



2023-2028

COOPERATIVE INTERNATIONAL AGREEMENT

Between

**CALIFORNIA DEPARTMENT OF FORESTY AND FIRE PROTECTION
(CAL FIRE) (STATE OF CALIFORNIA)**

AND

**HIS MAJESTY THE KING IN RIGHT OF THE PROVINCE OF BRITISH
COLUMBIA, AS REPRESENTED BY THE
MINISTER OF FORESTS
BRITISH COLUMBIA WILDFIRE SERVICE
(BC WILDFIRE SERVICE) (PROVINCE OF BRITISH COLUMBIA)**

COOPERATIVE INTERNATIONAL AGREEMENT

1. AUTHORITY

Authority provided to the State of California and the Province of British Columbia through the Pacific Coast Collaborative Statement of Cooperation on Leading the Transition to an Equitable and Prosperous Low-Carbon, Climate-Resilient Future, specifically Commitment 3: Protect communities and natural and working lands and coasts from wildfire, drought, heat waves, ocean acidification, and flooding. Signed October 7, 2022, San Francisco.

2. PURPOSE

This Cooperative International Agreement (hereinafter called the “**Agreement**”) is to coordinate the exchange of personnel, equipment, supplies, collaboration of programmatic considerations and services between the Province of British Columbia and the State of California for wildfire and non-wildland fire emergencies or disasters are covered under this Agreement.

This plan does not override or supersede any existing cooperative wildland fire fighting arrangements such as federal/state agreements, Mutual Aid Resource Sharing (“**MARS**”), or the Canada/US Reciprocal Forest Fire Fighting Agreement.

The Agencies to this Agreement are:

The California Department of Forestry and Fire Protection, hereinafter called “**CAL FIRE**”; and the Ministry of Forests, British Columbia Wildfire Service, hereinafter called “**BC Wildfire Service**”. CAL FIRE and BC Wildfire are each an “**Agency**” and hereinafter collectively called “**Agencies**”.

Words and phrases not otherwise defined herein are defined in a Glossary attached as **Appendix “A”**.

3. RECITALS

It is mutually advantageous to the Agencies to coordinate efforts in the wildfire management and other non-wildland emergencies, innovative sharing, and beneficial practices within California and British Columbia to ensure effective mission accomplishments.

The Agencies acknowledge differences and commonalities exist between agency missions, policies, and procedure. Wildland fire management, protection, and structure defense will be provided pursuant to the terms of this Agreement with the Protecting Agency representing the jurisdictional agency’s interests in wildland fire management activities consistent with each Departments policies and regulations. This Agreement also serves as a mechanism to bill each other directly.

The Agencies recognize the desire to expand cooperation on emergency management practices through initiatives focused on, but not limited to, the following areas of cooperation:

a) Improving efficiencies and capabilities within emergency management by committing to share best practices, expertise, technology, training, and research in disaster risk management.

b) Co-operating to identify opportunities to share expertise and collaborate in respect aviation firefighting & detection initiatives, including provision of aircraft during operational activity and personnel exchanges for professional development purposes.

c) Providing the opportunity for training and exercises of mutual interest in disaster risk management to develop expeditious communication and coordinated strategies during emergencies and disasters.

d) Enhancing and promoting safety and preparedness awareness to at-risk populations by sharing best practices, technologies, collaborations, and training opportunities.

e) Developing and coordinating joint initiatives, programs, projects, and research to enhance the mutual understanding of wildfire management and interoperability between Agencies.

4. INTERAGENCY COOPERATION

The Agencies will accept the other's standards. It will be the responsibility of each Agency to ensure that firefighting resources under their respective control meet the standards of the country to which they are being deployed and to supply the required equipment, supplies and associated training.

Jurisdictional Agency

The Agency having overall land and resource management and/or wildland fire protection responsibility for a specific geographical or functional area as provided by respective federal, state, or provincial law is the "**Jurisdictional Agency**". Under no circumstances will a Jurisdictional Agency abdicate legal responsibilities as provided by federal, state, or provincial law.

Protecting Agency/ Supporting Agency

The Agency responsible for providing wildland fire management, protection, incident management, and other activities to a given area pursuant to its jurisdictional responsibility or agreed upon protection responsibility as specified by federal, state, or provincial law, contract, or agreement is the "**Protecting Agency**" or the "**Supporting Agency**".

Joint Agency Committee

To facilitate and secure the implementation of this Agreement, the Agencies agree to establish a committee (the "**Cooperation Committee**").

The Cooperation Committee will endeavor to meet bi-annually to develop cooperative plans for the activities covered by this Agreement. Cooperative plans will include:

- Definition of terms, fiscal procedures and reimbursements, personnel contacts, and standards applicable to the activities.
- Forecast annual programmatic exchanges between the agencies for travel arrangements and program and learning opportunities.

The goal of the Cooperation Committee is to encourage and strengthen other cooperative fire management activities, technologies, skills, and innovations.

5. OPERATIONS

Protection Priorities

The Agencies agree incident management objectives will provide for:

- Firefighter safety, threats to human life, threats to property and natural/cultural resources.

Request for Resources/ Ordering

Ordering between the Agencies will be at the request of the Requesting Agency subject to the availability of Supporting Agency's resources. Both Agencies agree immobilization and drawdown considerations are factored when requesting resources.

Immobilization

Advanced communication and planning will be successful to fulfill the request.

Recall/ Drawdown

Supporting Agency will promptly notify the Jurisdictional Agency in the event it needs to recall resources to maintain its jurisdictional responsibilities. When Supporting Agency resources are recalled, 48 hours' notice from the assigned Agency Administrator is required for the demobilization of stated resources to return to their home agency. Among other things, factors that may requiring a recall and demobilization of resources include home agency drawdown, increased incident activity, and declarations of State, Provincial, and Federal governments.

CAL FIRE Ordering Point

Sacramento Command Center/ Duty Officer

- (916) 845-8680: 24 hour

BCWS Ordering Point

Provincial Wildfire Coordination Officer

- 250 318 2324: 24 hour
- 250 312 3062: office hours only

Border Crossings

Border crossings will be in accordance with the Procedures for Crossing International Borders as described in Appendix B.

Delegation of Authority

The Jurisdictional Agency administrator or their Agency Representative will determine the level of authority delegated to the Protecting Agency.

6. PROGRAMMATICAL COLLABORATION

The Agencies recognize the importance of collaboratively working across all disciplines that lead to effective and efficient wildfire management. The activities identified below are meant to be a non-exhaustive guide the resource sharing opportunities.

- Technology, research, and integrated planning and intelligence
- Wildfire management training, development, exercises
- Human factors, resiliency and health & wellness training
- ICS and command & control, operations knowledge transfer
- Prevention initiatives, cultural & prescribed fire and wildfire resiliency
- Resource management forestry initiatives
- Communications, engagement, and crisis management

7. USE AND REIMBURSEMENT OF COOPERTIVE FIRE RESOURCES

Reimbursement for Programmatical Collaboration

Costs associated with implementation of this Agreement outside of cooperative fire protection services shall be borne by each respective Agency unless otherwise agreed to in advance.

Reimbursable Cooperative Fire Protection (Assistance by Hire)

Assistance by Hire (“**ABH**”) is the provision of wildland fire resources, by one Agency to another, on a full reimbursement basis. Resources utilized through this Agreement will all be ABH. This Agreement will not circumvent local agreements, automatic or mutual aid agreements, and/or operating plans/compacts already in place.

All requests for ABH fire protection assistance shall be processed and recorded through the dispatching systems of record for the Agencies. Requests not processed in this manner will not be reimbursed.

Accounting for ABH Costs

The Agencies will document all expenditures incurred for providing ABH services under the terms of this Agreement.

Expenditure includes both direct costs and indirect or administrative costs. The administrative charge, used for all ABH billings, will be applied to all direct costs.

Logistical Support

The supported Agency will provide logistical support to the supporting fire suppression personnel, equipment, and services. Any logistical expenses approved by the supported agency can be submitted for reimbursement through the billing procedure.

Obtaining and Replacing Fire Supplies

Orders for replacement fire equipment will be processed through the supported Agency. Replacement of agency-owned expendable tools and supplies lost, damaged, or expended by the Supporting agency may be reimbursed.

Communication Systems

The Agencies agree to share their communications and information management systems such as radio frequencies, automated dispatching and resource ordering systems, and communications sites.

Billing Procedures

For all incidents where costs are incurred pursuant to the terms of this Agreement, the Agencies will submit invoices for:

- Salaries and wages for permanent and seasonal personnel used to suppress the fires based on actual costs.
- The actual equipment operation costs expended by to suppress the fires. These costs shall be calculated by using the hourly or daily rates for each class of vehicle.
- The actual cost of logistical items, such as, but not limited to food services, transportation, and sleeping accommodations for personnel engaged in suppressing the fires.

Invoices shall include the Agreement Number and shall be submitted not more than 60 days from demobilization of incident in arrears to:

- California Department of Forestry and Fire Protection (CAL FIRE)
Attn: Cooperative Fire – State and Federal Programs
P.O. Box 944246
Sacramento, CA 94244-2460
- BCWS (electronic submissions)
- BCWS.CWSHQFIN@gov.bc.ca
- BC Wildfire Services
Provincial Wildfire Coordination Centre
Attn: Provincial Ops Admin Officer
3080 Airport Rd
Kamloops BC
V2B 7X2

Individual bills shall be submitted for each incident supported for the duration of the deployment and may include the following items:

- Itemized Bill to include:
 - Incident Name
 - Incident Number
 - Appropriate Fire Code or Accounting Code
 - Personnel Costs
 - Travel costs (per diem, lodging, etc.)
 - Equipment Costs
 - Aircraft Costs
 - Supply Costs
 - Administrative/Indirect Costs
 - Signature and Title of Agency Official
- Standard Attachments:
 - Flight Use Records
 - W-9, Request for Taxpayer Identification Number and Certification

A Requesting Agency may require source documentation prior to reimbursement to the Supporting Agency. Legible scanned copies of source documentation are acceptable to both parties. Source documentation includes, but is not limited to:

- Crew Time Reports, SF-261, E-FC33
- Emergency Equipment Shift Tickets, OF-297 or Vehicle log
- Receipts (lodging, airfare, baggage fees, fuel, etc.)
- Payroll Reports
- Claim documentation.
- Copy of State's or Provincial Policy/Authority for Indirect Cost Rate

8. GENERAL PROVISIONS/ TERMS AND CONDITIONS

Duration of Assignments

The Agencies agree the duration of assignments are dictated by each Agency's policies.

Accident Investigations and Reviews

The Protecting Agency shall immediately notify the Jurisdictional Agency of any serious accidents, injuries, and entrapments occurring on incidents involving personnel, equipment, and/or lands. The Supporting Agency reserves the right to be part of any investigation resulting from an accident or incident involving the Supporting Agency resources.

Modifications

Modifications to this Agreement shall be made by mutual consent of the Agencies, by the issuance of a written modification, signed and dated by the Agencies, prior to any changes being performed. The Agencies are not obligated to fund any changes not properly approved in advance.

Annual Review

If necessary, representatives of each Agency will meet, and review matters of mutual concern related to this Agreement prior to May 1st of each year.

After Action Review

A joint After-Action Review ("**AAR**") will be conducted by the Jurisdictional Agency and the Supporting Agency post any deployments and forwarded to the coordination committee for review, and if appropriate, action.

Duration of Agreement

The term of this Agreement commences on the date the last Agency signs below and expires on March 30, 2028. The Agreement can be renewed by a mutual written agreement between the Agencies.

Waiver

The Agencies are responsible for their own losses arising out of the performance of this Agreement, and each Agency hereby waives any claim against for loss or damage of its property and/or personal injury or death of its employees or agents occurring because of the performance of this Agreement.

Claims requesting compensation for property loss or damage, personal injury, or death resulting from the gross negligence or wrongful acts of employees performing under this Agreement will be received by the jurisdictional agency and forwarded to the hiring, or home agency of the allegedly negligent employee for processing.

Nondiscrimination

The Agencies shall comply with all respective state, federal, and provincial statutes relating to nondiscrimination.

Insurance

The Supporting Agency will ensure that their personnel and equipment is adequately covered for any accident, hospital, or medical costs incurred while in travel status.

Right to Terminate (SCM 7.85)

Agencies to this agreement reserve the right to terminate this Agreement without cause upon thirty (30) days written notice to the other party. No amendment or variation of the terms of this agreement shall be valid unless made in writing, signed by both parties, and approved.

News Releases and Publicity

The supporting Agency shall not issue any news release or make any statement to the news media regarding the operational procedures of this Agreement, the meetings or decisions related to this Agreement, or to the status of work related to this Agreement without prior written approval of the supported Agency.

Authorized Representatives

By signature below, the signatories to this Agreement certify that the individuals (Agency Representative, Agency Administrator, Unit Administrator, Contracting Officer) listed in this document are authorized to act in their respective areas for matters related to this Agreement.

CALIFORNIA DEPARTMENT OF
FORESTRY AND FIRE PROTECTION



JOE TYLER
CAL FIRE
FIRE CHIEF/ DIRECTOR

July 27, 2023

Date

PROVINCE OF BRITISH COLUMBIA



IAN MEIER
BC WILDFIRE SERVICE
ASSISTANT DEPUTY MINISTER

July 20, 2023

Date

Appendices

Appendix A: Glossary

- Authorized Official -- Immediate authority to approve dispatch of resources. Specific individuals are identified in Appendix B.
- Billing Number -- Individual agency's charge code that tracks costs for the incident.
- Agency Representative -- Official from the ordering/ supporting agency responsible for the health, safety, welfare, and commissary needs of supporting agency personnel while on assignment.
- Member Agencies -- CAL FIRE and BC Wildfire Service
- Protecting/Supported/Ordering/Receiving Agency -- Any agency requesting and receiving assistance from another agency.
- Preparedness (Pre-suppression) -- Table top exercises, training, building teams, and exchange of technology in advance of fire season.
- Qualified Resource -- Fully qualified personnel meeting all the parameters of the position they are filling.
- Supporting Agency -- Any agency providing/lending resources at the request of another agency.
- ICRR--Incidental Communication Recovery Rate, \$150.00 per deployment.

APPENDIX B - PROCEDURES FOR CROSSING INTERNATIONAL BORDERS

Procedures for Crossing International Borders

Note: Subject to change, provided as guidance

GENERAL INFORMATION

When seeking entry to either the United States or Canada in your capacity as a firefighter or support personnel, you will be dealing with each of the respective agencies responsible for the enforcement and administration of both customs and immigrations laws, regulations and procedures, in those countries.

In the case of the United States, you will be dealing with the Department of Homeland Security (“**DHS**”) and United States Customs and Border Protection (“**USCBP**”). In terms of Canada, you will be dealing with the Canada Border Services Agency (“**CBSA**”). In both cases, these agencies manage the land borders ports of entry as well as the airports and will assist with your entry process. In the United States the US Border Patrol is also a USCBP component and is responsible for the areas *between* the ports of entry, and normally would be contacted by USCBP regarding cross border response issues. The Royal Canadian Mounted Police (“**RCMP**”) has a similar role in Canada and while they have jurisdiction between designated ports of entry, they do not have as many resources specifically tasked with patrol and enforcement.

When deploying across the international border, it is important to remember that you will be dealing with two different nations, each with different laws, rules, and procedures. It is also important to remember that these agency officials have important jobs to do, and although they will give due consideration to the emergency nature of your trip, you must comply with, and are subject to, all the relevant laws and regulations. Both USCBP and CBSA officials have reassured us that they will make every effort to accommodate an expedient crossing provided that they have been provided (in advance, if possible) with all the necessary documentation.

Everyone crossing the border is subject to the laws of the country they are entering and personnel with criminal convictions may be refused entry, and those with outstanding warrants may be detained and arrested.

Entering the United States

- Personnel **must** carry adequate documentation that establishes both identity and citizenship, ideally in the form of a valid passport. The United States has implemented the Western Hemisphere Travel Initiative (“**WHTI**”) which requires all persons to present a passport or other approved document in order to cross the border. Go to <https://www.cbp.gov/travel/us-citizens/western-hemisphere-travel-initiative> for specific details. Firefighters who may be asked to travel internationally should plan ahead and obtain these documents before fire season begins.
- **WARNING:** Personnel with criminal records may be inadmissible to the United States. Please advise your crews that this is important, and if they have any doubts about their admissibility to the U.S. they should resolve them prior to deployment.
- Contraband of any type is prohibited and can result in penalties or arrest. The United States prohibits the importation of drugs or controlled substances, and medical marijuana cards are not valid at the border. The importation of firearms is strictly regulated in both the United States and Canada and for the purposes of this agreement firearms are prohibited.
- Before leaving your home base, ensure that your inventory of equipment and supplies is accurate and that your personnel manifest is fully complete.

- When **responding to an incident**, the dispatcher providing information to the border officials can request priority to the head of the line when crossing the border. Be specific about the crossing being used, the time of arrival, and nature of the incident. The response must be a bona fide emergency.
- When **returning from an incident**, priority crossing will not be considered unless the resource is in route to another incident. All necessary documentation and manifests must be complete at the time of crossing.
- Where possible, all documentation should be the prescribed forms and all accompanying letters and authorizations must be on official fire agency letterhead. Electronic manifests often provide a better copy than faxed/copied versions; contact the intended crossing point for the best email address to use.

Entering Canada

- Personnel **must** carry adequate identification and proof of citizenship, *ideally in the form of a valid passport*. Visas may be required for some countries, particularly if the individual is not a US resident and does not possess identification that establishes this residency. Additional information regarding travelling to Canada, including what to expect, identification requirements etc. can be found at <http://www.cbsa-asfc.gc.ca/travel-voyage/kwte-qatf-eng.html>
- **WARNING:** personnel with criminal records may be refused entry to Canada. Please advise your crews that this is important, and if they have *any doubts* about their admissibility to the country where they are being deployed, they should resolve them *prior to deployment*.
- Contraband of any type is prohibited and can result in penalties or arrest. Canada prohibits the importation of drugs or controlled substances, and medical marijuana cards are not valid at the border. The importation of firearms is strictly regulated in Canada and for the purposes of this agreement firearms are prohibited.
- Before leaving your home base, ensure that your inventory of equipment and supplies is accurate and that your personnel manifest is fully complete.
- When **responding to an incident**, the dispatcher providing information to the border officials can request priority to the head of the line when crossing the border. Be specific about the crossing being used, the time of arrival, and nature of the incident. The response must be a bona fide emergency.
- When **returning from an incident**, priority crossing will *not* be considered unless the resource is *in route* to another incident. All necessary documentation and manifests must be complete at the time of crossing.
- Where possible, all documentation should be the prescribed forms, and all accompanying letters and authorizations must be on official fire agency letterhead. Electronic manifests often provide a better copy than faxed/copied versions; contact the intended crossing point for the best email address to use.
- Equipment and vehicles should be clear of soil as per Canadian Food Inspection Agency (CFIA) regulations. CBSA can provide advice and guidance regarding these regulations.

AUTHORITIES (Personnel)

The fact that the deployment is by a state, or provincial government at the official request of another state, or provincial government should be documented in some manner on official letterhead and supported by copies of the resource order. This assists border officials in verifying the official nature of the deployment. This also serves to differentiate between volunteer responders and/or commercial entities seeking to take advantage of the situation.

U.S. BOUND - CUSTOMS AND BORDER PROTECTION

- U.S. immigration law requires that every person entering the United States must apply for admission in person; ID and citizenship documents will be verified. Canadian Fire agencies should ensure that crew manifests are on official agency letterhead. These should be faxed in advance to the Port of Entry to speed processing. Crewmembers with criminal convictions may not be admissible to the United States; if there is any question this should be clarified in advance by speaking with CBP Officers at the intended port of arrival.
- Adequate identification **and** proof of citizenship **must** always be carried when crossing the border. Proper ID helps determine who you are; it must have a recent photograph and be issued by a government authority (driver's license, photo identification or similar).
- Proof of citizenship establishes your nationality; the WHTI now requires all persons to establish their citizenship with a valid passport or other approved document. Approved documents include:
 - ✓ United States or Canadian Passport
 - ✓ United States Passport Card
 - ✓ United States Permanent Resident Card (I-551)
 - ✓ Trusted Traveler Cards (NEXUS, SENTRI or FAST programs)
 - ✓ State or Provincial Enhanced Driver's License (currently available from Montana, Washington, and British Columbia)
 - ✓ Enhanced Tribal Cards (when available)
 - ✓ Native American Tribal Photo Identification Card (from certain recognized tribes)
 - ✓ Form I-872 American Indian Card
 - ✓ Indian and Northern Affairs Canada (INAC) Card
- When traveling by air between the U.S. and Canada, Mexico, the Caribbean, or Bermuda, you are required to present a passport.

United States Customs and Border Protection will exercise every possible latitude when dealing with responding emergency resources but reminds agencies that exceptions to the above requirements will be made entirely on a case-by-case basis and may cause delay for the entire unit. Taking a moment to verify your crew's documents prior to departure may save significant time at the border.

- Normally fire crews will be paroled into the United States under section 212(d) (5) of the Immigration and Nationality Act, and a form I-94 will be issued to each person to document their entry. *The I-94 document should be returned to CBP at the time of departure.* Whoever is keeping documents for the strike team should ask for and receive a validated copy of the crew manifest and keep that as a backup document.
- Personnel that enter United States must arrive and be cleared at a designated CBP Port of Entry. Except in very rare circumstances such as crossing at a non-designated port of entry, *prior to proceeding to a fire scene*, those exceptions **MUST** be coordinated in advance through the Area Port Director and nearest Border Patrol Sector. Please see section "F" for the emergency contacts.
- Pilots and crews arriving by air must provide advance manifests. Manifests may be sent electronically or faxed (consult with the Port of Entry official).

*Note: It is **VERY** important to make sure **PRIOR TO BOARDING** that all crewmembers arriving by air are properly documented for entry into the United States, ideally in the form of a valid passport.*

CANADA BOUND - CANADA BORDER SERVICES AGENCY

- In Canada, there are provisions in the Immigration and Refugee Protection Act (“**IRPA**”), and the Customs Act (“**CA**”) relevant regulations allow for entry, without employment authorization, of personnel and their equipment coming to Canada to assist in an emergency situation. This does not necessarily preclude one from a need for identification and documentation, however.
- In all instances, notification by telephone should be made as soon as practicable by contacting the numbers found in the “Section E” of this document as well as “Appendix B-3” as appropriate.
- All relevant details about the place of entry, whether it is at an established port of entry or at a “non- designated” place of entry, should be provided to the operation in closest geographic proximity to the intended crossing.
- This information should include a list of personnel or a crew manifest and equipment inventories. Beyond notification by telephone, this additional information should be faxed or electronically provided in advance. If you are unsure about the specific information needed, please consult the CBSA representative upon reporting.
- This information should include a list of personnel or a crew manifest and equipment inventories. Beyond notification by telephone, this additional information should be faxed or electronically provided in advance. If you are unsure about the specific information needed, please consult the CBSA representative upon reporting.
- The crew manifest should include full given name, date of birth, residency, citizenship, and a relevant reference number for identification – i.e., the information that is found on a valid passport.
- Persons with criminal records (such as a driving while intoxicated or driving under the influence conviction) **may** be inadmissible to Canada. If the entry is essential to the success of the emergency response, steps may be taken by the CBSA to approve a discretionary entry, with documentation.

EQUIPMENT

U.S. BOUND - CUSTOMS AND BORDER PROTECTION

- The requesting U.S. Fire Agency should notify the designated border crossing CBP Port Director or Supervisory CBP Officer as soon as practical (by phone and fax on agency letterhead) that emergency equipment and material will be arriving from Canada (provide ETA and destination).
- The responding Canadian Fire Agency should fax a manifest of equipment (on Agency letterhead) to designated Port Director or Supervisory CBP Officer at the port of intended arrival. Crews or trucks arriving at border must also carry the manifest. Information on the equipment and materials manifest can be of a general nature (number of pumps on engine, amount of foam, numbers of shovels, etc.).
- For airlift of equipment, CBP officials must be provided with a manifest of equipment and materials and these may need to be inspected at airport of arrival. Not all airports are designated for CBP clearance, and not all airports have full-time staff.
- Plan ahead and speak to a CBP Officer at the location where you intend to arrive.

CANADA BOUND – CANADA BORDER SERVICES AGENCY

- The responding U.S. Fire Agency should provide a manifest of equipment coming into Canada preferably by fax and prior to arrival at the border crossing. The manifest can be of a general nature (number of pumps on the engine, amount of foam, shovels etc.) and should be on agency letterhead. *Note: Prior to entering Canada, also stop at the U.S. Port of Entry and complete a U.S. Customs Form 4455 and have it validated by a CBP Officer. This helps*

establish that your listed equipment is of U.S. origin when you return.

- Airlift of equipment: CBSA officials must be faxed the necessary manifest. Equipment may be inspected at destination at the prerogative of the Border Services Officer. Not all airports are designated for CBSA clearance, and not all airports have full-time staff.
- Plan ahead and speak to a CBSA Officer at the location where you intend to arrive.

AIRCRAFT ARRIVALS – SPECIAL CONCERNS (Canada)

- In terms of arrivals by air to Canada, CBSA's expectations for reporting and notification will be determined by the location and mode of travel. As per Appendix B3 – please report air arrivals at designated airports in Canada by contacting the nearest Airport of Entry (“**AOE**”). For entries between ports of entry or at non-designated AOE's, please contact the closest port of entry for clearance and further direction.
- From a Canadian perspective, matters related to the use of “trans boundary waters” (Bucketing/Skimming) fall outside the jurisdiction of the Canada Border Services Agency. However, aircraft entering Canada for this purpose are subject to reporting regulations and procedures.
As a point of reference, The International Boundary Waters Treaty Act, an Act respecting the International Joint Commission established under the treaty relating to boundary waters and to questions arising along the boundary between Canada and the United States, specifically grants an exception to the prohibition of bulk removal of water from Canadian boundary waters or “trans boundary waters” (Bucketing/Skimming).
- ☐ The Canada Border Services Agency does not have a body comparable to the Air Marine Operations Centre (AMOC).
- Further, the subsequent reporting of the return of Yukon Territory Air tankers and personnel, following their deployment in Alaska, should be done following all established measures and should include contacting the nearest CBSA AOE as per the contact information

AIRCRAFT ARRIVALS – SPECIAL CONCERNS (United States)

- Arrivals by aircraft will be treated similar to those at the land border. However, every effort should be made to identify inadmissible crewmembers, *prior to departure* for the United States.
- Aircraft that will actually land in the United States must arrive and clear at a designated CBP airport. Except in very rare circumstances, *prior to proceeding to a fire scene*; those exceptions **MUST** be coordinated in advance through the Area Port Director, nearest Border Patrol Sector, *and* the Air Marine Operations Center (“**AMOC**”) in Riverside, California. Please see section “F” for the emergency contacts.
- Aircraft fire operations may include air observer flights or fire-retardant drops or water bucketing where the aircraft does not actually land in the United States (“splash and dash”). It is important that these be properly coordinated with the AMOC and Border Patrol as noted below.
- AMOC is familiar with and recognizes distinct “squawk” codes to forestry and firefighting aircraft operating near the border. 1255 is the squawk assigned to firefighting aircraft unless some other emergency code has been designated by the FAA for a specific mission.