# 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, authorized through the neighborhood policy, 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 GBCC 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/Schedule Form (9400-1a).

  All BLM aircraft, exclusive use or CWN/On Call are national resources and are subject to movement and/or reassignment 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.

  Closest forces concept will be followed by all agencies for IA and is defined as: Regardless of the controlling agency, the resource that has the shortest timeframe to reach a predetermined incident location will be dispatched. Established dispatch channels will be followed at all times.

  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 aircrew
  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 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 duty 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 Assistance Teams (ASAT)

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 maps for the local area
- Contact procedures prior to entering a SUA, TFR's, Airspace 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 email/fax to the receiving unit per established dispatch channels. Notification to GBCC 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 through established dispatching channels.

- **SMOKEJUMPER PREPOSITION LOAD**
  Smokejumpers may be ordered and mobilized for preposition purposes when multiple starts are occurring or are predicted. Smokejumper preposition requests will be for an A-#, "Load, Smokejumper, Initial Attack", and identified on as 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 GBCC. 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 RAPPELLERS 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. Preposition 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 / FLIGHT FOLLOWING**
  See National Interagency Mobilization Guide

  - **AUTOMATED FLIGHT FOLLOWING (AFF) PROCEDURES**
    See National Interagency Mobilization Guide

    **DEFINITIONS AND GENERAL PROCEDURES**
    Informational needs, flight following, 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, weather, or at the direction of an air traffic control facility, there shall be no deviation from the submitted flight plan unless the agency representative aboard the aircraft reports the amended flight plan.

    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. 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 (e.g. aerial retardant/water delivery, reconnaissance, etc.) or through a combination of ground and aerial work (e.g. 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) and flight following are required for all nonlocal 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.

Elements of a positively documented handoff include:

- Two way verbal communication between the **aircraft** and the **dispatch** center picking up flight following.

- Two way verbal communication between the **dispatch** center handing off flight following responsibility and the **dispatch** center taking up the flight following.

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. 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/operations location elevation and temperature affect takeoff/landing distances and degrade aircraft performance.

- **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 GBCC 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 GBCC.

  **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 dispatch, GBCC, NICC) relative to flight scheduling, flight following and resource tracking may vary with each situation. However, there are basic responsibilities which are standard for GBCC, local dispatch, 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 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 the role of scheduling dispatch is being performed by a local dispatch, the local dispatch receives a 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 (i.e. GBCC to NICC).

When assuming the role of scheduling dispatch, the center shall fulfill all responsibilities of the scheduler as outlined. 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:

- 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 GBCC. 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.

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 overnight (RON) destination.

- Relaying significant (greater than 30 minutes) delays or advancements in the flight schedule to the appropriate center and the coordination center. The GBCC will in turn relay information to units outside the Great Basin (i.e. NICC, neighboring GACC and in some cases the destination dispatch office).

- Receives notification of arrival at final drop off point or 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 or 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 generate.

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

Initiates an FAA flight plan. 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). Closes flight plan through FAA.

Makes enroute check ins with FAA or agency facilities as required and within the time frames described.

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 GBCC 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, 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

Completes and submits an Aviation Safety Communiqué (SAFECOM) for any situation encountered that affects aviation safety

**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 and 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, weather, 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 (i.e. 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.

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**
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.

**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, proper hand-off has been completed, 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.

**Ordering/Dispatching**
The sending dispatcher is responsible for ensuring that tactical aircraft pilots are furnished with the mission information identified on the resource order (i.e. 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 the Great Basin Interagency Airspace Boundary Management Plan and Checklist in Chapter 80.

**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.

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 (i.e. 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 and ETE 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 (GBCC/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 prepositioned at the request of the GACC on staging/preposition charge codes are available for local IA following national commitment guidelines. Any assignment of these resources to large/project fires will have GACC concurrence prior to assignment.

Prior to prepositioning aircraft to local dispatch bases, 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: 2016 BDC Preposition/Staging. Note this incident could also include GACC prepositioned crews, equipment, overhead and supplies.

Extended staffing of GACC prepositioned resources are to be made available for geographic wide IA response. Any extensions of local resources on the 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) 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.

**AERIAL SUPERVISION AIRCRAFT**
See National Interagency Mobilization Guide.

- **Aerial Supervision Aircraft - Dispatching Procedures**
  Units shall facilitate these requirements by assigning separate "A" request number(s) for leadplane, ASM and/or air attack following the request for the airtanker(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 GBCC 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.

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

| **Incident Aerial Supervision Requirements**<br>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 to the incident. Federal policy dictates additional requirements as listed below. | | |
|---|---|---|
| **Situation** | **Lead/ATCO/ASM** | **ATGS** |
| 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.

- **AIR TACTICAL GROUP SUPERVISOR (ATGS) AIRCRAFT**
  ATGS aircraft is a fixed or rotor wing aircraft that is comprised of a pilot and ATGS for initial and extended attack response to enhance safety and efficiency of aerial and ground operations.

  When requested, nationally sponsored ATGS aircraft and personnel will be dispatched for initial and extended attack fire when they are available. This includes responding to incidents outside of assigned dispatch zones and GACC boundaries when requested. Normal dispatch procedures will be followed and local dispatch centers will place orders to the GACC when the neighborhood policy is not applicable.

  The status of nationally sponsored exclusive use ATGS aircraft and personnel will be updated daily as "GACC Available".

  Call when needed ATGS aircraft will be ordered using normal dispatch procedures.

- **LEADPLANES / AERIAL SUPERVISION MODULE (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.

  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 airtankers.

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 GBCC.

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 GBCC 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 GBCC.

**SMOKEJUMPER AIRCRAFT**
See National Interagency Mobilization Guide

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

**HELICOPTERS**
See National Interagency Mobilization Guide

- **EXCLUSIVE USE CONTRACT**
  See National Interagency Mobilization Guide

  Exclusive use and agency owned helicopters must be ordered through normal dispatch channels.

  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 1 EXCLUSIVE USE HELICOPTERS- STANDARD/LIMITED CATEGORY**
  See National Interagency Mobilization Guide

  Whenever a type 1 exclusive use helicopter fills a helicopter request the administrating/sending unit will send a fuel truck, support vehicle, and manager. Consideration should be given to logistical concerns (i.e. road access for large support vehicles, accommodations for large contract crew, etc.).

- **CALL WHEN NEEDED (CWN) / ON-CALL HELICOPTERS**

  **General**

  **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.

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 (e.g. 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.

For ordering CWN modules to staff CWN helicopters see Chapter 20 of this guide.

**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 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 -C.36.

- **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 / Insertion**
  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.
  - The rescue is conducted by qualified personnel trained in accordance with agency policy and standards.
  - The individual operation must be have been approved by the appropriate line officer.

  Agency short-haul helicopters are available from the Payette Dispatch Center, Teton Dispatch Center and Color Country Dispatch Center. Agency short-haul aircraft are ordered through normal dispatch procedures.

  National Guard helicopter units in Idaho, Nevada, Utah, and Intermountain Life Flight in Utah have rescue hoist capabilities.

  Within the state of Idaho, Boise Interagency Dispatch Center (BDC) has an agreement with the Idaho National Guard for Short-haul rescue missions. The nature of these missions are the timely deployment of resources to preserve life. This is not to be confused with the regular or ling term deployment of National Guard resources.

  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

When ordering long term Guard resources, each state has identified a single dispatch center and state liaison who will coordinate and serve as the liaison/contact for any request for Guard assets.

- All units within Idaho will order through the Boise Interagency Dispatch Center (BDC) utilizing established dispatch channels. BDC will work with the IDL duty officer and GBCG contact for notification and mobilization of Guard resources. The ordering dispatch center will then notify GBCC regarding the order. BDC will contact the IDL Fire Bureau Duty Officer to place the order.

- All units within Nevada will order through the Sierra Front Interagency Dispatch Center (SFC) utilizing established dispatch channels. SFC will work with the NDF duty officer and GBCG contact for notification and mobilization of Guard resources. The ordering dispatch center will then notify GBCC regarding the order. SFC will contact the Nevada Division of Forestry Duty Officer to place the order.

- All units within Utah will order through the Northern Utah Interagency Dispatch Center (NUC) utilizing established dispatch channels. NUC will work with the Utah Division of Forestry's duty officer and GBCG contact for notification and mobilization of Guard resources. The ordering dispatch center will then notify GBCC regarding the order.

**IMPORTANT NOTE:** In an emergency situation requiring rescue aircraft, dispatchers should follow local established ordering protocol for immediate and efficient dispatching of aviation resources.

http://wildfireslessons.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 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 to operate the equipment.

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

| **Unit - Base** | **Aerial Ignition Capability** |
|---|---|
| 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 |
| Southern Nevada District BLM/ FS | Plastic Sphere Dispenser |
| Canyon Country District BLM | Plastic Sphere Dispenser |
| West Desert District BLM | Plastic Sphere Dispenser |
| Fishlake/Dixie NF | Helitorch, Plastic Sphere Dispenser |
| Zion NP (Color Country Helitack) | Plastic Sphere Dispenser |

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

**Items to Consider When Ordering a Helicopter**

| **HELICOPTER TYPE:** | |
|---|---|
| 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. |

| **Special Requests:** | **Helicopter:** | **Personnel:** | **Equipment:** |
|---|---|---|---|
| Helicopter must arrive with bucket | **Density Altitude:** | Module needed & should it be standard | **Aerial firing:** |
| 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 | **Capacity:** | Are there agency considerations with regard to personnel | Helitorch with ground crew fuel & vehicle(s) |
| | Minimum passenger load consideration | **Special Personnel:** | Infrared equipment (w/operator) |
| | Minimum internal/external load requirement | Infrared operator | **Other external equipment:** |
| | **Special Operations:** | 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 |
| | Nonstandard water drops (i.e. snorkel) | **Pilot(s):** | **Ground Equipment:** |
| | Rappeller | Special qualifications | Port-a-tank |
| | Fire line explosives (FLE) | Relief pilot | **Fueling:** |
| | Rescue | | Large capacity fuel operations |

**AIRTANKERS**
See National Interagency Mobilization Guide

For airtanker status see: http://gacc.nifc.gov/egbc/logistics/tactical/tactical.php

- **VERY LARGE / LARGE 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/av.Par.65799.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 the 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 GBCC 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 airtanker bases typically operate on a 0900-1800 local schedule. Based on local activity or at the discretion of the GACCs airtanker base hours of operation may be adjusted when aircraft are required to come on early or extend past 1800. Airtanker 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.

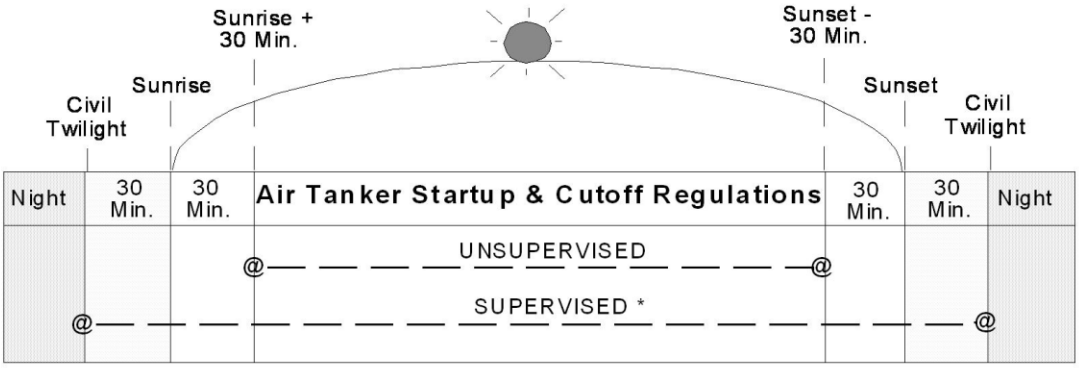
**Sunrise/Sunset Tables**
Airtanker bases and dispatch centers shall have official sunrise and sunset tables at their locations in order to determine start up and cut off times. For airtanker dispatch, use the official sunrise and sunset tables for the airtanker base nearest the fire.
Note, official 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

**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

Reference the incident aerial supervision requirements table for additional information.

- **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/sites/default/files/products/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-** DOI contracted SEATs are a national resource and their primary mission is initial attack. Mobilization is managed by dispatch centers with support from the national SEAT coordinator and aviation managers. Operational considerations concerning SEATs can be referenced in the DOI Exclusive Use SEAT SOP's, ISOG and the IASG.

  Nationally sponsored SEATs will be dispatched for initial and extended attack fire when they are available. This includes responding to incidents outside of assigned dispatch zones and GACC boundaries when requested. Normal dispatch procedures will be followed and local dispatch centers will place orders to the GACC when the neighborhood policy is not applicable.

  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:

https://www.doi.gov/aviation/aqd/contracts 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.

**UNMANNED AIRCRAFT SYSTEMS (UAS)**

UAS are considered aircraft and therefore must adhere to USFS/DOI policy (including approval and carding of aircraft and pilots). UAS (also referred to as drones) include everything from hand operated devices weighing less than a pound to aircraft the size of commercial airliners. UAS include any aircraft used or intended to be used, for flight in the air with no onboard pilot.

UAS missions must be approved in advance by the Department of the Interior OAS or the U.S. Forest Service, Washington Office and Regional Aviation Officer prior to use on any USFS/DOI agency projects (to include fire/incidents/prescribed fire, BAER, etc.).

When UAS are flown for USFS/DOI work or benefit, Federal Aviation Administration (FAA), USFS and DOI regulations apply.

Units wishing to utilize UAS must have a plan in place for how they are going to collect, process and disseminate data gathered by a UAS. Consult with your unit aviation officer or the regional/state aviation staff to assist in selecting and ordering the aircraft best suited for the mission.

The following minimum standards apply:

- All aircraft (to include UAS) purchase, lease, or acquisition must follow agency procurement policy and procedures.

- All aircraft and pilots employed by the USFS or DOI agencies shall be approved. Federal use of cooperator agency UAS may be authorized by a Cooperator Aircraft Letter of Approval, valid under the parameters of the FAA's Certificate of Waiver or Authorization (COA).

- UAS flights under USFS operational control must adhere to USFS policy and regulations regarding their use. Guidance can be found in FSM 5713.7, the USFS National Aviation Safety and Management Plan and at http://www.fs.fed.us/science-technology/fire/unmanned-aircraft-systems

- UAS flights under DOI operational control must adhere to DOI policy and regulations regarding their use. Guidance can be found in 350-353 Departmental Manuals and Operational Memoranda: https://www.doi.gov/aviation/library/

- All government agency use or takeoff and landing on federal land of UAS require prior notifications and approval. Some agencies have issued internal direction regarding UAS use. Agency aviation managers must be consulted prior to commencing UAS operations to ensure compliance with individual agency policy that may be more stringent than FAA requirements. A Project Aviation Safety Plan (PASP) is required for all missions or projects, to include UAS missions on fires.

- All government and commercial applications require an FAA Certificate of Waiver or Authorization (COA) which specifies the time, location, and operating parameters for flying the UAS. A COA also requires the requesting agency to certify the airworthiness of the proposed aircraft and definition of the standards used to make that determination. For federal fires, the DOI or USFS would be the lead agency for obtaining a COA depending on the jurisdiction of the fire. In the event of a multi-jurisdiction incident the DOI UAS specialist, the USFS UAS advisory group chair, or state or local representative will determine who should obtain the COA.

- Incident management teams must notify the agency administrator prior to use of UAS. A modification to the Delegation of Authority should be considered.

- Personally owned UAS or model aircraft may not be used by federal agencies or their employees for interagency fire use.

**Key Points:**

- An emergency COA can only be issued by the FAA if the proponent already has an existing COA for their aircraft. The request must be accompanied with a justification that no other aircraft exist for the mission and that there is imminent potential for loss of life, property, or critical infrastructure, or is critical for the safety of personnel.

- Cooperators, pilot associations, volunteer aviation groups and individuals may offer to fly unmanned aviation missions (i.e. aerial surveys, fire reconnaissance, infrared missions, etc.) at no charge to the IMTs. Although these offers seem very attractive, we cannot accept these services unless they meet FAA, USFS and/or DOI policy.

- The use of any UAS (including model or remote controlled aircraft) with or without compensation is considered a "commercial" operation per the FAA. The FAA has established guidelines for hobbyists who fly model and remote controlled aircraft via Advisory Circular 91-57. Model aircraft are to be flown only for recreation or hobby purposes. For further information, refer to: http://www.faa.gov/about/initiatives/uas/model_aircraft_operators

Additional information can be found on the FAA website:

https://www.faa.gov/uas/

## AIRSPACE

- **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 Deconfliction Of Airspace By the Military."

  Local units are responsible for:

  - Coordinating with military units for deconfliction 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 deconflicting airspace with the military.

  For non-fire deconfliction 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 deconfliction 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 (e.g. 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 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 Interagency Airspace Coordination Guide). All requests for temporary control towers are ordered through the GBCC 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 GBCC 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: 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. 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 and the Infrared Thermal Mapping Operations Manual

- **AIRPORT CLOSURES**
  See the Interagency Airspace Coordination Guide

- **EMERGENCY AIRCRAFT RADIO FREQUENCIES**
  See the respective GBCC 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 number (“N”). 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

- **AIRFIELD / AIRSTRIP 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.

- **BACKCOUNTRY AIRFIELDS**
  Backcountry 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.

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

| Scheduling Agency | Special Use Airspace | Geographic Location | Contacts |
|---|---|---|---|
| NEVADA ANG | LATN | WESTERN NEVADA | Scheduling: 775-788-4709 |
| | REMARKS:<br>Fire/ Non Fire: Call Scheduling. Check Saturday for schedule on Sunday. | | |
| FALLON NAS | Austin MOAs<br>Gabbs MOAs<br>Ranch MOAs<br>Reno MOAs<br>RA 4802<br>RA 4804<br>RA 4810<br>RA 4812<br>RA 4813<br>RA 4816 North/ South | WEST AND CENTRAL NEVADA | Range Scheduling: 775-426-2416 or 775-426-2418<br><br>Ops Duty Officer: 775-426-2458<br><br>Weekend/Holiday: 775-426-2419<br><br>Desert Control: 775-426-2413 or 775-426-2419 |
| | REMARKS:<br>Fire: 1. Call Range Scheduling<br>2. If no answer at Scheduling, call Desert Control<br><br>Non Fire: Call Range Scheduling | | |
| MOUNTAIN HOME AFB | Jarbidge North MOA<br>Jarbidge South MOA<br>Owyhee North MOA<br>Owyhee South MOA<br>Paradise North MOA<br>Paradise South MOA<br>R-3202 (Saylor Ck.)<br>R-3204 (Juniper Butte)<br>MTRs: IR- 300/ 313, 303, 304 | S. IDAHO<br>N. NEVADA<br>S. IDAHO<br>N. NEVADA<br>SE OREGON<br>N. NEVADA<br>S. IDAHO<br>S. IDAHO<br>E. OREGON & NEVADA | 366th Wing Scheduling:<br>208-828-2172, 4607, 4631, 3657,<br>FAX: 208-828-4573 .<br>Approach Control:<br>208-828-2854, 2077<br>Range Control (Cowboy)<br>208-828-1379, 4804 |
| | REMARKS:<br>Fire: 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.<br>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,<br><br>IDARNG - AASF<br><br><br><br>IDAHO AIR NG (IDANG)<br><br>IDAHO AIR NG | R-3203 (Orchard)<br><br>Danskin Mts and Triangle (Owyhee Mts.)<br><br><br>MTRs – VR1300,1301, 1303, 1303, 1304, 1305, 316, 319, IR301, 302, 305, 307<br>Saddle A/B MOA | S. of Boise<br><br>E. of Boise & S. of Boise<br><br>West, South, Central - Idaho<br>SE Oregon<br>N. Nevada<br>SE Oregon | Joint Operations Ctr.: 208-272-5755<br>Orchard Range Control: 208-272-8224<br>24 hr: 208-272-4444<br>Helicopters (AASF): 208-272 3976<br><br><br>IDANG<br>Scheduling: A-10s: 208-422-5348<br>FAX: 208-422-5945 |

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