|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ignition potential** | **Difficult** | **Moderately easy** | **Easy** | **Very easy** | **Extremely easy** |
| FFMC | 0 – 74 | 75 – 84 | 85 – 88 | 89 – 91 | 92 + |
| **Rate of speed** | **Slow** | **Moderately fast** | **Fast** | **Very fast** | **Extremely fast** |
| ISI | 0 – 3 | 4 – 7 | 8 – 12 | 13 – 15 | 16 + |
| **Difficulty of control** | **Easy** | **Not difficult** | **Difficult** | **Very difficult** | **Extremely difficult** |
| BUI | 0 – 15 | 16 – 30 | 31 – 45 | 46 -59 | 60 + |
| **Mop-up needs** | **Little** | **Moderate** | **Difficult** | **Difficult & extended** | **Difficult & extensive** |
| DMC | 0 – 9 | 10 – 19 | 20 – 29 | 30 – 39 | 40 + |
| DC | 0 99 | 100 – 175 | 176 – 249 | 250 – 299 | 300 + |
| **Fire intensity** | **Low** | **Moderate** | **High** | **Very high** | **Extreme** |
| FWI | 0 – 5 | 6 – 12 | 13 – 20 | 21 – 29 | 30 + |

**Note:** Exact triggers will vary in different parts of the country due to fuel type and the climate differences.