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APPENDICES POSTED ON THE NRCC WEBSITE:

<http://gacc.nifc.gov/nrcc/dispatch/mobeguide.htm>

Due to reasons of national security, some documents contain information that may not be posted to a publicly accessible web site. These documents, along with any updates, will be distributed via mail or stored on a government ftp site when available.

- Appendix A - Northern Rockies Frequency Guide**
- Appendix B - Aircraft Cruise Speed and Passenger Capacity**
- Appendix C - Aircraft Mileage Chart**
- Appendix D - EMS Aircraft Availability**
- Appendix E - Airport Identification and Classification Guide**
- Appendix F - Air Attack Approved Aircraft**
- Appendix H - Northern Rockies Exclusive Use Airtankers**
- Appendix J - WCF and Smokejumper Aircraft**
- Appendix K - Point -To-Point Only Aircraft**
- Appendix L - Northern Rockies Exclusive Use Helicopters**
- Appendix M - Northern Rockies Call When Needed Helicopters**
- Appendix P - Northern Rockies SEAT Base Map**
- Appendix S - Public/Civil Aircraft Utilization Dispatch Worksheet**

81 NIFC AIRCRAFT AND CONTRACT LARGE TRANSPORT AIRCRAFT

Reference the **National Mobilization Guide**.

81.1 FS – NIFC AIRCRAFT

Reference the **National Mobilization Guide**.

81.1.1 AIRBORNE THERMAL INFRARED FIRE MAPPING AND DETECTION

Reference the **National Mobilization Guide**.

81.2 NIFC – LARGE TRANSPORT CONTRACT AIRCRAFT

Reference the **National Mobilization Guide**.

NIFC aircraft or large transport aircraft use the following Northern Rockies jetports:

State	Identifier	Pick Up/Drop Off points
ID	COE	Coeur d' Alene Airtanker Base 208-762-6912 / 208-772-3283
ID	LWS	Lewiston-Nez Perce County Airport 208-746-7962
MT	BIL	Edwards Jet Center 406-252-0508
MT	BTM	Butte Aviation 406-494-6694 Horizon 494-1705 or 1804
MT	BZN	Yellowstone Jet Center 800-700-5381
MT	GPI	USFS Airtanker Base
MT	GTF	Holman Aviation 406-453-7613
MT	HLN	Exec Air 406-442-2190
MT	MSO	Main Terminal (East Side) or Golf Taxiway 406-728-4381
MT	WYS	Main Terminal
ND	BIS	Main Terminal Airport 800-453-4244
ND	FAR	Fargo Jet Center 701-235-3600 or 800-770-0538
ND	MOT	Minot General Aviation & Refueling Office 701-857-4738
WA	GEG	Spokane Airways Flight Center 509-747-2017

82 TACTICAL AIRCRAFT

82.1 LEAD PLANES/AERIAL SUPERVISION AIRCRAFT - FS

Reference the **National Mobilization Guide**.

See Appendix J of the Northern Rockies Mobilization Guide for NR Lead Planes.

82.2 AIR TACTICAL AVIONICS TYPING

Reference the **National Mobilization Guide**.

82.3 SMOKEJUMPER AIRCRAFT

Reference the **National Mobilization Guide**.

See Appendix J of the Northern Rockies Mobilization Guide for NR Smokejumper and Leadplane Aircraft. See Chapter 22.4 for ordering Initial Attack Smokejumpers.

Smokejumper aircraft duty hours are from 09:30 to 18:00 hours local time. Units will notify the NRCC when smokejumper aircraft are committed or unavailable for fire assignment due to mechanical problems, pilot out of duty time, etc. Units will notify the NRCC before using the aircraft for other than smokejumper/para-cargo use.

Smokejumper aircraft in the Northern Rockies are:

MSO	N115Z	“Jumper 1-5”	16 pax	DC-3T	\$1100/hr
MSO	N179Z	“Jumper 7-9”	10 pax	SHORTS 330	\$1429/hr
WYS	N263MC	“Jumper 1-3”	8 pax	DORNIER 228	\$898/hr
S80	N83AR	“Jumper 1-4”	8 pax	TWIN OTTER	\$804 /hr

83 FEDERAL AIRTANKERS

For a list of 2008 airtankers on Federal Contract, reference:

http://www.nifc.gov/nicc/logistics/references/Air_Tankers.pdf

Airtanker days off will be in accordance with contractual requirements. Units with airtanker bases will schedule the aircraft and pilot for duty from 09:00 until 18:00 local time. Units will notify the NRCC if other hours are scheduled such as: early morning fire activity, on 1-hour call due to inclement weather, airtanker experiencing mechanical problems, etc.

When airtankers are dispatched, units will notify the NRCC with tanker number, dispatch time, fire name, and location via COMMIT mailing list within 15 minutes.

When airtankers are ordered from NRCC the following priority criteria will be provided at the time of order. The information will be placed in the special needs block of ROSS or Block 13 of the aircraft resource order.

Values at Risk

Human Life: • Entrapment • Reinforce escape routes/safety zones • Other (Medvac, Highways, Recreation Areas)

Property: • Primary Residences • Seasonal Residences • Commercial • Outbuildings • Other (Cattle, Horses)

Natural Resources: • T&E Species • Wildlife Habitat • Grazing Allotments • Designated Critical Areas

Each unit may order the first airtanker directly from the dispatch unit of the **closest airtanker base**, as confirmed by CAN/IAMS. Northern Rockies Coordination Center is the dispatch unit for airtankers assigned to the Missoula Airtanker Base. This includes Out-of-Area bases covered by formal agreement. If the closest airtanker base cannot fill the request (airtanker currently committed or on day off) then the unit must place the request with NRCC. All Load and Returns must be verbally communicated to Northern Rockies Coordination Center in the event of higher priorities. If an airtanker is requested for initial attack Out-of-Area, the host unit must first call NRCC for coordinator approval, then follow up with a COMMIT message.

An airtanker (A/T) may be ordered using the "**Minimum Information Needed**" as outlined in 24.1.1.

83.1 SINGLE ENGINE AIRTANKERS (SEAT)

The Forest Service has an agreement to base two Idaho Department of Lands (IDL) exclusive use Air Tractor 802s, in Grangeville, ID. Availability dates are July 11 to September 12. Additionally IDL will base three AT-802s at COE. The BIA will have a SEAT available at Ronan, MT dispatched by Missoula Dispatch Center approximately July to September.

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There are additional SEATS available through AMD On Call / Variable Term contracts (Call When Needed) in the Northern Rockies. These aircraft should be ordered through established dispatch channels to the host units listed below.

SEAT CWN Location	Dispatch Office
Missoula, MT	MDC
Ft. Benton, MT	LEC
Cooperstown, ND	NDC

A map of predesignated SEAT bases is located in Appendix P.

ROSS Procedure: When ordering SEAT aircraft include elevation of fire in Special Needs block.

84 HELICOPTERS - EXCLUSIVE USE

Reference the **National Mobilization Guide**.

84.1 TYPE 2 EXCLUSIVE USE HELICOPTERS

Reference the **National Mobilization Guide**.

84.2 TYPE 2 NATIONAL USE HELICOPTERS

Reference the **National Mobilization Guide**.

There are two Type 2 National Use Helicopters in the Northern Rockies:

<u>Location</u>	<u>Model</u>	<u>Assigned Helicopter</u>	<u>Availability Period</u>
Dillon	B205A1++	TBA	Approx. 7/14 – 9/11
Missoula	B205A1++	Worldwind N228HT	Approx 7/12 – 10/11

84.3 TYPE 1 EXCLUSIVE USE HELICOPTERS, STANDARD CATEGORY

Reference the **National Mobilization Guide**.

84.4 TYPE 1 EXCLUSIVE USE HELICOPTERS, LIMITED CATEGORY

Reference the **National Mobilization Guide**.

84.5 HELICOPTERS

See Appendix L and M of the Northern Rockies Mobilization Guide for NR helicopters.

Units with exclusive use helicopters can schedule hours of duty to meet their local needs.

Units may furnish/order Type 3 helicopter support to/from adjacent units/cooperators using the neighborhood policy. All other orders for helicopter support will be made through the NRCC.

As a minimum for local use, a qualified helicopter manager will be dispatched with each Type 3 helicopter during the fire season. The ordering unit may be required to furnish a qualified helicopter manager during any optional use period.

As a minimum for off-unit use, unless otherwise specified, the following will be dispatched with each Type 3 helicopter:

- Helicopter Manager + two helicopter crew members (with PPE and radios)
- Service Truck
- Bucket
- Cargo Net
- Long-Line

It is mandatory that the Call When Needed (CWN) helicopters and managers marry up at an off-incident site before the helicopter proceeds to an incident.

84.6 MONTANA DEPARTMENT OF NATURAL RESOURCES & CONSERVATION (DNRC) AIRCRAFT

Annual State (DNRC) Aircraft Assignment:

Time Period (Approximate)	Location
January to June (Pre-Field Assignment)	State Aviation Support Facility, Helena
June through Sept. (Field Assignment)	Various
Oct. through Dec. (Post-Field Assignment)	State Aviation Support Facility, Helena

DNRC fixed-wing aircraft and duty stations during field assignments:

Duty Station	Aircraft
Central Land Office – Helena	67M – Cessna 180
Southwestern Land Office – Missoula	12B – Cessna 182
Northwestern Land Office – Kalispell	91M – Cessna 185

DNRC Direct Protection helicopters and duty stations during field assignments:

Duty Station	Aircraft
Central Land Office – Helena	Helicopter 88M – MT205 Carded for 8 seats
Southwestern Land Office – Missoula	Helicopter 87M – MT205 Carded for 8 seats
Northwestern Land Office – Kalispell	Helicopter 95M – MT205 Carded for 8 seats

DNRC Statewide Resource Helicopters and duty stations:

Duty Station	Aircraft
Various. In Helena, Host Dispatch is Miles City Dispatch	Helicopter 94M – MT205 Carded for 8 seats
Various. In Helena, Host Dispatch is Miles City Dispatch	Helicopter 98M – MT205 Carded for 8 seats
Various. In Helena, Host Dispatch is Miles City Dispatch	Helicopter 84M – Bell 206 III Jet Ranger Carded for 5 seats
Various. In Helena, Host Dispatch is Miles City Dispatch	Helicopter 92M – Bell 206 III Jet Ranger Carded for 5 seats

All uses of State of Montana aircraft will comply with Public Law (103-114).

When ordering DNRC helicopters, please refer to the Public Law Decision Matrix (Public Law 103-411) and Appendix S of the Northern Rockies Mobilization Guide.

DNRC fire managers may order Field Assignment helicopters 88M, 87M, and 94M directly and for local assignments using procedures established locally between the DNRC Land Office and the Field Assignment Dispatch Center. These helicopters may be dispatched to other DNRC field offices with approval from the Area Fire Manager or his/her designated representative (duty officer).

Statewide Resource Helicopters 95M, 98M, 84M, and 92M are obtained by placing a resource order via your Zone Dispatch Center directly to the **aircraft's Host Dispatch Center**. Area Fire Managers will coordinate the ordering and use of these helicopters with the Fire & Aviation Management Bureau in Missoula and Aviation Support Facility in Helena.

Area Fire Managers or Duty Officers should direct the aircraft desk at their local zone dispatch center to place a resource order for the appropriate field assignment or statewide resource helicopter identified through these coordination activities.

Orders for Statewide Resource Helicopters will generally be filled on a first-come-first-served basis unless circumstances concerning the statewide fire situation dictate otherwise.

The ordering incident must provide or request appropriate helicopter management and support personnel. A complete helicopter module is not required for dispatch. However, a helicopter manager must be assigned to and meet the aircraft prior to arrival at the incident. A separate overhead order is not normally required for either the pilot or helicopter manager. These individuals may be assigned to the aircraft by telephone or other appropriate means of communication notifying the aircraft dispatcher of the identity of the filling individual(s). The assignment record may be completed by simply adding this information to the resource order documentation.

During initial action, all agencies (federal, state, local, and tribal) accept each other's operating standards. Once the incident jurisdiction is clearly established, the standards of the agency with jurisdiction prevail. See the National Wildfire Coordinating Group Memo dated March 22, 2004, Qualification in Standards During Initial Action. In the case of a wildfire under State of Montana fire protection responsibility employing federal personnel, the ordering incident must provide a NWCG Certified helicopter manager and helicopter module. Similarly, DNRC aircraft may not be reassigned to non-state fire protection wildfires unless the management, operations, and equipment standards of the ordering agency are met.

Questions regarding State of Montana aircraft should be addressed to Chuck Brenton, DNRC Chief Pilot, 406-444-0747 or John Monzie, DNRC Fire and Aviation Bureau, 406-542-4220.

84.7 Emergency Medical Services (EMS) Helicopters

See Appendix D of the Northern Rockies Mobilization Guide for NR EMS aircraft.

Emergency Medical Services (EMS) helicopters are available throughout the Northern Rockies Area. Locations and dispatch phone numbers are located in Appendix D. The NRCC website has links to the NR Mobilization Guide with appendices, and all aircraft forms. The EMS Helicopter Ambulance Request Information sheet is located in the forms section of Chapter 20, Form 28.16. EMS helicopters may be ordered by a local unit from the closest available resource. Payment for EMS helicopters used to transport Government employees (State and Federal) is covered under Workers' Compensation

Programs (APMC, OWCP, etc.). Refer to the Interagency Incident Business Management Handbook (NWCG Handbook #2) for specifics.

Emergency medical helicopter services for private citizens should be coordinated through local law enforcement officials and/or the local line officer.

84.8 MILITARY ASSISTANCE TO SAFETY AND TRAFFIC (MAST) HELICOPTERS

MAST helicopters can be ordered for emergency extraction using a hoist system. These helicopters can be dispatched with a flight surgeon if requested or may be used in conjunction with EMS helicopters. Dispatch procedures for ordering MAST services:

1. Use the Military only when private/contract services cannot be provided to perform the mission.
2. Use the EMS Helicopter Ambulance Request Information form in Chapter 20, Form 28.16. The NRCC website has links to the Northern Rockies Mobilization Guide with appendices, and all aircraft forms.
3. Orders for MAST services will be made through the NRCC which will contact the AFRCC at Tyndal AFB, FL with mission information.
4. The NRCC will make unofficial contact with the unit which will provide the service, and give them the mission information.
5. Determine radio frequencies to be utilized and flight following procedures. The military helicopters are restricted to VHF-AM communications. An aerial platform may be a necessary link for flight following communications.
6. The use of MAST helicopters for private citizens will normally be initiated by local law enforcement officials coordinated with the local line officer. The role of NRCC will be one of advice, assistance and support.
7. The use of MAST helicopters for assisting in the search and rescue for downed-aircraft is coordinated through the AFRCC, Tyndal AFB, FL 800-851-3051 and the MT Division of Aeronautics.

Military MAST services available in the Northern Rockies Area:

1. Fairchild AFB, Spokane WA. 36th Rescue Flight: UH1N helicopters (Bell 212) available with 240 feet of hoist cable and winch system.

Contact Phone Numbers:

509-247-2427 (0730-1630)

509-247-2428 (0730-1630)

509-247-4051 (after hours/weekends)

2. Malmstrom AFB, Great Falls, MT. 40th Helicopter Flight: UH1N helicopters (Bell 212) available with 250 feet of hoist cable and winch system.

Contact Phone Numbers:

406-731-3250 or 3257 (0730-1700)

406-731-3801 Command Post

406-731-7751 Hot Line (after hours/weekends)

84.9 MONTANA NATIONAL GUARD HELICOPTERS

The Montana National Guard (Helena, Montana) has UH60 Blackhawk helicopters and CH47 Chinook helicopters that may be available to support emergency operations. These aircraft are ordered via the NRCC to the Montana Emergency Operations Center only after conventional sources for helicopter resources have been exhausted and emergency declarations authorizing their use issued by the Governor of the State of Montana are in effect.

Contact Phone Numbers:

Emergency Operations Center

24 hours 406-324-3170

Army Aviation Support Facility – 406-324-3055 (Flight Ops Specialist)

Montana Department of Emergency Services (DES)

Administrator 406-841-3953, fax 406-841-3965

24 hours 406-841-3911

85 AIRTANKER COORDINATOR / AIR TACTICAL GROUP SUPERVISOR

See Appendix F of the Northern Rockies Mobilization Guide for NR Air Attack approved aircraft.

Only qualified Airtanker Coordinators and Air Tactical Group Supervisors will direct airtanker operations from the air, utilizing approved aircraft with mandatory communications equipment. Recon/air patrols will limit their proximity and instructions to identification of the correct fire and vacate the airspace prior to drop.

85.1 DISPATCHING

Lead planes, like airtankers, may be ordered directly from the dispatch unit of the closest Airtanker Base (ATB) as confirmed by CAN/IAMS. Northern Rockies Coordination Center is the dispatch unit for lead planes assigned to the Missoula ATB. If the closest ATB cannot fill the request, place the request through NRCC. This year it is expected that NRCC will have two lead planes assigned in Missoula.

Lead planes assigned to alternate airtanker bases on extended duty will be dispatched by the dispatch center responsible for that ATB. For these aircraft, the NRCC must approve all non-lead plane/air attack missions. When lead planes are dispatched, units will notify NRCC with lead plane number, dispatch time, fire name and location via COMMIT mailing list within 15 minutes. Lead planes/ ASMs will be released from incidents at the end of shift and set at the current base.

85.2 USE

Startup/Cutoff Times. To reduce the hazards to large airtanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when airtankers may drop on fires. Note that the limitations apply to the time the aircraft arrives over the fire and conducts its dropping activity, not the time the aircraft is dispatched from its base. Dispatchers and ATB Managers, in consultation with Airtanker Coordinators or Air Tactical Group Supervisors, are mutually responsible for ensuring these limitations are not exceeded. The following shall apply:

A. **Aerial Supervision Optional.** Airtankers may be dispatched to arrive over the fire under normal agency aerial supervision policy, provided that the aircraft's arrival is between 30 minutes after official sunrise and 30 minutes before official sunset.

B. **Air Tactical Group Supervisor or Airtanker Coordinator Required.** A qualified Air Tactical Group Supervisor or Airtanker Coordinator is required on scene if the airtanker's arrival over the fire and its dropping activity shall occur during:

1. The period from 30 minutes prior to official sunrise to 30 minutes after official sunrise; or,

2. The period from 30 minutes prior to official sunset to 30 minutes after official sunset.

Airtanker Dispatch Limitations - Startup/Cutoff Times

U N T I L 30 MINUTES PRIOR TO SUNRISE	30 MINUTES AFTER SUNRISE	30 MINUTES AFTER SUNRISE TO 30 MINUTES PRIOR TO SUNSET	U N T I L 30 MINUTES PRIOR TO SUNSET	30 MINUTES AFTER SUNSET
AIR TACTICAL GROUP SUPERVISOR OR AIRTANKER COORDINATOR REQUIRED	NORMAL AGENCY POLICY ON SUPERVISION APPLIES	AIR TACTICAL GROUP SUPERVISOR OR AIRTANKER COORDINATOR REQUIRED		

- C. **Other Situations Requiring Lead Planes/ASMs.** Lead planes shall be utilized in the following conditions:
- a. Retardant drops in populated/congested areas require that a lead plane be ordered.
 - b. Retardant drops on an ongoing fire utilizing two or more airtankers require the use of a lead plane when it is available.
 - c. Retardant drops on a complex fire with a variety of air resources that may be operating simultaneously (airtankers, smokejumper aircraft, and helicopters) require the use of a lead plane when it is available.

When available within the Northern Rockies, a lead plane will be dispatched any time airtanker resources are dispatched to a fire except for fires on IDL lands. Initial attack by a qualified initial attack airtanker pilot should not be delayed, however, because of a lack of a lead plane in the area. In the event there is a shortage of lead planes, the NRCC Coordinator will assess the fire situation and lead plane availability at that time and assign priorities. Where lead planes are appropriate but not available, Air Tactical Group Supervisors (ATGS) shall be assigned in their place.

- D. **Situations Where an ATGS is Strongly Recommended.** Units should utilize an ATGS in addition to lead planes when:
1. Two or more airtankers are dispatched to the same fire or fire danger is very high to extreme.
 2. More than two aircraft are involved in a sustained air operation.
 3. Aviation resource prioritization is necessitated due to incident complexity or multiple incident responsibilities.

4. Airspace Restrictions are in place over the incident(s).
5. Post storm detection flights are conducted following storms with a high probability of having caused new ignitions. Consider the following options:
 - a. ATGS and aerial observer in same aircraft.
 - b. ATGS and aerial observer in separate aircraft - ATGS works priority initial attack fires while aerial observer completes detection flight.

Only aircraft equipped with two VHF-AM radios; one having a minimum of 760 channels and one aeronautical VHF-FM Transceiver shall be used for Air Tactical work. All patrol or recon aircraft must vacate air space over a fire to which initial attack aircraft have been dispatched.

E. **Prepositioning Air Tactical Group Supervisors for Initial Attack.** Units should consider prepositioning an ATGS for initial attack when fire behavior analysts and meteorologists forecast above normal new fire starts and/or rapid fire spread with new starts. Following are indicators:

1. Lightning Activity Level forecast - 4 or higher.
2. Probability of Ignition - usually 50% or more, may vary locally.
3. Haines Index forecast - 5 or higher.
4. High winds forecasted.
5. More human caused fires are expected (holidays).
6. Initial attack resource numbers are low and must be dispatched to priority fires only.

Unit managers should plan in advance so that a rapidly escalating initial attack situation does not develop into an unsafe or inefficient operation. In particular, aerial observers should not be overloaded with tasks beyond their level of expertise. Aerial observers include people on detection flights or fire managers on reconnaissance flights.

In cases where an ATGS is assigned from out of the local area, efforts should be made to assign an individual familiar with the area and having knowledge of local fuel types and fire behavior to assist the ATGS with navigation and fire location.

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When an ATGS is assigned, every effort should be made to assign a trainee. This is an excellent opportunity to train a local unit person for a critical position.

86 AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION

All minor and major aircraft accidents and incidents will be reported by the unit authorizing or responsible for the flight. Report all information required to fill out the designated agency aircraft accident/incident form (SAFECOM), to the appropriate unit aviation officer or dispatcher who will, in turn, immediately forward to the Agency Aviation Officer.

The pilot of the aircraft is responsible to immediately notify all agencies required by applicable FAR's when an accident occurs.

The Agency Aviation Unit and Contracting Officer (if applicable) shall be consulted, prior to using any aircraft that has been involved in an accident or incident to insure that all deficiencies have been corrected and the pilot/aircraft have been approved for further use.

Center managers will review their office copy of the Aircraft Crash, Search, and Rescue Guide quarterly in Jan, Apr, Jul, and Oct for currency.

87 AIR TRAFFIC CONTROL

87.1 TEMPORARY FLIGHT RESTRICTIONS 91.137

In order to better control air traffic and to enhance aviation safety over an incident or project, the Federal Aviation Administration may be requested to issue a Notice to Airmen (NOTAM) which is generally issued as a Temporary Flight Restriction (TFR) (Refer to the *Interagency Airspace Coordination Guide*, chapter 6 for details pertaining to airspace restrictions). Airspace restrictions are ordered as an ("A" number) Aircraft request in ROSS through the NRCC. In addition, fill out and forward the Interagency Request for Temporary Flight Restriction form found in Chapter 20, form 28.22. The NRCC website has links to the Northern Rockies Mobilization Guide with appendices, and all aircraft forms.

Aircraft in flight should report TFR violations to the Air Route Traffic Control Center (ARTCC) from which the TFR had been issued. Be prepared to give the following information: NOTAM number, aircraft type, color, N number and altitude if known. Have the incident Safety Officer or Unit Aviation Officer report the intrusion to the Flight Standard District Office (FSDO) as well as file a SAFECOM.

MT	Helena FSDO	800-457-9917
ID	Boise FSDO	208-387-4000
ND	Fargo FSDO	701-232-8949
WA	Spokane FSDO	509-532-2340

Whenever there are flight restrictions in effect in the Northern Rockies Area, NRCC will send a report out daily to dispatch centers which includes NOTAM #, latitude, longitude, radius, elevation and contact radio frequency for each restriction.

87.2 NEWS MEDIA AIRCRAFT

Refer to the *Interagency Airspace Coordination Guide* (Chapter 6, Section 3, Part I.5) for details governing media flights into restricted airspace over an Incident.

87.3 COMMUNICATIONS/ FREQUENCIES

The Northern Rockies Geographic Area has been divided into 14 Initial Attack Communication Zones (IACZ). The boundaries of these zones roughly identify initial attack areas for the centers that manage each frequency. The zone boundaries and frequencies are printed on the IACZ map distributed by NRCC. Copies of the map are available from each dispatch center and NRCC.

See Appendix A of the Northern Rockies Mobilization Guide for the NR Frequency Guide and IACZ chart and map.

Procedure to Obtain Additional FAA VHF-AM AIR-AIR Frequencies

When aircraft communications cannot be handled by existing fire and air operations frequencies, emergency temporary frequencies may be ordered. These temporary emergency frequencies are ordered through NRCC as an Aircraft request in ROSS.

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No tactical aircraft (airtankers, lead planes, air tactical aircraft, smokejumper/paracargo aircraft, helicopters, etc.) will operate (or continue to operate) on fires without proper radio communications.

Because the Air to Air Initial Attack Communication Zone (AAIACZ) Map zones do not correspond to actual dispatch zone boundaries, overlap occurs between these two zones. To facilitate basic frequency management, a dispatch center will be designated to manage the AAIACZ frequency for each zone. The assignments are:

DISPATCH CENTER	IACZ NAME	IACZ #
MT-KIC	Wapiti Mtn Zone	MT01
MT-MDC	Mt. Werner Zone	MT02
MT-LEC	Malta Zone	MT03
MT-MCC MT-BDC	Emma Butte Zone	MT04(A)^{EAST} MT04(B)^{WEST}
ID-CDC	Larch Mtn Zone	MT05
ID-GVC	Camelback Zone	MT06
MT-HDC	Butte Zone	MT07
MT-DDC	Dillon Zone	MT08
MT-BZC	Bozeman Zone	MT09
ND-NDC	NW Minot Zone	ND01
ND-NDC	SW Mandan Zone	ND02
ND-NDC	NE Devils Lake Zone	ND03
ND-NDC	SE Jamestown Zone	ND04
MT-MCC	Dupree (South Dakota)	SD01

Aircraft will identify themselves by make and aircraft "N" number except for those specialty aircraft with assigned agency identifiers. ASMs will identify themselves by their "Bravo" numbers and leadplanes by their "Lead" numbers.

Special use aircraft such as smokejumper, air tactical, and those used for fire detection will have an aeronautical VHF-FM Transceiver and two VHF-AM radios, one of which must be 760 channels.

Air Guard (168.625 MHz) shall be constantly monitored by a dedicated receiver in all aircraft in the vicinity of an incident or during initial attack. Scanning of Air Guard is not acceptable over an incident or during initial attack.

Pilots shall monitor Air Guard and assigned VHF-AM frequency when in the vicinity of an incident. Air Guard is a National frequency utilized to contact aircraft while in flight. A separate receiver in the aircraft permits monitoring of this frequency at all times to accomplish quick reaction to emergency or changing conditions. Base stations and repeaters require specific approval and a radio frequency assignment (168.625 MHz) at each location. Fire cache portables

have this frequency on channel 14 for the purpose of emergency correction of aerial delivery, aerial evacuation, and general safety. Authorized Radio Technicians and Communication Unit Leaders may install this frequency in other portable radios. Ground-to-ground or other daily routine operational use of this frequency is prohibited.

Conditions for use of Air Guard are:

- A. Genuine emergency use between aircraft and between fire ground crews and aircraft.
- B. To correct or update critical navigation and/or communication information.
- C. Emergency contact with aircraft to identify proper frequency.
- D. Long distance dispatch/recall/redirection of aircraft that have exceeded range of other dispatch capabilities.

See Appendix A of the National Mobilization Guide for the NR Frequency Guide.

87.4 BOUNDARY ZONE AIR OPERATIONS

Incidents that occur on or near unit boundaries require increased coordination and management emphasis for integrated air operations concerning flight routes, TFR's, communications/frequency assignment, and resource assignment.

The priority concern in a boundary fire situation involving aircraft is to first ensure airspace safety. Determining the exact location, fire behavior, or additional resource needs should be secondary to this principle. The following measures are critical to the safety of air resources.

Boundary Zone Airspace Coordination Plan

To mitigate the inherent mid-air danger of multiple aircraft sharing the same airspace while on different radio frequencies; and in recognition that this situation is potentially created whenever aircraft operate near the often "invisible" boundaries of different assigned frequency zones; aircraft and Dispatch Centers will implement the following procedures:

- A "boundary zone" (example: 2 nautical miles) on each side of dispatching jurisdiction boundaries should be pre-identified by depiction on Flight Hazard Maps.
- Prior to entering the boundary zone, aircraft will notify their respective dispatch center of their intent to enter the boundary zone. Aircraft will not enter the boundary zone until they have been assured that any airspace conflicts have been mitigated.
- Dispatch will contact the adjoining unit/agency Dispatch to notify of aircraft under their control within the boundary zone, request location information on any adjoining unit aircraft in the area, and relay locations of other adjacent aircraft.

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- Aircraft will confirm their location while within this boundary area through normal flight following procedures with Dispatch.
- Aircraft within the boundary zone will monitor VHF-AM Multicom frequency (122.900) for initial contact with other aircraft. This use of Multicom is to provide a common Air-to-Air frequency for all aircraft, including general aviation, but is not intended for use as a tactical frequency. Pilots are also encouraged to provide occasional call-in-the-blind position reports on 122.900.
- When aircraft are flight following at a local level (i.e. district or incident) the local area contact shall contact the local dispatch center informing them of the status of boundary zone flight operations. The local dispatch center shall then inform the adjacent dispatch center of the boundary zone operations.
- Aircraft within boundary areas should also be provided assigned Air-to-Air and Air-to-Ground frequencies of the adjoining unit/agency.
- It is critical for adjoining Dispatch Centers to identify as soon as possible which unit's tactical frequencies (both A-A and A-G) or discrete frequencies will be assigned for use on those incidents which are near, on, or overlap unit boundaries.
- Dispatch offices will notify adjoining dispatch offices when the status of an incident changes (i.e., change in number of aircraft, TFR requests).
- Agency aircraft that do not have avionics capability to utilize Multicom or adjoining unit Air-Air frequencies, or cannot establish radio contact for any other reason with aircraft known to be in the vicinity, shall immediately withdraw from the area.

UNITS SHARING A BOUNDARY WITH ANOTHER ADMINISTRATIVE UNIT SHALL IMPLEMENT THE FOLLOWING WHEN APPROPRIATE:

- A. When aircraft resources from two or more adjoining Units are being committed to the same general area within the boundary zone:
 - 1. Prompt initiation of a joint or shared Air Tactical Supervisor (Air Attack) will be considered.
 - 2. If adjacent unit aircraft are known to be in the boundary zone, the approaching aircraft will establish air-to-air contact before entering the general area.
 - 3. For an incident in progress, use of airtankers will be coordinated between adjoining dispatch centers.
- B. The identification of joint-use airspace, or the possible need for a TFR within or overlapping the boundary zone will be negotiated between adjoining Dispatch Centers with input from the Unit Aviation Officers to

establish safety control measures, or implement a TFR. The use of an area defined by terrain features (e.g., rim-to-rim concept) should be strongly considered when establishing incident management, initial attack, or airspace frequency areas. If possible, these areas should also be aligned with the TFR dimensions.

- C. For joint-use airspace situations, the involved Dispatch Centers will identify a common aircraft frequency. This could be one of the unit's assigned air-to-air frequencies, or a discrete frequency if a TFR is established, but must be identified prior to launching aircraft.
- D. During large fire operations, the initial attack area assigned to an Incident Management Team and the associated air travel routes within the boundary zone will be shared with the adjoining Dispatch Centers. When transitioning between incident management teams, the local unit aviation officers must ensure that this information is passed onto the incoming team players.
- E. The Dispatchers will be responsible for keeping their respective Fire Staff, Unit Aviation Officers and local aviation resources informed of emerging fire situations in adjoining areas.
- F. It is important that Dispatcher and Unit Aviation Officer input be included in Fire Staff considerations for management of adjoining project fires.

87.5 FIRE TRAFFIC AREA (FTA) – the 3 C's

In an attempt to develop a firm Interagency, standardized operating procedure (SOP) for aviation operations over Wildland fires, the 3 C's will be implemented before any aircraft enters the airspace within a 7 nautical mile ring around the fire location point.

The 3 C's:

- **COMMUNICATIONS- ESTABLISHED**
- **CLEARANCE- RECEIVED AND UNDERSTOOD**
- **COMPLY- COMPLY WITH THE CLEARANCE. IF YOU CANNOT, REMAIN CLEAR OF THE FTA UNTIL YOU RECEIVE AN AMENDED CLEARANCE THAT YOU CAN COMPLY WITH.**

IF COMMUNICATIONS ARE NOT ESTABLISHED, HOLD AT THE 7NM NOCOM RING UNTIL THEY ARE ESTABLISHED.

At a 12 nautical mile ring out, about 5 minutes out, aircraft will use an initial check in, for contact and clearance in to the Fire Traffic Area. At a 7 Nautical mile ring out (NOCOM), about 3 minutes out, will be the point at which the pilot will need to remain clear of the FTA if he or she has not been able to make contact with the controlling aircraft, or has not been given clearance to enter the FTA.

The controlling dispatch center may be the unit of contact to establish what aircraft have been sent to a new start.

87.6 SUNRISE/SUNSET TABLES

The tables should be maintained at the local dispatch center and available as needed. The tables are available on the internet at www.usno.navy.mil. Select rise/set under the Astronomical Applications Department.