

## CHAPTER 50 - AIRCRAFT

**AIRCRAFT.** Aircraft may be used for a wide range of activities, including point-to-point transport of personnel, equipment and supplies. Tactical use may include applications such as retardant delivery, helicopter logistical and tactical support, air tactical and Leadplane operations, suppression or preparedness reconnaissance, helitorch operations, etc.

- **AIRCRAFT MOBILIZATION** See National Interagency Mobilization Guide.

Units requiring aviation services other than those assigned to them, through pre-approved agreement, or within their dispatch boundaries, must order additional services through the appropriate Geographical Area Coordination Center (GACC). The Center will coordinate aircraft assignment and utilization within the Great Basin. The control of aircraft assigned to a unit will remain with the local unit. In situations where a Great Basin Multi-Agency Command (MAC) group has been formed, the MAC will coordinate with Great Basin Coordination Center and local units on allocation and prioritization of resources.

Minimum information required for ordering aircraft through the GACC's are blocks #: 3, 5, 6, 11, and 12 of the Resource Order Form (NFES 002200, ICS 259-1) or the Flight Request Form (9400-1a).

All BLM aircraft, Exclusive Use or CWN/On Call are National resources and are subject to movement and/or re-assignment within the GACC or between GACCs by BLM National Office and/or BLM State Office.

State aircraft may be moved within each State's area of responsibility without the need for resource orders.

Agency aircraft identified below will be configured using a roster when mobilized to an incident:

Aerial Supervision Modules (ASM 1) and agency pilots and assigned aircrew  
 Lead Planes and agency pilots  
 Agency owned Air Attack platforms and the assigned flight crew  
 Agency exclusive use Air Attack platforms and the assigned aircrew  
 Agency exclusive use helicopters and the assigned module members  
 Agency owned helicopters and the assigned module members

- **AIRCRAFT SOURCES**

Sources for aircraft include agency-owned aircraft (Fleet); exclusive-use (EU), call-when-needed (CWN), or Department of Interior (DOI) On-Call contract aircraft. Rental aircraft are signed up by the Department of Interior (DOI) under an Aircraft Rental Agreement (ARA), or by state agencies through Cooperative Agreement or letters of authorization. Cooperator and military aircraft may be utilized provided an agreement and approval are in place. Use of active military aircraft by federal agencies is coordinated by NICC.

The State of Idaho may obtain Canadian aircraft through the Northwest Compact.

### **Carding/Approval**

All aircraft and pilots under DOI and USFS operational control must be approved and carded by either DOI or USFS. Aircraft and pilots requiring "special use or mission" endorsement require inspection by a USFS or DOI authorized inspector. Typically special use or mission flights are defined as anything other than point to point transport.

### **Flight Crew/Aircrew Orientation**

The local unit is responsible for providing an aviation briefing to:

- IMT Aviation Staff

- Incoming aviation resources
- Aviation Safety and Technical Assistance Teams (ASTAT)

The briefing of non-local aviation resources should include, but is not limited to the following:

- Local Administrative Procedures; meals, lodging, timekeeping, flight payment document procedures, etc.
- Airport Procedures, base security policy, and plan
- Specific Fire, Fuel, and Fire Behavior Conditions and Information
- Aerial hazards: Provide maps of Military Training Routes (MTR's); Special Use Airspace (SUA's); Temporary Flight Restrictions (TFR's); Aerial obstacles in fire area; Contact procedures prior to entering a SUA; TFR's, Letters of Agreement (LOA), Memorandum of Understanding (MOU).
- Weather (Current and Forecast)
- Crew/Aircraft information sheets (See agency specific guide)
- Aircraft Status Summary
- Flight Following Procedures
- Local Information (Fueling, Water Sources, Sunrise/Sunset Times, etc.)
- Radio Frequencies, Map Sets, and Warehouse Supplies

- **SMOKEJUMPER INITIAL ATTACK (IA) LOAD**

The following procedures are for the purpose of expediting Initial Attack requests. IA smokejumpers should be launched immediately upon receipt of order via phone, fax, resource order or aircraft dispatch form. When the order is generated in ROSS the request will be for an A-#, "Load, Smokejumper, Initial Attack". Additional request numbers are not required on such an order. As soon as possible after the jumpship is airborne, the sending dispatch unit shall provide a manifest by electronic mail/fax to the receiving unit per established dispatch channels. Notification to the appropriate Geographic Area Coordination Center will be made within 15 minutes of dispatch.

Aircraft delivering smokejumpers should return to a designated airport or return to the sending base before the end of the pilot's daily flight or duty limitations. The aircraft will be released in ROSS at the end of its duty day to the dispatch center that is responsible for that given base. Any new requests will be ordered via ROSS thru established dispatching channels.

- **SMOKEJUMPER PREPOSITION LOAD**

Smokejumpers may be ordered and mobilized for pre-position purposes when multiple starts are occurring or are predicted. Smokejumper pre-position requests will be for an A-#, "Load, Smokejumper, Initial Attack", and identified on a "Preposition" order. The sending unit will provide a manifest form, with name and agency identifier, through the established ordering channels. The duration of preposition will be negotiated prior to launch between the requesting unit, sending unit and the Coordination Center. Preposition loads should be released within a reasonable time frame if they are not utilized or otherwise negotiated with management (i.e. long term spike base, etc.).

- **EXCLUSIVE USE HELICOPTER RAPPPELLERS AND AIRCRAFT**

Whenever an Exclusive Use Helicopter fills a helicopter request, the administrating/sending unit will send a fuel truck, support vehicle, manager/spotter and a **minimum** of 5 crew personnel. Orders for

Rappellers with aircraft within the Great Basin shall be on an Aircraft resource order. Orders for rappel capable aircraft should be placed as immediate need (IA) or for preposition planning purposes,

- **RAPPELLER PREPOSITION LOAD**  
Rappellers and aircraft may be ordered and mobilized for Preposition purposes when multiple starts are occurring or are predicted. Pre-position request will be on an A-#, as "Rappellers, Initial Attack", and identified as Preposition in special needs on a single Aircraft Request number. The Sending Unit will identify all personnel as subordinate A-#'s under the aircraft request. The duration of preposition will be negotiated between the ordering and sending units. Preposition loads should be released within a reasonable timeframe if they are not utilized or otherwise negotiated.
- **AIRCRAFT DEMOBILIZATION** See [National Interagency Mobilization Guide](#).
- **FLIGHT MANAGEMENT PROCEDURES** See [National Interagency Mobilization Guide](#).
  - **AUTOMATED FLIGHT FOLLOWING (AFF) PROCEDURES**  
See [National Interagency Mobilization Guide](#).
  - **DEFINITIONS AND GENERAL PROCEDURES**  
Informational needs, flight following and resource tracking methods, aircraft and/or pilot carding, and required management approvals differ between point-to-point flights and special use type mission flights. In order to identify the type of flight, as well as the difference between flight following and resource tracking requirements, the following definitions and general procedures have been established.

#### **Point-to-Point Flight**

Typically, flights originate at one developed airport/heliport, with the flight route being direct to another developed airport/heliport. Leaving one airport/heliport, doing reconnaissance, and landing at another airport/heliport is not considered point-to-point. Point-to-point flights include logistical flights to move aircraft, crews, overhead, equipment, or supplies.

Except in an emergency or at the direction of an air traffic control facility, there shall be no deviation from the submitted flight plan while enroute unless the agency representative aboard the aircraft reports the amended flight plan to a designated point-of-contact.

Within the definition of point-to-point flights, there is an important distinction that must be made:

- **Logistical Flights**  
These include logistical flights to move aircraft, crews, overhead, equipment, or supplies as a result of a resource order.
- **Administrative Flights**  
These include point-to-point flights which are not mission-oriented or tactical in nature. They do not require the use of a resource order; however, flight request form 9400-1a is required. Utilization of a cost comparison form may be necessary. Scheduling, flight information dissemination, flight following, and post-flight disposition of aircraft will remain the responsibility of the scheduling unit and will remain so until transferred through a confirmed hand-off of responsibility to another office or facility. This hand-off shall be documented.

#### **Special Use or Mission Flights**

These flights are defined as all flights other than "Point-to Point" flights. As such, special use or mission flight requires work to be performed in the air (for example, aerial retardant/water delivery, reconnaissance, etc.) or through a combination of ground and aerial work (for example, delivery of personnel and/or cargo from helibases to undeveloped landing areas). Certain special use or mission flights may require a project safety plan (Refer to appropriate agency guide, handbook or approved Unit Aviation Plan).

### Flight Following

Flight following is the knowledge of an aircraft's location and condition with a reasonable degree of certainty that, in the event of a mishap, the survivors may be rescued. A Flight Request/Schedule (See [National Interagency Mobilization Guide](#), Chapter 20, Page 62) and flight following are required for all non-local flights. A written flight schedule using the standard Flight Request/Schedule form is required for all flights, **except for aircraft on special mission support flights, such as Airtankers, Leadplanes, Jumpships, Helicopters, Air Tactical and Single Engine Airtankers**. Except for administrative flights, the flight schedule will be passed electronically from the sending to the receiving unit. Confirmation that the flight plan was received will be done via telephone to ensure positive hand-off.

Ensuring flight following procedures are implemented is the responsibility of the pilot/flight manager. The methods of flight following are:

- **FAA IFR**

IFR flight plans shall be filed, activated upon departure, and closed upon arrival. An FAA Instrument Flight Rules (IFR) flight plan is required when flying into known or forecasted Instrument Meteorological Conditions (IMC). An IFR flight plan may be filed at pilot discretion in other cases.

- **FAA VFR**

VFR flight plans shall be filed, activated upon departure, and closed upon arrival at destination.

- **Agency Radio Check-in with pre-established check in times (every 15 minutes for mission flights).** The pilot/flight manager must be capable of maintaining radio contact with an agency dispatch center at intervals specified in the flight plan, but not to exceed the 15 minute maximum.

- **Automated Flight Following (AFF) Procedures**

AFF is an approved interagency method of flight following. Reference agency policy or see [National Interagency Mobilization Guide](#).

- **Telephone/Radio Arrival Confirmation**

Confirmation is completed when an aircraft is contacted via radio or the receiving dispatch center is called via telephone upon arrival at the airport. Aircraft ordered as an "A" (aircraft) request on a resource order and which are not located on the local unit will be tracked by telephone/radio arrival confirmation.

The receiving unit will notify the sending unit (via established channels) immediately when they have established radio contact with the incoming aircraft or otherwise obtained operational control of the aircraft. Aircraft will be considered overdue when 30 minutes have elapsed from the ETA provided on the resource order and contact has not been established.

- **National Flight Following Frequency**

National flight following frequency is **limited to flight following information only**. Relay of tactical information or fire reports must be performed on local unit frequencies. Standard information on initial contact is: Aircraft identification, fuel on board (time remaining), souls on board, current location, magnetic heading, destination and ETA.

- **Local Flight Following Frequency**

If a local flight following frequency will be used, the ordering dispatch center shall identify the frequency on the aircraft request.

**In addition, pilots that choose to flight follow with the FAA, either IFR or VFR, must confirm their arrival by telephone or radio with the receiving unit.**

Flight following methods must be documented for all flights. The pilot and scheduling dispatch will concur on the appropriate flight following method.

### **Resource Tracking**

To maintain positive control of resources, scheduling and/or ordering offices may request the government representative on board an aircraft (i.e., Flight Manager, or if no passengers, the Pilot) to relay flight status information at designated intervals or points along the route.

These notifications are performed not for flight following purposes, though they may in fact accomplish such. They are performed to coordinate changes in assignments, flight plan, or update time frames for mission completion. They may be performed via radio or phone calls to dispatch offices identified on the Flight Request/Schedule.

The method of resource tracking will be planned and documented on the Flight Request/Schedule. The decision to implement resource tracking is optional, and is at the discretion of the Scheduling Dispatcher and/or Coordination Center.

### **Overdue Aircraft**

An aircraft is considered overdue when 30 minutes have elapsed since the last flight following check-in or ETA on the flight plan.

### **Missing Aircraft**

An aircraft is considered “missing” when it has been reported to the FAA as being “overdue” and the FAA has completed an administrative search for the aircraft without success. Aircraft is officially missing when fuel duration has been exceeded as stated on the flight plan and the aircraft location is unknown.

### **Single Engine Aircraft IFR & VFR Restrictions**

IFR limitations are generally associated with weather and night flight. Agency flight restrictions generally prohibit single-engine aircraft flight from 30 minutes after sunset to 30 minutes before sunrise. New USFS policy allows for multi-engine or single turbine engine flight that meets requirements in FAR Part 91 and Part 61. DOI allows night flying (non-tactical) for multi-engine airplane with exception for the BLM PC-12. Single engine aircraft flights at night are authorized only for ferry and cargo carrying missions at the pilot-in-command discretion and in accordance with FAR Part 91.

#### ○ **AIRCRAFT SELECTION FACTORS**

When selecting aircraft, several factors will be taken into consideration to determine the best aircraft for the mission. They may include but are not limited to:

**Day/Night:** A multi-engine IFR approved aircraft and pilot are required whenever a flight will be conducted within the period commencing 30 minutes after official sunset to 30 minutes before official sunrise.

**IFR/VFR:** Use an approved multi-engine, IFR rated aircraft and pilot whenever the flight will be or is expected to be in Instrument Meteorological Conditions (IMC).

**Passengers:** Ensure the aircraft can haul the weight of the passengers and baggage. Remember that weight and in some cases bulk, are usually the limiting factors, not necessarily the number of seats.

**Cargo/Cubes:** Is the aircraft large enough to accommodate both the weight and cubes of the cargo? Will the cargo fit through the aircraft door?

**Distance/Speed:** If the trip is short, aircraft speed is less significant. As distance increases speed becomes more important (i.e. a faster, more expensive aircraft may accomplish a mission

at a lesser cost).

**Runway Length:** Is the runway length, surface and condition adequate for operations?

**Elevation/Temperature:** Density altitude must be taken into account. Airport/Ops location elevation and temperature affect takeoff/landing distances and degrade aircraft performance.

**Airport Information:** Great Basin Area: (See Page 80 - 2 / Line 30) of the Great Basin Mobilization Guide.

○ **FLIGHT ORDERING, SCHEDULING, RESOURCE TRACKING, AND FLIGHT FOLLOWING PROCEDURES FOR POINT-TO-POINT FLIGHTS.**

**Applicability**

These are flights which meet the definition of point-to-point flight **and** which are ordered through a coordination center, **or** flights that result from an order placed by a coordination center and which move across geographical area or unit boundaries.

Resource Order Form: Use a Resource Order Form to order an aircraft when the control of the aircraft is being relinquished to the ordering unit.

Flight Request: Use a Flight Request/Schedule form when the aircraft is remaining in the control of the sending unit, e.g. transport of personnel/supplies/equipment to an incident and returning. Travel information shall be sent via a Flight Schedule to the Coordination Center.

**Purposes**

The overall purpose is to clarify and standardize procedures for users of the Great Basin Mobilization Guide.

- **Safety and Welfare of the Flight Crew and Passengers**  
To provide for a timely rescue of the survivors in the event of a mishap.
- **Resource Tracking/Utilization**  
To facilitate cost-effective transportation of resources, and maintain positive control of those resources.
- **Administrative Processing**  
To ensure proper documentation of flights for financial payment and statistical purposes.

**Roles and Responsibilities**

The roles and responsibilities of various levels of the dispatch organization (local, Coordination Center, NICC) relative to flight scheduling, flight following, and resource tracking may vary with each situation. However, there are basic responsibilities which are standard for the Geographic Area Coordination Center, the Local Unit Dispatch Office, the Scheduling Dispatch Office, the Pilot, and the Destination Dispatcher. These are detailed below.

The decision as to which unit (local or Coordination Center) is the Scheduling Dispatch Office should be based on common sense that allows for the most effective coordination possible. This decision is negotiable between the Coordination Center and/or the local unit(s) involved.

**Great Basin Coordination Center.** Evaluate most effective means of transportation in response to orders received and filled; attempt to meet ordered time frames except when excessive costs would be incurred or safety compromised.

When role of Scheduling Dispatch is being performed by a local unit, the Center receives Flight Request/Schedule from that unit and relays the schedule to all involved offices (enroute Dispatch units, NICC, receiving unit Dispatch) as appropriate. When appropriate, relays flight information (check-ins, updates) to units outside the Great Basin through normal dispatch channels (for example, GBCC to NICC).

When assuming the role of Scheduling Dispatch, the Center shall fulfill all responsibilities of the Scheduler as outlined in (Page 20 - 36 / Line 5). The Coordination Center shall also notify the local unit of the Center's intent to utilize the aircraft within the local unit's jurisdiction.

### **Local Unit**

When the local unit dispatch office assumes the role of the Scheduling Dispatch Office, they shall fulfill the role and responsibilities outlined below.

### **Scheduling Dispatch Office**

This unit is responsible for the entire mission, to include scheduling, dissemination of flight information bulletins, documentation of flight following method, resource tracking, negotiation of post-flight disposition of aircraft, and processing of payment documents. Specific duties and responsibilities are: Schedules the proper aircraft to perform the assigned mission safely and cost-effectively.

Maintains responsibility for all aspects of the flight unless confirmed hand-off to another dispatch office occurs. Documents this hand-off in writing. Flights to locations outside the geographic boundaries of the Great Basin shall in all cases be handed off to the Coordination Center.

Completes preliminary Flight Request/Schedule (See Page 20 - 39 / Line 18).

- Discusses preliminary Flight Request/Schedule and manifest with vendor and/or Pilot to make any necessary adjustment and ensure the flight will be accomplished as planned.
- For all flights, transmits Flight Request/Schedule to the Great Basin Coordination Center. There may be exceptions to this requirement wherein the schedule is transmitted direct to the Destination Dispatcher, but these must be pre-negotiated with the GBCC.
- Adjusts the schedule as necessary over the course of the flight.

Determines flight following method with the Pilot, with options stated in (Page 20 - 33 / Line 3).

If Performing Resource Tracking:

- Determining resource tracking method with the Flight Manager, the Coordination Center, and, if appropriate, the Pilot (i.e., no passengers on board to serve as Flight Manager).
- As identified on the Flight Request/Schedule, receiving resource status information from the Flight Manager prior to initial departure, at enroute stops, and at final drop-off point or Remain Over Night (RON).
- Relaying significant (greater than 30 minutes) delays or advancements in the flight schedule to the appropriate center and the Coordination Center. The Great Basin Coordination Center will in turn relay information to units outside the Great Basin (for example, NICC, neighboring GACC and in some cases the destination dispatch office).
- Receives notification of arrival at final drop-off point or remain overnight (RON) from the Aircraft Flight Manager and negotiates future disposition of the aircraft with Pilot and the GBCC.

**IMPORTANT NOTE:** Dispatchers and Flight Managers should note that check-ins at enroute stops are no longer required, unless significant delays of advancements (30 minutes or more) in the schedule are encountered, or as identified on the Flight Request/Schedule.

### **Pilot**

It is important to remember that the Pilot-in-Command has the final say concerning the safety of the aircraft and its passengers. In addition, the Pilot performs the following:

Reviews the agency preliminary Flight Request/Schedule, or provides information to the Scheduling Dispatcher so an agency Flight Plan can be generated.

Checks enroute weather, both actual and forecasted. Informs dispatch whether the flight can occur or if there will be delays.

Initiates an FAA Flight Plan. (See Page 20 - 33 / Line 3). Identifies the Scheduling Dispatch Office name and phone number as the point-of-contact in Block 4 of the Aircraft Flight Request/Schedule (See National Interagency Mobilization Guide, Chapter 20, Page 62). Closes flight plan through FAA.

Makes enroute check-ins with FAA or agency facilities as required in (Page 20 - 33 / Line 3) and within the time frames described in (Page 20 - 33 / Line 13).

If no passengers are on board, the pilot shall perform resource tracking check-in tasks as identified on the Flight Request/Schedule.

Completes contractor portion of agency payment or flight record forms per agency requirements.

Pilots flying aircraft equipped with a VHF-FM radio(s) are required to monitor Guard and National Flight Following frequencies while enroute.

DOI On-Call or ARA contracted aircraft are required to have AFF.

### **Destination Dispatcher**

The Destination Dispatcher is the individual who has been assigned resource tracking responsibilities at the receiving end of a flight (final drop-off point). Dispatcher confirms flight arrival.

The Destination Dispatcher is responsible for:

Receiving the flight plan from the Scheduling Dispatcher via established dispatch channels.

Receiving known delays/advances of a flight plan exceeding 30 minutes.

Monitoring flight itinerary (ATD, ETE, and ETA) and notifying scheduling and receiving unit via established channels of an aircraft that is overdue more than 30 minutes.

Making notification of arrival to the Scheduling Dispatcher via established channels, if requested.

Performing flight following responsibilities, if requested by scheduling unit or GBCC.

Coordinating with the Great Basin Coordination Center and/or the Scheduling Dispatcher on the disposition of aircraft after arrival.

Assisting in search procedures for overdue aircraft, if requested, utilizing unit's Aircraft Search/Rescue Guide as appropriate.

**Flight Manager** Refer to agency policy.

The duties and responsibilities of the Flight Manager are to:

Thoroughly brief on all components of the Flight Request/Schedule.

Check aircraft and pilot carding to ensure necessary qualifications are met and aircraft/pilot are approved to perform the mission.

Confirm Flight Schedule with the Pilot and Scheduling Dispatcher.

Confirm with the Pilot that he/she has filed an FAA Flight Plan per requirements in (Page 20 - 33 / Line 3), or that agency flight following via radio or AFF will be performed.

Perform Resource Tracking check-ins with the Scheduling Dispatcher identified on the Flight Request/Schedule, consisting of:

Phone or radio call prior to initial departure;

Phone or radio call at final destination (passenger/cargo drop-off point);

Phone or radio call if significant (greater than 30 minutes) delays or advancements in the flight schedule are encountered.

For flights that go outside the Great Basin, notify the Dispatcher identified on the Flight Request/Schedule of arrival time.

If a situation is encountered which deviates from standard operating procedure, or has potential safety implications (See Page 20 - 66 / Line 37) completes and submits an Aviation Safety Communiqué (SAFECOM).

### **Procedures for Flight Plan Preparation and Transmission**

The Scheduling Dispatcher is responsible for completing, in total, the Flight Request/Schedule (See National Interagency Mobilization Guide).

Prior to departure, the Pilot, Flight Manager and Scheduling Dispatcher will mutually agree on a flight schedule and manifest. The Flight Request/Schedule will be utilized. The agency will also specify the type of flight following being used; this will be documented on the Flight Request.

When deviating from a planned route for aerial surveillance or other reasons, the deviation must be relayed to scheduling dispatcher. Except in an emergency or at the direction of an air traffic control facility, there shall be no deviation from the submitted flight plan while enroute unless the agency representative aboard the aircraft reports the amended flight plan to a designated point-of-contact.

The Scheduling Dispatcher will relay the flight plan to the Coordination Center, or directly to the Destination Dispatcher if pre-negotiated with the GBCC.

For flights coming into the Great Basin from another Geographic Area, the Coordination Center will relay the flight schedule to the appropriate offices. For flights leaving the Great Basin enroute to another Geographic Area, the Coordination Center will relay the flight schedule to the appropriate offices (for example, NICC). For flights between neighboring dispatch areas, the Centers will pass schedule information to each other.

Check-ins at enroute stops are no longer required except as noted below in Line 48.

If significant (30 minutes or more) delays or advancements in the schedule are encountered, the

Pilot must relay the information through an FAA facility to the Scheduling Dispatcher, or, if equipped with a VHF-FM radio, to a dispatch office who will notify the Scheduling Dispatcher. Notification may also be made by the Flight Manager at an enroute stop.

If an aircraft meets overdue, missing, or downed criteria, the "Aircraft Emergency Response Action Plan" will be implemented by the Dispatcher with resource tracking responsibility, or by the Dispatcher who receives notification from the FAA of such an aircraft.

○ **FLIGHT ORDERING, SCHEDULING, RESOURCE TRACKING, AND FLIGHT FOLLOWING PROCEDURES FOR MISSION (TACTICAL).**

**Applicability**

These are flights which meet the definition of mission (tactical) flight. Tactical aircraft are defined as Helicopters, Airtankers, SEATs, Reconnaissance, Aerial Observer, Air Attack, Leadplanes, Aerial Supervision Modules (ASMs), Smokejumper, Infrared, etc.

**Purposes**

**Roles and Responsibilities**

**Dispatchers**

Dispatchers who have flight-following responsibilities in support of missions will remain on duty and at their radio station until their involvement and responsibility has ended, or the flight plan has been closed.

**Pilot**

The Pilot-in-Command has the final say concerning the safety of the aircraft and its aircrew. Air crewmembers will check-in with the ordering dispatch office on the radio frequency specified on the resource order prior to arrival at the area of operation/ordered airport.

**Procedures**

**Ordering/Dispatching**

The Sending Dispatcher is responsible for ensuring that tactical aircraft pilots are furnished with the mission information identified on the resource order (latitude, longitude, bearing / distance from VOR or reload base nearest to the incident, air contact and frequency, ground contact and frequency, reload base, and other aircraft/hazards, including TFRs, MTRs and SUAs).

**Airspace Boundary Dispatching**

See Page 20 - 67 for details and the Great Basin Interagency Airspace Boundary Management Plan and Checklist.

**Enroute Flight Following:**

Initial Attack or Incident Support within a Unit's Jurisdiction.

- While enroute on an Initial Attack or incident support mission within a unit's jurisdictional boundaries, tactical aircraft will check in with the unit Dispatch Office via radio, unless positive communications have been established with supervisory incident aircraft. Alternative check-in schedules necessitated by terrain or other factors may be utilized.
- When over the incident, tactical aircraft will flight follow through the appropriate party (Air Tactical Group Supervisor, Incident Commander, Leadplane, or, if the tactical aircraft is the only resource on-scene, with Dispatch).

#### Initial Attack or Incident Support Cross-Jurisdictional.

- While enroute to an Initial Attack or incident support mission across jurisdictional boundaries, tactical aircraft pilot or aircraft manager will relay ATD/ETE information to the Sending Unit Dispatcher, who will relay via established channels to the Receiving Dispatch Office.
- Pilots will check-in with the ordering dispatch office on the radio frequency specified on the resource order prior to arrival at the area of operation/ordered airport. The ordering dispatch office's frequency must be identified on the resource order.
- Confirmation of arrival of tactical aircraft ordered via an "A" request on a resource order will be transmitted back to the Coordination Center.

#### **Flight Following Responsibilities (Tactical Aircraft)**

The following procedures apply to all tactical aircraft moving across unit boundaries. For purposes of flight following, these aircraft are defined as aircraft which are mobilized on an "A" aircraft resource order request.

#### **Responsibilities of the Sending Unit:**

Responsible for ensuring that the aircraft pilots are furnished with the mission information identified on the resource order (latitude, longitude, bearing, air contact and frequency, ground contact and frequency, and other aircraft/hazards, including MTRs and SUA). The ordering dispatch office's frequency must be identified on the resource order.

Obtain ATD (actual time of departure) and ETE (estimated time enroute) from the pilot or the flight manager and relay the ATD/ETA to the receiving units via established ordering channels.

Notify the Coordination Center of any change of a flight plan exceeding 30 minutes.

Coordinate / initiate / document search procedures for overdue aircraft. Utilize agency Search / Rescue Guide as appropriate.

On any flight requiring stops enroute to destination, instruct Pilot in Command (PIC) or aircraft manager to contact the appropriate number identified for enroute tracking. In order to assist further with enroute tracking, fuel truck and support truck drivers should also be asked to contact the number identified every 2 to 3 hours or at each fuel stop.

#### **Responsibilities of the Receiving Unit:**

Confirm by telephone, arrival of all tactical aircraft ordered via a resource order to the Coordination Center.

Notify Coordination Center of any delays of a flight plan exceeding 30 minutes and any aircraft overdue by more than 30 minutes.

Advise the Pilot of any changes/modification to original order related to the following:

- Information regarding hazards (within 10 miles of the Incident airspace) that were not identified on the resource order.
- Information regarding aircraft assigned and or operating within the incident airspace.
- Information on Temporary Flight Restrictions requested or in effect.

- Information regarding any change in ground/air contact.

Specify flight following methods while enroute to and from an incident or airport.

Coordinate / Initiate / Document search procedures for overdue aircraft with sending unit. Utilize agency/center Aircraft Search/Rescue Guides as appropriate.

Prior to the first operational period, provide a copy of area hazard maps and IAP to each pilot in operation.

- **RESPONSIBILITIES of the GREAT BASIN COORDINATION CENTER:**

Relay flight itinerary to the receiving/ordering unit (via established channels) by telephone.

Notify receiving/ordering unit of known delays/advances of a flight plan exceeding 30 minutes.

Confirm arrival of all tactical aircraft ordered through NICC with NICC.

Notify sending unit (Great Basin unit/NICC) of any aircraft overdue by more than 30 minutes.

Track all tactical aircraft to their final destination within the area.

Assist in search procedures for overdue aircraft when requested by the sending/receiving unit.

- **STAGED/PREPOSITIONED AIRCRAFT**

All aircraft propositioned at the request of the GACC on R-04 Staging/Preposition Charge Codes are available for local IA following National Commitment guidelines. Any assignment of these resources to Large/Project fires will have R04/GACC concurrence prior to assignment.

Prior to prepositioning aircraft to local dispatch base's, coordination will be made through the local Center Manager/Aircraft Dispatcher. The local Center will then create an Incident to transfer control in ROSS to the local center for dispatch and tracking purposes.

Suggested Example: 2015 BDC Preposition/Staging, note this Incident could also include GACC Propositioned Crews, Equipment, Overhead and Supplies.

Extended staffing of R04/GACC prepositioned resources are to be made available for Geographic wide IA response. Any extensions of local resources on the R04/GACC charge code are considered available for GACC wide response. Local units need to determine which resources are to be extended following this requirement.

- **AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING**

See National Interagency Mobilization Guide. All requests for infrared services or other types of IR technology will be on an Aircraft Order. Requests for infrared flights will be made at the National Infrared Operations (NIROPS) website at: <http://nirops.fs.fed.us/rcr/scanner/index.php>

User accounts can be requested by contacting NIROPS directly. If the website is unavailable, an Infrared Aircraft Scanner Request Form (See National Interagency Mobilization Guide Chapter 20, Page 64) will be submitted for each request. A new Scanner Request Form must be completed and forwarded to NICC when scanning criteria or parameters change.

When competition exists for resources within their area, the Coordination Center shall maintain flight scheduling and priority setting for Airborne Thermal Infrared Fire Mapping aircraft. The Centers will

coordinate with each other for Great Basin needs.

**TACTICAL AIRCRAFT** See National Interagency Mobilization Guide.

- **TACTICAL AIRCRAFT - DISPATCHING PROCEDURES**

- AERIAL SUPERVISION AIRCRAFT**

- Units shall facilitate these requirements by assigning separate "A" request number(s) for Leadplane, ASM, and/or air attack following the request for the air tanker(s) or other tactical air resources. The Coordination Center will advise the ordering unit if a Leadplane, ASM, and/or Air Attack is not readily available. The Unit shall then advise the GACC on whether or not to keep the order for a Leadplane, ASM, and/or Air Attack active.

- When competition for Leadplanes, ASM and/or Air Attack aircraft exists within the Great Basin Coordination area, the Center shall coordinate priority reassignments of these resources. Replacement of an incident's Leadplane or Air Attack aircraft reassigned to another incident will be negotiated between the Center and the requesting unit.

- For incidents on which significant flight time may accrue, units and Coordination Center should mutually anticipate the need for relief Air Attack or Leadplane resources. (Typical fuel duration of 4 hrs)

- **LEADPLANES / AERIAL SUPERVISION MODULE (ASM)**

- If available, they will be dispatched to all air tanker assignments according to agency policy. Lead/ASM planes are multi-engine and the pilots are IFR qualified; flight before/after civil twilight is allowed for non-tactical flight. Some Lead/ASM pilots are qualified to direct MAFFS, and some to direct VLAT – Very Large Air Tankers.

- Leadplanes assigned to units on details or resource orders will be dispatched by the respective unit for Leadplane duty only. All other types of flying shall be ordered through the Great Basin Coordination Center.

- Leadplanes assigned to a unit may be dispatched direct to meet the unit's mutual assistance areas of influence with notification to the Coordination Center within **15** minutes. A resource order shall be submitted through the Coordination Center when committed on extended attack, or when the aircraft RONs at a location other than its original base.

- The Great Basin Coordination Center will coordinate with the appropriate dispatch unit concerning Leadplane availability and crew assignment.

- During periods of low fire probability, it is permissible for Leadplanes to be used for other missions. Release of Leadplane for non-suppression assignments is contingent upon the following conditions:

- Airtanker pilots at the base to which the Leadplane is assigned are Initial Attack qualified.
    - A backup Leadplane is available within 1 hour, or the released Leadplane can be back on station within the same time frame.
    - The release is approved by the Great Basin Coordination Center.

- **AERIAL SUPERVISION MODULES (ASM)**

- The ASM is a fixed wing platform that has a Leadplane qualified Air Tactical Pilot (ATP) and an Air Tactical Supervisor (ATS). Aerial Supervision Modules (ASM) may act as either a Lead or ATGS depending on incident requirements.

**This table summarizes interagency aviation supervision policy, but individual agency policy must be consulted for currency and consistency.**

<b>Incident Aerial Supervision Requirements</b>		
When aerial supervision resources are co-located with retardant aircraft, they should be launched together on an initial order to maximize safety, effectiveness, and efficiency of incident operations. Incidents with 3 or more aircraft over/ assigned to them should have aerial supervision over/ assigned the incident. Federal policy dictates additional requirements as listed below.		
<b>Situation</b>	<b>Lead/ATCO/ASM</b>	<b>ATGS</b>
Airtanker not IA rated.	Required	*****
MAFFS	MAFFS Endorsed Lead / ASM	*****
VLAT	VLAT Endorsed Lead / ASM	*****
When requested by Airtanker, ATGS, Lead, ATCO, or ASM.	Required	Required
Foreign Government Airtankers.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Multi-Engine Airtanker: Retardant drops conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to, and 30 minutes after sunset.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Single-Engine Airtanker (SEAT): SEATs are required to be on the ground by 30 minutes after sunset.	See Level 2 SEAT requirements.	See Level 2 SEAT requirements.
Level 2 SEAT requirements: Level 2 rated SEAT operating over an incident with more than one other tactical aircraft on scene.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Retardant drops in congested / urban interface areas.	Order	May use if no Lead/ATCO/ASM.
Periods of marginal weather, poor visibility or turbulence.	Order	Order

**Definitions of Key Words Used in the aerial supervision requirements chart:**

**Required** - Aerial supervisory resource(s) that shall be over the incident when specified air tactical operations are being conducted.

**Ordered** - Aerial supervisory resources that shall be ordered by the controlling entity (Air tactical operations may be continued while the aerial supervision resource is enroute to the incident. Operations can be continued if the resource is not available.)

**\*An Aerial Supervision Module, Leadplane or Air Tactical Group Supervisor must be ordered any time it is requested by any aircraft regardless of number or type of resources assigned. If Aerial Supervision is available within the local unit, it is recommended it be dispatched anytime other aerial resources are being sent.**

USFS FSM 5716.32 requires an order for aerial supervision if there are 2 or more Airtankers over a USFS incident.

Incident has 2 or more Branches, or Smokejumper or para-cargo aircraft with 2 or more air tankers: The Interagency Aerial Supervision Guide references ordering an ATGS only for these missions. FSM 5716.32 classifies these missions as complex. For USFS incidents An ATCO and/or HLCO should be

ordered as appropriate in addition to the ATGS.

- **LEADPLANE AND AERIAL SUPERVISION AIRCRAFT (ASM)**  
See National Interagency Mobilization Guide.
  - **GREAT BASIN LEADPLANE AND AERIAL SUPERVISION AIRCRAFT (ASM)**  
See the following websites for tactical aircraft information:  
<http://gacc.nifc.gov/egbc/logistics/tactical/tactical.php>
- **AIR TACTICAL** See National Interagency Mobilization Guide.
  - **GREAT BASIN AIR TACTICAL FIXED WING**  
See the following websites for tactical aircraft information:  
<http://gacc.nifc.gov/egbc/logistics/tactical/tactical.php>
- **SMOKEJUMPER AIRCRAFT** See National Interagency Mobilization Guide.
  - **GREAT BASIN SMOKEJUMPER AIRCRAFT**  
See the following websites for tactical aircraft information:  
<http://gacc.nifc.gov/egbc/logistics/tactical/tactical.php>

**LARGE TRANSPORT AIRCRAFT** See National Interagency Mobilization Guide.

**HELICOPTERS** See National Interagency Mobilization Guide

- **HELICOPTERS** See National Interagency Mobilization Guide for policy and procedures concerning Call-When-Needed (CWN) helicopters.
  - **EXCLUSIVE-USE CONTRACT** See National Interagency Mobilization Guide. Exclusive use and agency owned helicopters must be ordered through normal dispatch channels.
  - **CALL-WHEN-NEEDED (CWN) / ON-CALL HELICOPTERS**

#### **General**

Orders will be filled based on performance and cost. When orders are placed with the Coordination Center, altitude, temperature, and intended use information for the incident or project should be provided by the ordering unit to ensure the appropriate aircraft is ordered to meet the mission needs. Cost, helicopter performance, configuration, and location shall be considered when filling orders.

Prior to being sent to the incident or project, helicopter(s) and manager/module(s) shall be joined at a staging area away from, but convenient to, the incident/project (for example, the nearest airport). At that time, the helicopter manager will conduct a pre-use inspection verifying that all is in order, and brief the pilot on the details of the assignment.

All incident assignments require that a qualified Helicopter Manager and module be assigned.

During active fire season, local dispatch offices must advise the Coordination Center of all CWN / On-Call requests/assignments made by their offices.

Contract administration shall be accomplished through assignments of the Helicopter Manager. The Helicopter Manager is responsible for conducting inspections, briefing prior to use, and on-scene contract administration. Helicopter Managers shall verify to the using unit that these inspections and briefings have been accomplished. Specific procedures are contained in the Interagency Helicopter Operations Guide (IHOG).

DOI agencies can only order helicopter services from DOI contract sources for non-emergency use (Prescribed Fire, Resource Management Projects, Etc.). See DOI - OAS, OPM-39 at <http://oas.doi.gov/library/opm/index.htm> for exceptions and procedures for use of USFS procured aircraft.

### **Type 1 and 2 Call-When-Needed (CWN) Helicopters**

Type 1 and 2 CWN helicopters are available under National Contract and, with the exception outlined below, shall be ordered through the National Interagency Coordination Center (NICC) via established dispatch channels. Definitions of categories (standard, restricted, or limited), as well as additional information on CWN helicopters, can be found in the National Interagency Mobilization Guide, and the Interagency Helicopter Operations Guide (IHOG, chapter 2).

**Exception:** Any National Forest with a Type 1 helicopter operating locally on a timber sale contract may use the helicopter for Initial Attack missions per the contract requirement in the timber sale contract. The following must occur:

- The helicopter can only be used for Initial Attack on incidents within or adjacent to the timber sale that the helicopter is working on.
- Coordination must occur between the local dispatch office, the timber sale COR, and any other resources assigned to the incident.
- A resource order shall be submitted for documentation purposes to the Coordination Center.
- For any request/assignment other than Initial Attack on or adjacent to the timber sale, procedures in the National Interagency Mobilization Guide must be used.

### **Type 3 CWN / On-Call Helicopters**

#### **Ordering**

There are two procurement methods normally used for acquiring Type 3 CWN / On-Call helicopters within the Great Basin for Federal agencies. These methods are:

- The Forest Service, CWN contract. Coordination Center and local dispatch offices must have a written delegation of authority from the Contracting Officer to order under this contract.
- The DOI On-Call Small Helicopter contract, administered by DOI-Acquisition Services Directorate (AQD) in Boise, Idaho.

All Type 3 CWN / On-Call Helicopters will be ordered following standard dispatch procedures.

State agencies may have state CWN procurement policies. State Annual Operating Plans (AOP) describes the use of State resources on Federal incidents. Helicopters will meet Interagency Fire Helicopter Standards for operation on Federal incidents.

For incidents or projects on lands administered by National Forests within the Intermountain Region, CWN helicopters shall be ordered from either the Forest Service Type 3 CWN helicopter contract or the OAS On-Call contract.

For projects, a cost comparison must be completed by the ordering office when deciding which procurement method to use. Reference Forest Service Type 3 CWN Contract, section C.33 through C.36.

- **CWN HELICOPTER MODULE / ON CALL HELICOPTERS** See Chapter 20 - 4

- **HELICOPTER RAPPELLING / CARGO LETDOWN.** Helicopter rappelling and cargo letdown operations are approved for use on all Great Basin agencies' lands, provided the agency personnel and pilot have been trained, certified, and approved in accordance with the Interagency Helicopter Rappel Guide. Helicopter and pilot must be carded for the operation. Helicopter rappellers shall be ordered through normal dispatch channels.

- **HELICOPTER SHORT- HAUL RESCUE/INSERTION**

**Rescue**

Short-haul is approved as a rescue method for use on all Great Basin agencies' lands provided that:

- The mission is a life or death emergency, and,
- The rescue is conducted by qualified personnel trained in accordance with agency policy and standards. The individual operation must have been approved by the appropriate line officer.
- National Guard Helicopter units in Idaho, Nevada, and Intermountain Life Flight in Utah have rescue hoist capabilities. Requests for service are routed through the Air Force Rescue Coordination Center and/ or through State Emergency Service dispatch/ communications center. See the following web site for a national directory of emergency rescue helicopters.

[http://wildfirelessons.net/documents/Emergency\\_Extraction.pdf](http://wildfirelessons.net/documents/Emergency_Extraction.pdf)

- **AERIAL IGNITION**

There are two aerial ignition devices approved for Forest Service and DOI use; the helitorch and the Plastic Sphere Dispenser (PSD) (See Interagency Aerial Ignition Guide).

There are specific training and certification requirements for aircraft, pilots, helitorch modules and PSD operators. Qualified and current individuals must be assigned when filling aerial ignition orders for helitorch modules or Plastic Sphere Dispenser (PSD) operators.

Orders for these resources, for fire or project use, may involve several different resource orders. Example: Helicopter ordered on an aircraft resource order, Helicopter Manager and helitorch module or PSD operator ordered on an overhead resource order, Helitorch or PSD machine ordered on an equipment resource order, and plastic spheres, glycol, gasoline, etc. ordered on a supply resource order.

When possible, to alleviate workload, resource tracking problems, and confusion, order an exclusive use helicopter and crew who have all the components (aerial ignition equipment, supplies and qualified personnel). This can be accomplished on one aircraft resource order that specifies the aerial ignition capability needed.

**Note: The identification of equipment at bases does not necessarily mean qualified personnel are available.**

USFS, NPS and BLM Helitack bases which have aerial ignition equipment are:

<u>Unit - Base</u>	<u>Aerial Ignition Capability</u>
Arizona Strip BLM	Helitorch, Plastic Sphere Dispenser
Twin Falls BLM	Plastic Sphere Dispenser
Boise BLM	Plastic Sphere Dispenser

Boise NF (Lucky Peak, Garden Valley)	Helitorches, Plastic Sphere Dispensers
Salmon/Challis NF (Challis)	Plastic Sphere Dispensers
Salmon/Challis NF (Salmon)	Plastic Sphere Dispenser
Sawtooth NF (Hailey)	Plastic Sphere Dispenser
Payette NF (Price Valley, Krassel)	Helitorches, Plastic Sphere Dispensers
Caribou/Targhee NF (Swan Valley, Pocatello)	Helitorch, Plastic Sphere Dispenser
Bridger/Teton NF (Jackson)	Helitorch, Plastic Sphere Dispensers
Elko BLM	Plastic Sphere Dispensers
Ely BLM	Plastic Sphere Dispenser
Humboldt/Toiyabe NF (Bridgeport)	Plastic Sphere Dispenser
Las Vegas BLM/ FS	Plastic Sphere Dispenser
Moab BLM	Plastic Sphere Dispenser
Salt Lake BLM	Plastic Sphere Dispenser
Fishlake/Dixie NF	Helitorch, Plastic Sphere Dispenser
Zion NPS	Plastic Sphere Dispenser

- **ORDERING EXCLUSIVE USE HELICOPTERS**

Whenever an Exclusive Use Helicopter fills a helicopter request, the administrating/sending unit will send a fuel truck, support vehicle, manager and a **minimum** of 3 crew personnel. The helicopter order will be placed on an Aircraft Order form with all the support/module information documented on that Aircraft Request Order form. Any specialty or other personnel qualification requirements (ICT4, PLDO, etc.) must also be specified.

- **TYPE 2 EXCLUSIVE USE HELICOPTERS** See National Interagency Mobilization Guide.

- **GREAT BASIN TYPE 1 and 2 EXCLUSIVE USE HELICOPTERS**

See the following websites for tactical aircraft information:

<http://gacc.nifc.gov/gbcc/logistics/tactical/tactical.php>

- **GREAT BASIN TYPE 3 EXCLUSIVE USE HELICOPTERS**

See the following websites for tactical aircraft information:

<http://gacc.nifc.gov/gbcc/logistics/tactical/tactical.php>

- **TYPE 1 EXCLUSIVE USE HELICOPTERS, STANDARD/LIMITED CATEGORY**

See National Interagency Mobilization Guide.

#### **Type 1 Exclusive Use Helicopters**

Whenever a Type 1 Exclusive Use Helicopter fills a helicopter request, the administrating/sending unit will send a fuel truck, support vehicle, and manager.

When ordering Type 1 Exclusive Use Helicopters, consideration should be given to logistical

concerns (i.e. road access for large support vehicles, accommodations for large contract crew, etc.).

- **CALL-WHEN-NEEDED HELICOPTERS.** See National Interagency Mobilization Guide.

#### **CWN Type 1 and 2 Helicopters**

There are both restricted category (restricted to external load only, no passenger carrying) and standard category (passenger carrying) Type 1 and 2 helicopters available. See IHOG Chap 2, Section III for definitions of FAA Standard and Restricted categories vs. Limited designation.

#### **Items to Consider When Ordering a Helicopter**

<b>HELICOPTER TYPE:</b>			
Type 1 Standard		Cargo, Water and Passengers	
Type 1 Restricted/Limited		External Cargo, Water - No Passengers	
Type 2 Standard		Cargo, Water and Passengers	
Type 2 Restricted/Limited		External Cargo, Water - No Passengers	
Type 3 Standard		Cargo, Water and Passengers	
Type 3 Limited		See IHOG, Chapter 2, Section III.	
<b>Special Requests:</b>	<b>Helicopter:</b>	<b>Personnel:</b>	<b>Equipment:</b>
Helicopter must arrive with bucket	<b>Density Altitude:</b>	Module needed & should it be standard	<b>Aerial firing:</b>
Helicopter should be initial attack ready	Consider temperature and altitude.	Special requirements (i.e. aerial firing or rappeller qualified)	Sphere dispenser with spheres
Fuel truck/chase truck should report to different location	<b>Capacity:</b>	Are there Agency considerations with regard to personnel	Helitorch with ground crew fuel & vehicle(s).
	Minimum Passenger load consideration	<b>Special Personnel:</b>	Infrared equipment (w/operator)
	Minimum internal/external load requirement	Infrared operator	<b>Other external equipment:</b>
	<b>Special Operations:</b>	Retardant mixing/loading crew	Long lines
	Long Line	Helitorch mixing/loading crew	Nets, slings & swivel (specify if non-standard)
	Aerial firing	FLE crew (qualified smokejumpers)	Stokes litter or other specialized rescue items
	Helicopter retardant	Medical personnel (EMT)	Special buckets or tanks

	Non-standard water drops (i.e. Snorkel)	<b>Pilot(s):</b>	<b>Ground Equipment:</b>
	Rappeller	Special qualifications	Port-a-tank
	Fire Line Explosives (FLE)	Relief Pilot	<b>Fueling:</b>
	Rescue		Large capacity fuel operations

**AIRTANKERS** See National Interagency Mobilization Guide.

- **AIRTANKERS** See National Interagency Mobilization Guide.

#### **Rotation**

The policy found in the Interagency Airtanker Base Operations Guide shall be followed. The guide can be found at the following link below:

<http://www.blm.gov/style/medialib/blm/nifc/aviation.Par.84775.File.dat/IABOG.pdf>

#### **Assignment to Incidents**

Normally, Airtankers are not assigned to a specific incident, even though they may have been ordered on an incident's Incident/Project Order number. To avoid confusion on Airtanker status, Coordination Center is responsible for informing local units of developing fire situations which may preclude the local incident's use of Airtankers. The local unit in turn is responsible for informing air operations personnel assigned to incidents of this potential.

- Movement/ordering of the Airtankers will be through normal dispatching channels only.
- During periods of sustained or multiple fire activity, each unit shall take the necessary measures to manage pilot time and remain cognizant of both flight time and duty day limitations. Unit Dispatch Offices will notify the Great Basin Coordination Center as Airtanker(s) within their control reach a point at which they have 2-hours of flight time remaining.
- When Airtankers are ordered, as much information from the field as possible shall be provided with the initial order. This information should include but not be limited to: public and firefighter safety, types of structures at risk, fire behavior, and other pertinent concerns.

#### **Airtanker Release Locations**

When Airtankers are released, they should return to the base they are currently operating out of or the closest Airtanker base to the incident when the mission is accomplished unless prior arrangements or coordination has been done. Aerial Supervision should release aircraft to the local dispatch center that will coordinate with the GACC as to release location or other instructions for assignment.

#### **Airtanker Diversion**

Diversions will be coordinated with the Coordination Center. The priorities for Airtanker and Leadplane use are: (1) Human life and property, and Resource Values, (2) new starts, (3) other priorities established by management. Situations may develop necessitating the prompt and direct reassignment of Airtankers and Leadplanes enroute to an incident or diverting them from a going fire.

#### **Airtanker Base Hours of Operation**

During the core fire season period (June- September), all Great Basin Large Air Tanker Bases typically operate on a 0900-1800 local schedule. Based on local activity or at the discretion of the GACCs Air Tanker Base hours of operation may be adjusted when aircraft are required to come on

early or extend past 1800. Air Tanker Base hours of operation will be coordinated through normal dispatch channels. Dispatch centers will coordinate with the GACC regarding early or extended staffing prior to 1730 each day.

**Sunrise/Sunset Tables**

Airtanker bases and dispatch centers shall have official sunrise and sunset tables at their locations in order to determine Start-up and Cut-off times. For air tanker dispatch, use the official sunrise and sunset tables for the air tanker base nearest the fire. Note: Official sunrise and sunset tables are published with standard times. During Daylight Saving Time, add one hour to all times in the table. The term Civil Twilight refers to a point 30 minutes prior to official sunrise or 30 minutes after official sunset. Sunrise/Sunset tables can be accessed on the Internet at the following address:

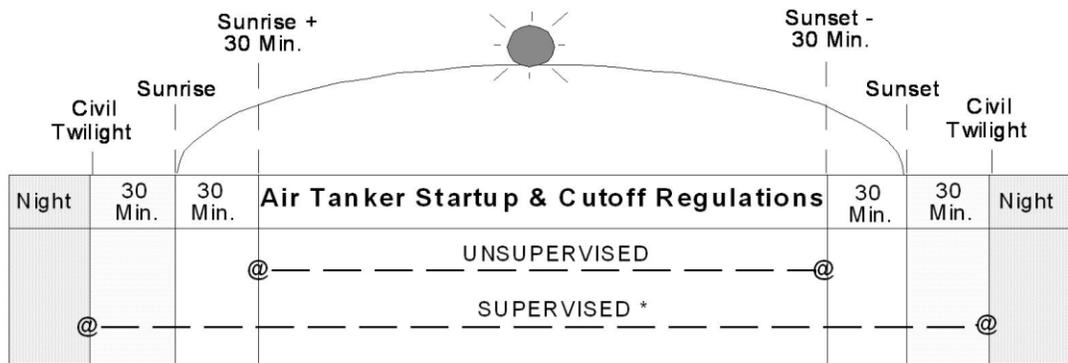
[http://aa.usno.navy.mil/data/docs/RS\\_OneDay.html](http://aa.usno.navy.mil/data/docs/RS_OneDay.html)

**Airtanker Dispatch Limitations - Start-Up/Cut-Off**

Multi-engine Airtankers shall be dispatched to arrive over a fire not earlier than 30 minutes after official sunrise and not later than 30 minutes before official sunset. Retardant operations are permitted after sunset, but must have concurrence by involved flight crews. In addition, aerial supervision (Lead/ ASM or ATGS) is required Single Engine Airtankers shall comply with all single engine VFR requirements (30 minutes before sunrise, 30 minutes after sunset).

Note that the limitations apply to the time the Airtanker arrives over the incident/ completes its dropping activity, not the time the aircraft is dispatched from its base. The Air Tactical Group Supervisor, Airtanker Coordinator or air tanker Pilot in Command (PIC) will determine that visibility and other safety factors are suitable for dropping retardant; and notify the appropriate dispatcher of this determination.

**Airtanker Dispatch Limitations - Start-up/Cut-off Times**



@ = Arrival Over the Fire (No earlier in the morning or later than in the evening).  
 \* = SUPERVISED (Defined as Air Tanker Coordinator or Air Tactical Group Supervisor)  
 Note: Sunrise & Sunset are determined by the Official Sunrise and Sunset Tables of the nearest reload base

- **MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS)**  
 See [National Interagency Mobilization Guide](#) and the [MAFFS Operations Guide](#).
- **SINGLE ENGINE AIRTANKERS (SEATS)**  
 See [National Interagency Mobilization Guide](#) and the [Interagency Single Engine Airtanker Operations Guide \(ISOG\)](#). The guide can be found at the following link below:

<http://www.nwcg.gov/pms/pubs/pms506.pdf>

Single engine Airtankers may be used under the following conditions:

**USDA-FS.** The Forest Service may use SEATs contracted by cooperators (for example, DOI or

State agencies) provided that they meet the requirements in FSM 5713.44.

**DOI.** The pilot shall be carded as either a Level 1 or Level 2 Single Engine Airtanker pilot based on the following criteria:

- **Level 1.** Allows pilot to perform Initial Attack within the Fire Traffic Area (FTA) without aerial supervision.
- **Level 2.** Requires aerial supervision when more than **one** other tactical aircraft are within the Fire Traffic Area (FTA).

### **State Agencies**

State Agencies shall adhere to the Interagency Single Engine Airtanker Operations Guide when using SEATs on federal fires. **SEAT's contracted by State agencies will be released back to the home unit upon request.**

### **Ordering**

Orders for CWN / On-Call and Exclusive Use SEATS will be done through normal dispatch channels. DOI On-Call SEAT contracts are organized by Geographic Area based on the contractors' home base. To order a SEAT from a contractor that is based outside of the Great Basin requires an order to the servicing GACC through NICC. See web page at:

<http://oas.doi.gov/apmd/cwn/cwn.htm> for contract and ordering information.

Aircraft performance and limitations should be considered when ordering SEAT's. The SEAT support truck is a required component of the ON-Call contract, the plane can be used while the truck is in transit from the contractor's base to the incident operating base.

DOI Suppression contract SEATs work 6 days on 1 day off schedule with no relief crew required, and no permanent designated base.

DOI Suppression contract SEATs will be statused as Available National at the end of each day.

During busy fire activity a National SEAT Coordinator position will be activated at the BLM National Aviation Office and will work with NICC and the GACC in coordinating SEAT issues.

### **SEAT Manager**

A SEAT Manager (SEMG) is required. The SEMG is allowed to manage up to three SEATs. Airtanker Base Managers (ATBM) are allowed to oversee SEAT operations without the presence of a SEMG.

#### ○ **WATER SCOOPING AIRTANKERS**

CL-215, CL-415 and Air Tractor 802 FireBoss. Each Great Basin Partner should have a Water Scooping Operations Plan that describes suitable water sources, public safety and invasive species control. Ordering of scoopers is through normal procedures through the GACC. The CL-215 can be hired using a DOI On-Call contract.

#### ○ **GREAT BASIN SINGLE ENGINE AIRTANKERS (SEAT)**

See the following websites for tactical aircraft information:

<http://gacc.nifc.gov/egbc/logistics/tactical/tactical.php>

- **TEMPORARY FLIGHT RESTRICTIONS (FAR 91.137).**

- **POLICY**

The policies and procedures found in the Interagency Airspace Coordination Guide have been adopted for all agencies' use and implementation.

- **PROCEDURES**

It is essential that both unit and Coordination Center dispatchers are trained in the policies and procedures found in the Interagency Airspace Coordination Guide.

"Interagency Request For Temporary Flight Restriction" and "Documentation of Contacts Requesting De-confliction Of Airspace By the Military." Local units are responsible for:

- Coordinating with military units for de-confliction of Special-Use Airspace (SUA) and Military Training Routes (MTR's).
- Submitting requests for Temporary Flight Restrictions to the appropriate FAA Air Route Traffic Control Center through the internet on the NOTAM Entry System (NES). Documenting the request on an Aircraft resource order.
- Informing the Coordination Center of Temporary Flight Restrictions granted by FAA.

The Coordination Center, upon request from a local unit, may assume the responsibility for requesting flight restrictions and/or assisting local units in de-conflicting airspace with the military.

For non-fire de-confliction of airspace, refer to the Interagency Airspace Coordination Guide or a local agreement (i.e., BLM and Air Force: Mountain Home, Hill, or Nellis).

If a unit is experiencing high workload with airspace coordination, the unit may order an airspace coordinator. Additionally, Military Representatives to the FAA and Agency Airspace Program Managers (See Interagency Airspace Coordination Guide) are also available to assist.

- **MILITARY TRAINING ROUTES AND SPECIAL-USE AIRSPACE**

See the Interagency Airspace Coordination Guide. "Documentation of Contacts Requesting De-confliction of Airspace by the Military."

Local units are responsible for coordinating with military units for de-confliction of Special-Use Airspace (SUA) and Military Training Routes (MTR's). The Coordination Center, upon request from a local unit, may assume this responsibility and/or assist local units.

- **AIRSPACE CONFLICTS**

- **Notification Procedures**

All airspace conflicts, including accidents (mid-air collision), incidents (near mid-air collision), hazards (intrusions into airspace restricted under Part 91.137 Temporary Flight Restrictions), and other occurrences involving airspace shall be reported immediately by the individual involved with or observing the conflict to the local unit dispatch office or aviation manager.

Upon notification of a conflict, the local dispatch office shall immediately notify the local aviation manager and/or Airspace Coordinator if in place.

The local aviation manager/dispatch center shall immediately attempt to gather all pertinent details and report the occurrence to:

- the appropriate Regional, State, or Area Aviation Manager
- the Coordination Center

These individuals shall take all necessary action to further report the occurrence according to agency requirements (for example, in the case of an accident or incident with potential), and shall coordinate on the immediate follow up and investigation of the conflict.

If the conflict involves a serious aviation accident involving injury or loss of life or property, the Coordination Center shall immediately notify the National Interagency Coordination Center (NICC) and the appropriate Agency Aviation Manager.

See the Interagency Airspace Coordination Guide for further information on airspace conflict reporting and follow up.

- **FAA TEMPORARY CONTROL TOWER OPERATIONS**

Temporary control tower assistance is available through the FAA's Western Service Area Agreement (AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA, and WY). (Reference Chapter 11 of the Interagency Airspace Coordination Guide). All requests for temporary control towers are ordered through the Great Basin Coordination Center on an Aircraft resource order.

FAA Temporary Towers should be activated when conditions of visibility or level of activity at an uncontrolled airport are such that FAA control will enhance safety. Airport Managers should be consulted, as well as pilots and aircraft managers. When an agency requests that an FAA Temporary Tower be brought in due to complex aviation activity for an air base or incident, the following procedures must be followed:

Unit submits a Resource Order and Temporary Tower Request Form to the Great Basin Coordination Center for an FAA Tower as an "A" request, identifying date and time, location, and times of operation (sunrise to sunset).

The FAA has requested additional information be provided when requesting FAA Temporary Control Towers. Information and the FAA Temporary Tower Request Form can be found at the following website below: [www.airspacecoordination.net](http://www.airspacecoordination.net)

Provide the following when placing the order:

- Site Location: Does a facility exist? (Consider ordering Air Ops/Helibase trailers, office trailers, etc., **via an equipment order form.**) Does the facility have a good field of view for taxi, takeoff, and approach paths? Does the facility have electrical and/or phone capability?
- Estimated times of operation.
- Estimated duration of incident.
- The names, telephone numbers and e-mail/internet addresses of the local unit contacts.

**NOTE:** FAA Personnel are not committed to 14 day assignments. The FAA will handle personnel switch outs as needed and may request assistance with travel arrangements.

The FAA will be responsible for staffing appropriately to meet the request and any internal requirements. (Agency will be responsible for providing total subsistence for FAA personnel).

The local Unit Aviation Manager is responsible for providing a thorough briefing to the FAA controllers and assist the controllers in presenting their own briefing to pilots and other interested personnel.

Ensure that adequate radio equipment is available for use. These must be 760-channel VHF-AM radios (note that the Air Ops/Helibase trailers come with complete radio packages).

Be aware that the FAA will issue a NOTAM (Notice to Airmen) for the airport informing the public of the change in status from uncontrolled to controlled and identifying radio frequency for contact with

the tower.

Additional Needs. Since the FAA does not have the support equipment necessary to establish a temporary tower, the incident should order support equipment through established ordering channels. Also, See the National Interagency Mobilization Guide and the Interagency Airspace Coordination Guide, Chapter 11, for a list of support equipment.

When the incident no longer needs the tower, ensure that release procedures occur through the appropriate channels, and payment documents are completed.

- **DEDICATED RADIO FREQUENCIES** See National Interagency Mobilization Guide.

The Great Basin Initial Attack Zones (ID-01, 02, 03, 04, 05, WY-09, UT-01, 02, 03, 04, 05, NV-01, 02, 03, 04, 05, 06) have a minimum two Air-to-Ground (VHF-FM) with a corresponding frequency identifier (i.e., A-Grd 17, 167.9875) and two Air-to-Air (VHF-AM) frequencies assigned from the National Interagency Incident Communication Division (NIICD). Additional frequencies can be ordered. IA Air-to-Ground frequencies will be identified per the National naming convention. Frequencies assigned to an IA Zone are not transferable to other IA Zones without coordination with the NIICD Duty Office.

When the secondary Air-Air frequency is being utilized, an order for it will need to be placed to the GACC. NIICD has been requested by the FAA that the utilization of the Air-Air frequencies be documented.

Frequencies for extended attack incidents should be ordered to free up IA frequencies.

- **INFRARED AIRCRAFT** See National Interagency Mobilization Guide.
- **INFRARED AIRCRAFT - FOREST SERVICE**  
See National Interagency Mobilization Guide and the Infrared Thermal Mapping Operations Manual.
- **AIRPORT CLOSURES** See the Interagency Airspace Coordination Guide, Page 11-1.
- **EMERGENCY AIRCRAFT RADIO FREQUENCIES**  
See the respective Great Basin Coordination Center website for frequency information.
- **AIRCRAFT IDENTIFICATION SYSTEM**
  - **ORDERING/RESOURCE TRACKING**  
Units, in order to perform timely search and rescue, must have a record of the complete FAA registration number of aircraft involved, including those designated below which are allowed to utilize a call-sign other than the FAA Registration ("N") Number. Units shall use the established FAA aircraft Registration ("N") Number system for logistical ordering/resource tracking through the resource ordering system. **Resource orders must include the full FAA Registration Number for all aircraft.**
  - **TACTICAL AIRCRAFT CALL SIGNS**  
Local or incident tactical aircraft must use the following call sign system for radio transmissions. Abbreviation to the last 3 numbers of the FAA Registration Number is permitted, provided there is no duplication of the call sign with that of another aircraft.

#### **Airtankers**

Nationally assigned tanker number. For example, call sign "Tanker 63."

#### **SEATs**

Nationally assigned tanker numbers. For example, call sign "Tanker 830."

**Leadplanes**

Nationally assigned pilot's lead number. For example, call sign "Lead 47."

**Air Attack**

FAA Registration Number. Abbreviation to the last 3 digits is permitted. For example, call sign "Air Attack 0TC." When assigned and over the incident, the Air Attack uses the Fire name. For example, call sign "East Slide Rock Ridge Air Attack"

**Reconnaissance**

FAA Registration Number. Abbreviation to the last 3 digits is permitted. For example, call sign "Recon 51P."

**Helicopter**

FAA Registration Number. Abbreviation to the last 3 digits is permitted. For example, call sign "Helicopter 3HP."

**Smokejumper**

FAA Registration Number. Abbreviation to the last 2 digits is permitted. For example, call sign "Jumper 31."

**Aerial Supervision Module**

Normally assigned pilot's lead number. State of Alaska will assign "A" and all federal ASMs will assign a "B" as their identifier.

- **AIRCRAFT ACCIDENT AND INCIDENT/HAZARD/MAINTENANCE DEFICIENCY REPORTING**

- **GENERAL**

Any deviation from aviation policy or procedures, either on the ground or in the air, shall be reported through use of the SAFECOM Report at: <https://www.safecom.gov/>, along with notification to the local Unit Aviation Manager.

The Agency with operational control of the aircraft at the time of the occurrence is responsible for ensuring timely submission by the observing or involved individual (i.e., Flight Manager) of the SAFECOM Report. For aircraft enroute to an incident which are involved in an accident or Incident/Hazard/Maintenance Deficiency prior to arrival, the Scheduling/Sending Dispatch Office shall be the unit with reporting responsibility.

**Procedures**

Notification Procedures for Accident and Missing Aircraft.

- Reference the Unit Aircraft Emergency Response Plan
- Notify Agency Aviation Managers
- Notify GACC and NICC

The Great Basin Airspace Conflict Incident Reporting Process is as follows:

- Reporting. Any individual regardless of agency, which observes any action that they feel has potential safety implications, should report such action on a SAFECOM. The report must be timely and factual. The report should be submitted within 24 hours of occurrence or sooner, if immediate action is needed.
- Agency Aviation Safety Manager. Aviation Safety Managers of the agency that had operational control of the incident will review and investigate SAFECOMs. Discrepancies will be handled per agency direction. The agency on which the incident occurs will bear the cost

of the investigation.

**AIRFIELD / AIRSTRIP DIRECTORY.** Classifications of airfield/airstrips are contained in the USDA Forest Service Airfield/Airstrip Directory. This directory is available at:

[http://www.fs.fed.us/fire/aviation/av\\_library/AAD2000.pdf](http://www.fs.fed.us/fire/aviation/av_library/AAD2000.pdf)

### **CATEGORIES**

Category 1. These are major airports that have paved, lighted, multiple runways served by FAA approved instrument approach procedure(s). These airports are generally limited by their weight bearing capacity.

Category 2. These airports generally serve small communities. They are equipped with at least one paved, lighted runway and services vary.

Category 3. These are airfields with limited or no services. They may be unpaved, unlighted, and seasonally maintained. They are located either on Federal, State, County, Municipal, or Private land. Use approval must be obtained from the appropriate NF dispatch office.

Category 4. These are mountain/remote airstrips and are restricted by the FS to Day VFR flight only. Use authorization must be obtained from the appropriate NF dispatch office. Pilots must have an endorsement on their Pilot Qualification Card and meet specific currency requirements.

- **BACK COUNTRY AIRFIELDS**

Back Country Airfields are identified as Category 4 in the Airfield/Airstrip Directory. Criteria for their use and pilot qualifications for Category 4 airfields are also contained in the Directory.

Air Operations into any Airfield/Airstrip should be coordinated with local dispatch and regional aviation personnel.

- **GREAT BASIN AIRPORT INFORMATION**

Information about airports and airfields is available from several sources listed below:

- FAA Airport / Facilities Directory
- Western States Flight Guide
- AirNav.com
- <http://skyvector.com/>

**SPECIAL-USE AIRSPACE (SUA).** See the Interagency Airspace Coordination Guide for procedures. Points of contacts, with specific procedures for each base/scheduling agency, are as follows. Dispatchers unfamiliar with the military units with whom they are dealing should refer to the "Geographical Location" column, then locate the applicable Special-Use Airspace for the area of operations.

Scheduling Agency	Special Use Airspace	Geographic Location	Contacts
NELLIS AFB	Desert MOA RA 4806 East/West RA 4807 Alpha/Bravo RA 4808 North/South RA 4809	S. NEVADA	NATCF: 702-652-2953  Blackjack: 702-653-3703  Airspace Manager: 702-652-7891  Range Scheduling: 702-653-3710 or 702-653-3709
	REMARKS:  <u>Fire:</u> 1. Call NATCF (Nellis Air Traffic Control Facility) and/or Blackjack; 2. Provide a Heads-Up to Nellis Control Tower  <u>Non-Fire:</u> 1. Range Scheduling 2. On day of project, confirm with NATCF and Control Tower.		
HILL AFB	Barren MOA Gandy MOA Lucin MOA Sevier MOA RA 6402 Alpha RA 6404 - Alpha/Bravo/Charlie RA 6405 RA 6406 Alpha/Bravo RA 6407	W. UTAH E. NEVADA	Scheduling: 801-777-4401 or 801-777-9385  Fax No: 801-777-9224  Clover Control: 801-777-7575  Command Post: 801-777-3007  Airspace Manager: 801-777-6926
	REMARKS:  <u>Fire:</u> 1. Call Scheduling (M-F, 8-5) 2. If no answer at Scheduling, call Clover Control. 3. If no answer at Clover, this may indicate there is no activity. However, call SLC ARTCC to confirm.  <u>Non-Fire:</u> 1. Call Scheduling. 2. On day of project, confirm with Scheduling and/or Clover.  <u>Conflict:</u> If airspace conflict, call Airspace Manager immediately.		

Scheduling Agency	Special Use Airspace	Geographic Location	Contacts
NEVADA ANG	LATN	WESTERN NEVADA	Scheduling: 775-788-4709
	REMARKS: <u>Fire/ Non Fire:</u> Call Scheduling. Check Saturday for schedule on Sunday.		
FALLON NAS	Austin MOAs Gabbs MOAs Ranch MOAs Reno MOAs RA 4802 RA 4804 RA 4810 RA 4812 RA 4813 RA 4816 North/ South	WEST AND CENTRAL NEVADA	Range Scheduling: 775-426-2416 or 775-426-2418  Ops Duty Officer: 775-426-2458  Weekend/ Holiday: 775-426-2419  Desert Control: 775-426-2413 or 775-426-2419
	REMARKS: <u>Fire:</u> 1. Call Range Scheduling 2. If no answer at Scheduling, call Desert Control  <u>Non Fire:</u> Call Range Scheduling		
MOUNTAIN HOME AFB	Jarbidge North MOA Jarbidge South MOA Owyhee North MOA Owyhee South MOA Paradise North MOA Paradise South MOA R-3202 (Saylor Ck.) R-3204 (Juniper Butte) MTRs: IR- 300/ 313, 303, 304	S. IDAHO N. NEVADA S. IDAHO N. NEVADA SE OREGON N. NEVADA S. IDAHO S. IDAHO E. OREGON & NEVADA	366 <sup>th</sup> Wing Scheduling: 208-828-2172, 4607, 4631, 3657, FAX: 208-828-4573 Approach Control: 208-828-2854, 2077 Range Control (Cowboy) 208-828-1379, 4804
	REMARKS: <u>Fire:</u> MOAs' and Restricted Areas (RA): R-3202, 3204 may be active with IDANG A-10s on weekends when Wing Scheduling and/ or Cowboy Control are not on duty. Normal scheduled hours are M-F 0730 to 2200 local. All pilots entering Owyhee/ Jarbidge North MOAs contact Approach Control- 124.8 and/ or Cowboy Control on 134.1, Alternate: Salt Lake Center on 128.05 or 118.05		
ID ARMY NG,  IDARNG - AASF  IDAHO AIR NG (IDANG)  IDAHO AIR NG	R-3203 (Orchard)  Danskin Mts and Triangle (Owyhee Mts.)  MTRs – VR1300,1301, 1303, 1303, 1304, 1305, 316, 319, IR301, 302, 305, 307 Saddle A/B MOA	S. of Boise  E. of Boise & S. of Boise  West, South, Central - Idaho SE Oregon N. Nevada SE Oregon	Joint Operations Ctr.: 208-272-5755 Orchard Range Control: 208-272-8224 24 hr: 208-272-4444 Helicopters (AASF): 208-272 3976  <u>IDANG</u> Scheduling: A-10s: 208-422-5348 FAX: 208-422-5945

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