



**National Wildfire Coordinating Group  
(NWCG)**

**Preparedness Branch**

**Incident Business Committee (IBC)**

**LIMITED CONTROL FLIGHTS – HAZARD PAY**

**May 31, 2017**

**TO:** Incident Business Personnel

**FROM:** NWCG Interagency Incident Business Committee

The Interagency Helicopter Operations Subcommittee (IHOPs) has developed the attached document outlining the flight profiles which will qualify employees for hazard pay.

The document has been reviewed and approved by DOI and Forest Service Human Resource policy personnel.

The Interagency Incident Business Management Handbook will be updated with this information in the 2018 revision.

This information can be found at <https://www.nwcg.gov/committees/incident-business-committee/resources> and <https://www.fs.fed.us/fire/ibp/personnel/personnel.html>.

    /s/ Jamie Parker    

Jamie Parker, Chair IBC

Date: May 31, 2017

# **Interagency Helicopter Operations**

## **Subcommittee**



**Limited Control Flights:** Individuals, except GS-2181 pilots, who are onboard the aircraft during limited control flights. This will include air crewmembers participating in wildland fire and all-hazard aviation missions.

- a. Flight profiles that will warrant the consistent approval of hazard pay differential include the following:
  - i. Plastic Sphere Dispenser missions. (Helicopter)
  - ii. Toe-In, One-Skid, Step-Out, Hover-Exit missions. (Helicopter)
  - iii. Rappel, Short-Haul, Hoist, Fast Rope, External Sling Load. (Helicopter)
  - iv. Para-Cargo, Cargo Freefall, Cargo Letdown missions. (Helicopter or Fixed-Wing)
  - v. Wheeled operations on unprepared landing areas. (Fixed-Wing)
  - vi. Low-Level flight (Search & Rescue, GPS, Mapping, Infrared, Intelligence Gathering, etc.). (Helicopter or Fixed-Wing)
    1. To be considered a low-level flight, the mission must require performance of a substantial part of the flight, other than landing or taking off, at altitudes of less than 500 feet AGL (above ground level) in daylight, or at less than 1000 feet at night.
  - vii. Landing at unimproved landing area when hazardous conditions exist. (Helicopter)  
Examples: Uneven/sloped touchdown pad, Hover Out-Of-Ground Effect conditions, maximum performance take-off/landing, etc.
  - viii. Ski-Landings, Water-Landings, Backcountry Airstrip-Landings. (Fixed-Wing)
  - ix. Elevated Platform, Vessel, Snow or Water Landings. (Helicopter)
  - x. Other flight profiles that inadvertently encounter, extreme weather, maximum load, limited visibility, moderate turbulence(as defined by the FAA in AIM 7-1-23), or low level flights involving fixed or tactical patterns. (Helicopter or Fixed-Wing)