debrief each other as soon as possible after the mission as well.

SEASONAL: Minnesota and Ontario representatives shall meet and discuss management and operational issues prior to each fire season. The purpose for this update shall be to improve the effectiveness of this agreement.

XIII. MAPS:

Both agencies will supply adequate maps and instructions for use on a yearly basis. The number and type will be as identified each season.

XIV. RECORDS:

1. OPERATIONAL:

The requesting agency will provide and the AAO/ATGS will complete the agency specific flight records. These forms will accompany the invoice for payment.

2. ADMINISTRATIVE/MANAGEMENT:

A. Rates for Ontario aircraft are as follows:

Ontario Aircraft Resource Sharing Costs – 2014

Aircraft Type	Daily Basing Fee	Hourly Rate	Quick Strike Rate	Gravel Strip
Water Bomber CL-415	\$7,900.00	\$3,670.00	\$3,670.00	No
Water Bomber Twin Otter DH6	\$4,000.00	\$1,550.00	\$1,550.00	Yes
Twin Otter DH6 (Wheels)	\$4,000.00	\$1,550.00	\$1,550.00	Yes
Birdog Commander 50	\$3,084.86	\$530.00	\$530.00	Yes
Birdog KA90	\$3,950.77	\$1,893.75	\$1,893.75	Yes
Grand Caravan C208B	\$3,637.50	\$1,488.75	\$1,488.75	Yes
Turbo Beaver DH2T	\$2,272.40	\$744.00	\$744.00	Yes
Bell 205A-1, A-1++.	\$5,520.86	\$1,100.63	\$1,100.63	N/A
Bell 212 belly - tanked	\$5,520.86	\$2,100.00	\$2,100.00	N/A
MNR EC130-B4	\$2,319.90	\$773.30	\$773.30	N/A

Note:

- Above are Hourly Dry Rates **commercial aircraft*
- All other expenses and assorted fees will be invoiced separately.
- Fees for an Out Of Province dispatch will include the daily basing fee plus all flying and expenses. The daily basing fee will be applied when applicable (if a Quick Strike becomes an actual Out Of Province Hire)
- Quick Strike invoices will be based on the hourly fees.

B. BILLING AND INVOICING:

Ontario Ministry of Natural Resources will invoice the Minnesota DNR for services rendered using the MN DNR Record of Aircraft Use form. MN DNR Aircraft Use form will be provided to AAO on arrival at U.S. base of operation.

The above rates are all inclusive with the exception of foam, which will be supplied by the receiving agency.

All pricing is to be in U.S. dollars.

BILLING ADDRESS:

ATTN: Wildfire Suppression Supervisor
Department of Natural Resources
402 SE 11th Street
Grand Rapids MN 55744

(A single billing address is hereby furnished for all U.S. use, regardless of flight designation, supplies used or services provided under this agreement.)

CANADA REQUESTING DISPATCH OF AIRCRAFT TO ONTARIO:

- Call MIFC Aviation Desk at 218-327-4582
- Specify what you want: i.e. - CL-215 and ATGS or conventional tanker and ATGS.
- Quick Strike or Pre-Position?
- MN DNR will alert the involved aircraft personnel of the dispatch.
- MN DNR Dispatcher will call the Ontario NWR Regional Duty Officer with departure and ETA times.

QUICK STRIKE (2014)
RATES FOR SERVICE (U.S. DOLLARS)

CL-215:

FLIGHT COST/HR
STANDBY/DAILY RATE

T-263 & T-266 (ea.)

\$4,284.00/hr.
\$6,425.00/DAY

Air Attack

QUEEN AIR \$ 650.00/HR
BARON \$ 490.00/HR
CESSNA 310 \$ 510.00/HR

ATGS – N/A
ATGS – N/A

PRE-POSITION
RATES FOR SERVICE (U.S. DOLLARS)

CL-215:

FLIGHT COST/HR
STANDBY/DAILY RATE

T-263 & T-266 (ea.)

\$4,284.00/HR
\$6,425.00/Day

Air Attack

QUEEN AIR \$ 650/HR: \$1625/Day
BARON \$ 490.00: \$1450 / Day
CESSNA 310 \$ 510.00 No charge / Day

+ATGS + SALARIES
+ ATGS + SALARIES
+ ATGS + SALARIES

PER DIEM: \$120.00 PER PERSON

ONTARIO WILL PROVIDE ACCOMMODATIONS.

EXHIBITS:

EXHIBIT A -----TELEPHONE LISTING – U.S. PARTICIPANTS

EXHIBIT B -----TELEPHONE LISTING – PROVINCIAL DUTY OFFICER – CANADA

EXHIBIT C -----ONTARIO BIRD DOG AND WATER BOMBER IDENTIFICATION

EXHIBIT D -----U.S. PROGRAMMED FREQUENCIES

EXHIBIT E ----- BORDER CROSSING PROCEDURES USA TO CANADA

EXHIBIT F -----BORDER CROSSING PROCEDURES CANADA TO USA

EXHIBIT A TELEPHONE LISTING – U.S. PARTICIPANTS:

MIFC:

<u>NAME</u>	<u>OFFICE PHONE</u>
MIFC Aviation Desk	218-327-4582
MNICS Coordinator	218-327-4563
MIFC Dispatch	218-327-4558
Superior IA Dispatcher	218-327-4175
BIA Rep	218-327-4583
Sheldon Mack	218-327-4574
Ron Stoffel	218-327-4587

MINNESOTA DIVISION OF FORESTRY:

Air tankers/Helicopter:	Closest Air Tanker Base or MIFC
	218-262-7334 - Hibbing
	218-828-2575 - Brainerd
	218-755-4380 - Bemidji
If no answer, call:	218-327-4582 (MIFC Aircraft Dispatch)

U.S. FOREST SERVICE:

Superior NF Dispatch	218-327-4175
Air tankers/Helicopter:	218-365-4831 - Ely Tanker Base

EXHIBIT B TELEPHONE LISTING – PROVINCIAL DUTY OFFICER – CANADA

ONTARIO

**Provincial Fire and Emergency Response
Program Leader**

Rob McAlpine
(705) 945-5770

PROVINCIAL DUTY OFFICER

Bryan Tarini
(705) 945-5751

Robert Janser
(705) 945-5751

**Provincial Aerial Fire Operations
Coordinator**

Jason Robinson
(807) 937-7216
Cell: (807) 938-7796

Aerial Fire Operations Supervisor

Mike Shapland
(807) 937-7337
Cell: (807) 221-7919

Aerial Fire Operations Specialist

Ian McConnachie
(807) 937-7266
Cell: (807) 221-7985

(NWR) Regional Duty Officer- (RDO Direct) (807) 937-7240

Regional Response Coordinator

Darren McLarty
(807) 937-7287
Cell (807) 737-0309

Regional Duty Officers

Gerry Leroux
(807) 937-7240
Cell (807) 220-2434

Rick Payne
(807) 937-7240
Cell (807) 220-1181

Aircraft Management Officer (AMO Direct) (807) 937-7218

Fire Planning Officer

Barry Graham
(807) 937-7219
Kendra Saville
(807) 937-7219

Radio Room

(807) 937-7244

Communication / Data Entry

Data Room

(807) 937-7211

EXHIBIT C ONTARIO BIRD DOG AND WATER BOMBER IDENTIFICATION

ONTARIO BIRDDOG/WATERBOMBER IDENTIFICATION

BIRDDOG AIRCRAFT

Birddog	151	C-CGTWW
Birddog	152	C-GIZV
Birddog	153	C-FMUM
Birddog	154	C-GETJ
Birddog	155	C-GETH
Birddog	156	C-FRBD
Birddog	158	C-GJMA (Spare)
Birddog	159	C-GJLO (Spare)

WATERBOMBER AIRCRAFT

CL-415 Air Tankers:	T270	C-GOGD
	T271	C-GOGE
	T272	C-GOGF
	T273	C-GOGG
	T274	C-GOGH
	T275	C-GOGW
	T276	C-GOGX
	T277	C-GOGY
	T278	C=GOGZ

Twin Otters:	T844	C-FOPI
	T845	C-FOPJ
	T846	C-GOGA
	T847	C-GOGB
	T848	C-GOGC

Turbo Beavers	C-FOEH
	C-FOER
	C-FOEU
	C-FOEW

EC 130 B4 Helicopters:	H-001	C-FONT
	H-003	C-FMNR
	H-009	C-FONA
	H-011	C-GOGL
	H-021	C-GONB

EXHIBIT D U.S. PROGRAMMED FREQUENCIES

MN DNR FORESTRY AVIATION PROGRAM					MN DNR FORESTRY AVIATION PROGRAM				
MN DNR RADIO FREQUENCY CARD					AM (Victor) & MNICS RADIO FREQUENCY CARD				
Page 1		Revised 5-1-2014			Page 2		Revised 5/1/2014		
CH	AREA / DESIGNATOR	FREQUENCY	TONE	N/D	CH	AREA / DESIGNATOR	SIMPLEX	TONE	N/D
1	DNR TAC 1	151.4750	156.7	N	31	USFS - SUPERIOR NET	170.5250		N
2	MINICS TAC 2	170.4750		N	32	USFS - SUPERIOR TAC 1	169.1250		N
3	VFIRE23 (FIRE MUTUAL AID)	154.2950	Tx156.7	N	33	USFS AIR/GROUND (A/G 19)	168.1250		N
4	DNR AIR/GROUND 1	151.3400	110.9	N	34	USFS - CHIPPEWA NET	164.8250		N
5	USFS AIR/GROUND (A/G 19)	168.1250		N	35	USFS - CHIPPEWA TAC 1	171.5500		N
6	MINICS AIR/GROUND 1 (A/G 70)	167.9500		N	36	USFS - NAT'L FLIGHT FOLLOW	168.6500	Tx110.9	N
7	MINICS AIR/GROUND 2 (A/G 28)	170.0000		N	37	USFS - NAT'L TAC 1	168.0500		N
8	MIFC SIMPLEX- Air Net	151.3700	136.5	N	38	USFS - NAT'L TAC 2	168.2000		N
9	QUADNA REPEATER* Rx	151.3700	136.5	N	39	USFS - NAT'L TAC 3	168.6000		N
	Central MN Air Net Tx	156.1350	110.9	N	40	BIA - STATEWIDE	172.4250		N
10	EVELETH REPEATER* Rx	151.3700	136.5	N	41	BIA - RED LAKE	166.2750	Tx114.8	N
	Northeast MN Air Net Tx	156.1350	103.5	N	42	BIA - NETT LAKE	172.4250	Tx100.0	N
11	NORTHOME REPEATER* Rx	151.3700	136.5	N	43	BIA - NETT LAKE* Rx	172.4250		N
	Northwest MN Air Net Tx	156.1350	127.3	N		Nett Lake Repeater Tx	171.7250	100.0	N
12	BUFFALO REPEATER* Rx	151.3700	100.0	N	44	VOYAGEURS NP ANALOG	166.9000		N
	Southern MN Air Net Tx	156.1350	136.5	N	45	VOYAGEURS NP DIGITAL	166.9000	\$100	D
13	CARLOS SIMPLEX - Air Net	151.3700	100.0	N	46	VLA31 (MINSEF)	155.4750	Tx 156.7	N
14	HELIBASE DECK / RAMP	159.2400	100.0	N	47	VMED28 (EMS)	155.3400	Tx 156.7	N
15	WARROAD (Wannaska)	151.3850	127.3	N	48	MNCOMM (MIMS)	155.3700	Tx 156.7	N
16	BAUDETTE/BLACKDUCK	151.3250	127.3	N	49	V-CALL 10	155.7525	Tx 156.7	N
17	BEMIDJI	151.2650	136.5	N	50	V-TAC 11	151.1375	Tx 156.7	N
18	PARK RAPIDS	151.3850	136.5	N	51	V-TAC 12	154.4525	Tx 156.7	N
19	BACKUS	151.1750	146.2	N	52	V-TAC 13	158.7375	Tx 156.7	N
20	LITTLEFORK	151.1750	127.3	N	53	V-TAC 14	159.4725	Tx 156.7	N
21	TOWER	151.2650	103.5	N	ARMER (800MHz)				
22	TWO HARBORS	151.1750	103.5	N	MIFC AVIATION DESK MONITORS "FRST A/G"				
23	CLOQUET	154.4300	103.5	N	STATE PATROL DISPATCHER MONITORS "MSP CALL"				
24	HIBBING (Eveleth)	151.3250	103.5	N	VHF-AM (VICTOR) FREQUENCIES				
25	DEER RIVER (Grand Rapids)	151.3850	110.9	N	PRIMARY INITIAL ATTACK - A/A & A/G		122.925		
26	AITKIN	151.2650	110.9	N	ALPHA - INITIAL ATTACK - AIR/AIR		124.650		
27	SANDSTONE	151.3850	146.2	N	BRAVO - INITIAL ATTACK AIR/AIR		119.950		
28	LITTLE FALLS	151.4000	156.7	N	CHARLIE - INITIAL ATTACK AIR/AIR		119.850		
29	CAMBRIDGE	151.3250	146.2	N	MNICS - AIR/AIR - ALL RISK FREQUENCY		123.025		
30	ROCHESTER	151.2650	127.3	N	TANKER BASE OPERATIONS-AIR/GRND / RAMP		120.125		
AIR GUARD		168.625	Tx110.9	N	TRANSPONDER 1255		LIGHTS ON		
TRANSPONDER 1255		LIGHTS ON			TRANSPONDER 1255		LIGHTS ON		
All are Simplex unless designated with Repeater*					All are Simplex unless designated with Repeater* / Note: Channel 45 is digital				
Note: Channel 3 - (VFIRE 23) & AIR GUARD - Tone on Tx Only					Note: Channels 36, 41, 42, 46-53 - Tone on Tx Only				

Border Crossing Procedures – 2014

U.S. Helicopters / Fixed Wing to Canada – Quick Strike

1. MIFC Air Desk will call **Minneapolis Center Watch Desk, U.S. Customs & Border Protection, Grand Forks Border Patrol** and **AMOC** to inform them of the following:
 - Number and type of responding aircraft
 - Approximate time and location aircraft will cross the border
 - The aircraft will squawk 1255 or frequency as assigned by FAA

(*Pilots do not need to file a flight plan)
2. MIFC will provide the following aircraft and pilot/crew information to the requesting dispatch office within two hours of dispatching aircraft:
 - Pilot/crew names
 - Date of Birth/Citizenship
 - N# and Type of Aircraft
 - ETA of aircraft ($\pm$ 30 minutes)
 - Estimated length of stay
3. Requesting Canadian fire agency will evaluate the situation and, if appropriate, they will advise Canada Border Services Agency (CBSA) and get permission for the U.S. crew to land for fuel at a Canadian airport. Requesting dispatch office will fax info to CANPASS.
4. Canadian fire agency will advise U.S. aircrew:
 - Where to land for fuel
 - Confirm CBSA has been advised and clearance to land has been obtained
5. Upon receiving notice that the aircraft are returning to the United States, MIFC Air Desk will:
 - Notify **U.S. Customs and Border Protection** and **AMOC**. Advise each agency:
 - a) The nature of the emergency situation
 - b) Number and type of aircraft returning to U.S. airspace
 - c) Length of time the aircraft were in Canada
 - d) Whether aircraft landed at Canadian airfield to refuel
6. Call **Minneapolis Center Watch Desk** and inform them of the following:
 - a) Number and type of returning aircraft
 - b) Approximate time and location aircraft will cross the border
 - c) The aircraft will squawk 1255 or frequency as assigned by FAA.

Contact Numbers	
<u>Agency</u>	<u>Phone</u>
Minneapolis Center	
Watch Desk (FAA).....	651-463-5580/5584
U.S. Customs and	
Border Protection (I' Falls)	218-283-2541
Air and Marine Operations Center*	
(AMOC) NE Desk.....	800-553-9072
Grand Forks Border Patrol.....	701-775-6259
Canadian Border	
Services Agency.....	888-226-7277
CANPASS Fax.....	613-659-4311
CANPASS Alternate Fax.....	250-363-0759
* AMOC is a Department of Homeland Security aviation law enforcement agency in Riverside CA	

Border Crossing Procedures – 2014

Canadian Helicopters / Fixed Wing To The U.S. – Quick Strike

1. MIFC Air Desk will obtain aircraft and pilot/crew information from the sending Dispatch office:
 - Name(s)
 - Date of Birth/Citizenship
 - N# and Type of Aircraft
 - ETA of aircraft ($\pm$ 30 minutes)
 - Estimated length of stay
2. MIFC Air Desk will call **Minneapolis Center Watch Desk** and inform them of the following:
 - Number and type of responding aircraft
 - Approximate time and location aircraft will cross the border
 - The aircraft will squawk 1255 **or** frequency as assigned by FAA
3. MIFC will notify the **U.S. Customs and Border Protection** and **AMOC** and advise each agency:
 - The nature of the emergency situation
 - Number and type of responding aircraft
 - That Canadian aircraft will not be staying in the U.S. once released from the wildfire incident
 - That the aircraft may land to refuel
4. Upon release of Canadian aircraft from the wildfire incident, MIFC Air Desk will:
 - Call **U.S. Customs and Border Protection** and **AMOC** to let them know the wildfire emergency is over and the Canadian resources are returning home
 - Contact the sending Dispatch office to confirm that they will contact the **CBSA** Office.
 - Call **Minneapolis Center Watch Desk** and inform them of the following:
 - a) Number and type of returning aircraft
 - b) Approximate time and location aircraft will cross the border
 - c) The aircraft will squawk 1255 **or** frequency as assigned by FAA

Contact Numbers	
<u>Agency</u>	<u>Phone</u>
Minneapolis Center	
Watch Desk (FAA).....	651-463-5580/5584
U.S. Customs and	
Border Protection.....	218-283-2541
Air and Marine Operations Center	
(AMOC) NE Desk.....	800-553-9072
Grand Forks Border Patrol.....	701-775-6259
Canadian Border	
Services Agency.....	888-226-7277
CANPASS Fax.....	613-659-4311
CANPASS Alternate Fax.....	250-363-0759

2014 U.S. Helicopters / Fixed Wing To Canada – Pre-Position

1. MIFC Air Desk will provide pilot/crew information to the requesting dispatch office:

- Number, type and registration number of responding aircraft
- ETA of aircraft, pilots and support crews
- Names of pilots and support crews
- Dates of Birth/Citizenship
- Estimated length of stay

Contact Numbers	
<u>Agency</u>	<u>Phone</u>
Minneapolis Center Watch Desk (FAA).....	651-463-5580/5584
U.S. Customs and Border Protection.....	218-283-2541
Air and Marine Operations Center (AMOC) NE Desk.....	800-553-9072
Grand Forks Border Patrol.....	701-775-6259
Canadian Border Services Agency.....	888-226-7277
CANPASS Fax.....	613-659-4311

2. Requesting Agency will contact Canada Border Services Agency to set up the inspection.

3. Upon receiving notice that the aircraft are returning to the United States, MIFC Air Desk will:

- Notify U.S. Customs and Border Protection, and advise them:
 - a) The nature of the emergency situation
 - b) Number and type of aircraft returning to U.S. airspace
 - c) Length of time the aircraft were in Canada
- Call Minneapolis Center Watch Desk, and inform them of the following:
 - a) Number and type of returning aircraft
 - b) Approximate time and location aircraft will cross the border
 - c) The aircraft will squawk 1255 or frequency as assigned by FAA

2014 Canadian Helicopters / Fixed Wing To U.S. – Pre-Position

1. MIFC Air Desk will obtain the following aircraft and pilot/crew information from the sending Dispatch office:
 - Pilots/crew names
 - Date of Birth/Citizenship
 - N# and Type of Aircraft
2. MIFC will notify the U.S. Customs and Border Protection and AMOC and advise each agency:
 - The nature of the emergency situation
 - Number and type of responding aircraft
 - That Canadian aircraft will be staying in the U.S.
 - ETA of the aircraft
3. MIFC will call U.S. Customs and Border Protection, Pembina, ND, 701-825-6551 ext. 225, and ask to speak with a supervisor.
 - Advise supervisor of the wildfire emergency
 - Request and inspection at the Port of Entry
 - Advise agency of pilot information: Name, Date of Birth, Citizenship
 - Fax a copy of the letter dated May 19, 1999 which is a ruling by Curtis Aljets to Port of Entry, Fax: 701-825-6567
4. Inform pilots and support crews of the following info:
 - At Port of Entry, all applicants must state that they are requesting a B-1 Visitor for Business Visa.
 - **FW Pilots must file a Flight Plan prior to take-off; they will be assigned a transponder code.**
5. Upon release of Canadian aircraft from the wildfire incident, MIFC Air Desk will:
 - Call U.S. Customs and Border Protection and AMOC to let them know the wildfire emergency is over and the Canadian resources are returning home.
 - Contact the sending Dispatch office to confirm that they will contact the CBSA Office.
 - **FW Pilots must file an IFR Flight Plan prior to take-off; they will be assigned a transponder Code.**

Contact Numbers

<u>Agency</u>	<u>Phone</u>
Minneapolis Center	
Watch Desk (FAA).....	651-463-5580/5584
U.S. Customs and Border Protection.....	218-283-2541
Air and Marine Operations Center (AMOC) NE Desk.....	800-553-9072
Grand Forks Border Patrol.....	701-775-6259
Canadian Border Services Agency.....	888-226-7277
CANPASS Fax.....	613-659-4311

- APPENDIX F - Wildland Fire Use Protocol

PROTOCOL FOR MANAGING WILDLAND FIRES (FOREST FIRES) ALONG BORDER BETWEEN QUETICO PROVINCIAL PARK AND THE BOUNDARY WATERS CANOE AREA WILDERNESS

Wildland Fires (Forest Fires)
Between
The Province of Ontario and the Superior National Forest

Background:

There is a long positive record of coordination and partnership between the Province of Ontario and the Superior National Forest with regard to fire management. These two entities share 150 miles of international border; much of that running through wilderness, in an area where large landscape wildfire events were historically commonplace.

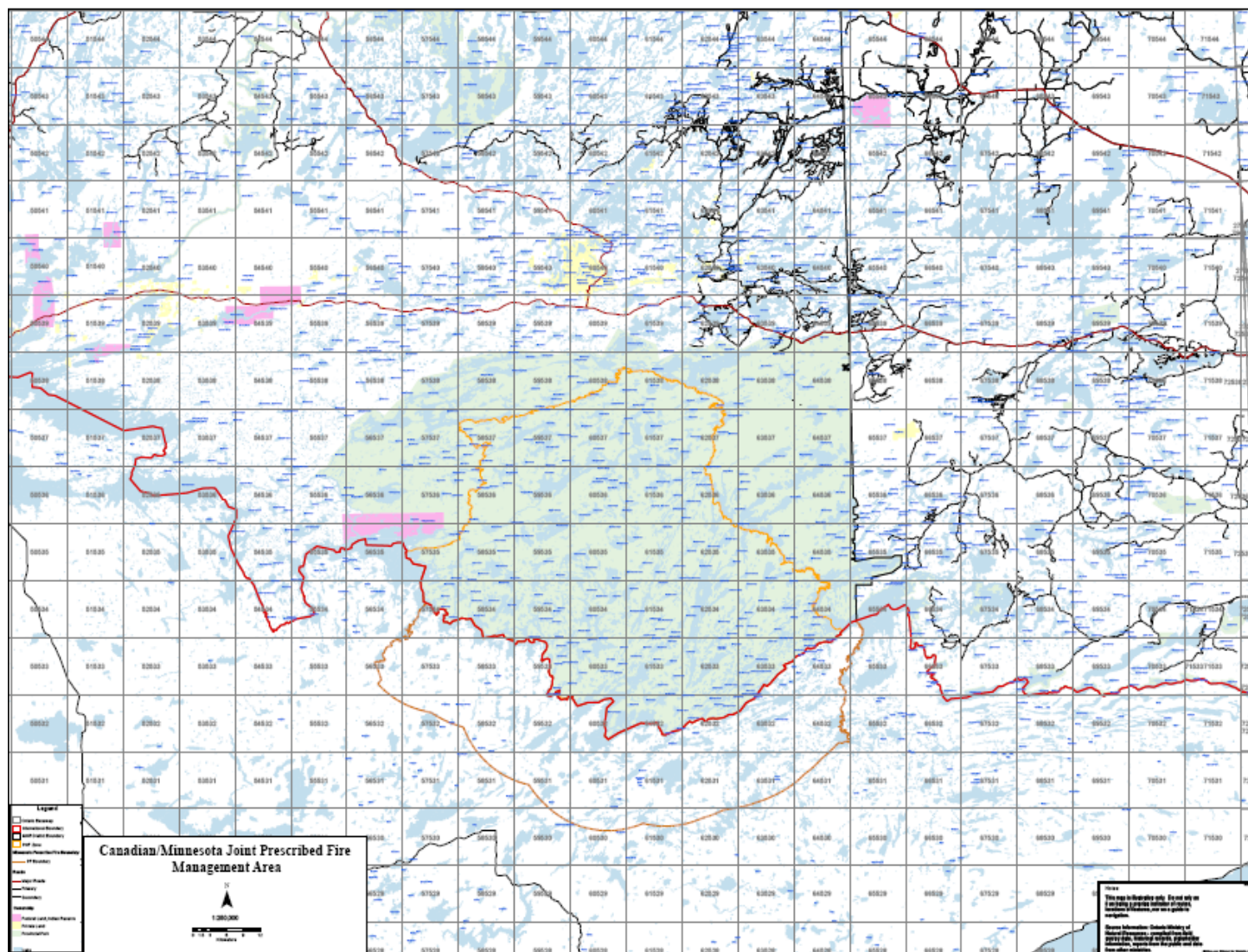
Until recently, our border wildland fire management strategies focused primarily on direct suppression, as the border was viewed as a “value to be protected”. Our strategies did not actively address other fire response options. It is recognized that this broader perspective of fire management will provide the opportunity for fire to fulfill its ecological role on the landscape and provide a more cohesive approach to wildland fire management based upon firefighter and public safety, costs and ecological benefits.

For example, the Superior National Forest and the Quetico Provincial Park each have fire management plans in place that include the option of allowing selected wildland fires to burn, rather than putting them out as quickly as possible, when certain parameters are met. These strategies return fire to its natural role in the Quetico and the Boundary Waters Canoe Area Wilderness (BWCAW). However, under previous strategies, fire was typically not allowed to cross the border, even though both sides may have looked upon the event favorably.

Protocol:

Both the Province of Ontario and the Superior National Forest agree wildland fire management along the border should be based upon completion of a detailed assessment that identifies the appropriate management strategy. The appropriate management of forest fires that have potential to cross the border will be determined in partnership, between the Province of Ontario and The Superior National Forest.

Locations along the international border where cross border fires may be considered are illustrated on this map and in Appendix B. Although, wildland fires may be managed for ecological benefits throughout the BWCAW, fires outside of these boundaries will be managed with a strategy that limits the potential of a fire crossing the border.



The decision making protocol for management of wildland fire **with a potential for crossing the international border** between the Province of Ontario and the Superior National Forest are as follows:

- When a wildland fire is detected that has potential to cross the border or is being managed for ecological benefits, the adjoining country will be immediately contacted. If both sides agree, the fire may be managed using a range of response options that are consistent with those identified in the respective agency's fire management plan.. Fire management strategies can change over time and geographic areas, and can range from fire containment activities that minimize area burned, to monitoring the fire, to confining a fire to predetermined boundaries. If agreement on a fire management strategy cannot be reached in a timely manner, suppression action will be implemented to prevent the fire from crossing the border.
- Both agencies would provide a representative to co-manage the event, utilizing an ICS Unified Command format. If at any time either partner wishes to begin suppression actions, they will be initiated.
- The cost of managing wildland fire use will be the responsibility of the agency upon whose jurisdiction the fire is burning. For example, if a fire starts on the U.S. side and remains on the U.S. side, the Forest Service would cover the cost. If the fire crosses into Canada, the cost of any actions taken on the Canadian side will be the responsibility of the Province, unless otherwise agreed to in advance. Salary costs for management team members will be paid by their respective employing agency, regardless of the location of the fire. If, during the management of a given fire, cost issues cannot be resolved, the fire will be immediately identified as an unwanted event and it will be managed as a wildfire from that point forward, utilizing appropriate suppression responses.
- During the time period extending from when the fire is initially detected and ending when a decision is reached as to whether or not to jointly manage the fire, it is the responsibility of the host agency to take reasonable actions to contain the fire. The intent is to preserve the option of keeping the fire small during the initial decision process.
- Human caused fires cannot be managed for ecological benefits in the BWCAW. Human caused fires at risk of crossing the border into the U.S. will be suppressed using the appropriate fire management strategy.

This does not preclude either agency from managing wildland fire as they deem appropriate. It only describes sharing selected fires under a mutual agreement.

APPENDIX G - Sample Cost Share Agreement

COST SHARE AGREEMENT

Following is a Cost Share Agreement between the Agencies identified below as negotiated for the following incident.

INCIDENT NAME: _____ INCIDENT NUMBER _____

START DATE AND TIME: _____ FIRE/"P" NUMBER: _____

This Cost Share Agreement between USFS, Superior National Forest and Province of Ontario, Ministry of Natural Resources, and with the cooperation of _____ was prepared under the following authorities provide by Cooperative Fire Protection Agreement Number _____ Dated _____.

It is hereby agreed that the costs on this Incident will be shared as follows: using some mutually agreed to equitable basis as determined by the Agency administrators.

Ontario Ministry of Natural Resources will be responsible for fire suppression activities in Canada and the USDA Forest Service will be responsible for fire suppression activities on the Superior National Forest. Costs for each agency will be based upon "You Order You Pay (YOYP)". Under YOYP, each Agency is fiscally responsible for the resources they order.

Generally, resources are to be used by the ordering agency in their own jurisdiction. However, flexibility will be in place for Incident Commanders with concurrence from agency administrators to utilize these resources for critical suppression needs within the common zone on either side of the border. Fiscal responsibility for resources used in the common zone will remain with the ordering agency.

Costs for Ontario quick strike dispatched to the Superior National Forest will be \$3670 / hour for the CL-415's and \$530 /hour (Commander 50) / \$1893.75 (King Air 90) for the "Birddog". Operating procedures for aircraft are described in the Minnesota-Ontario Operating Guidelines.

This Agreement and the apportionment described are our best judgments of fair and equitable Agency cost responsibilities.

Agency: R9, USDA Forest Service
Signature: /s/ _____ Date: _____
Agency: Ontario Ministry of Natural Resources
Signature: /s/ _____ Date: _____