

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 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 hired 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 rare and is coordinated by the NICC.

The State of Idaho may obtain Canadian aircraft through the Northwest Compact via the agreement with Idaho Department of Lands (IDL). IDL has the ability to hire EU and CWN aircraft under Idaho state authority through state cooperators at the local dispatch level.

National Guard (NG) resources may be mobilized in accordance with current agreements.

When ordering long term NG 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 NG assets.

IDAHO: All units in Idaho will order through the Boise Interagency Dispatch Center (BDC) utilizing established dispatch channels. BDC will work with the IDL duty officer and the GBCG contact for notification and mobilization of NG 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.

NEVADA: 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 NG resources. The ordering dispatch center will then notify GBCC regarding the order. SFC will contact the Nevada Division of Forestry (NDF) Duty Officer to place the order.

UTAH: All units within Utah will order through the Northern Utah Interagency Dispatch Center (NUC) utilizing established dispatch channels. NUC will work through the Utah Division of Forestry's duty officer and GBCG contact for notification and mobilization of NG resources. The ordering dispatch center will then notify GBCC regarding the order. Dispatch centers shall not contact the NG directly to order aircraft.

ARIZONA: All requests for Arizona National Guard resources will be ordered through the Arizona Dispatch Center to the Arizona State Forestry. An informational copy of the resource order must be sent through the normal dispatch channels to Southwest Coordination Center.

WYOMING: At certain times the National Guard has available helicopters, equipment and personnel that are useful in the suppression of forest and range fires on Federal and State lands. The National Guard units may be ordered through the State for state incidents or the RMACC for federal incidents. Only helicopter resources have been identified in a preseason agreement.

- **Carding and 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.

1 **AIRCRAFT MOBILIZATION** See National Interagency Mobilization Guide

2
3 Local units requiring aviation services other than those currently assigned within their dispatch boundaries
4 must order additional services through the established dispatch channels. When aviation resources are in
5 high demand, the GACC will coordinate aircraft assignments and utilization within the Great Basin. In
6 situations where a GBMAC support has been formed, the MAC will coordinate with GBCC and local units
7 on allocation and prioritization of resources. All aircraft movement will follow established dispatch
8 procedures.

9
10 All BLM aircraft, exclusive use, CWN or On Call are national resources and are subject to movement and/or
11 reassignment by BLM National Office and/or BLM State Office and will be coordinated through the GBCC
12 and relayed to the local dispatch center.

13
14 State aircraft may be moved within each State's area of responsibility with coordination through the local
15 dispatch centers. When movement of aircraft by the States will be crossing GACC boundaries,
16 communication to each geographic area is requested.

17
18 The closest forces concept should be followed by all agencies for Initial Attack (IA), and is defined as:
19 The resource that has the shortest timeframe to reach a predetermined incident location. Established
20 dispatch channels will always be followed.

21
22 Agency aircraft identified below will be configured using a roster when mobilized to an incident:

- 23
24 Aerial Supervision Modules (ASM 1) and assigned air crew
25 Lead Planes and assigned air crews
26 Agency owned Air Attack platforms and the assigned aircrew
27 Agency exclusive use Air Attack platforms and the assigned aircrew
28 Agency exclusive use helicopters and the assigned module members
29 Agency owned helicopters and the assigned module members

30
31 **AIRCRAFT DEMOBILIZATION**

32 See National Interagency Mobilization Guide

33
34 **FLIGHT MANAGEMENT PROCEDURES / FLIGHT FOLLOWING**

35 See National Interagency Mobilization Guide

36
37 • **FLIGHT CREW / AIRCREW ORIENTATION**

38
39 The local unit is responsible for providing an aviation briefing to:

- 40
41 IMT aviation staff
42 Incoming aviation resources
43 Aviation Safety Assistance Teams (ASAT)

44
45 The briefing of non-local aviation resources should include, but is not limited to, the following:

- 46
47 Local administrative procedures, meals, lodging, time, flight payment document procedures, etc
48 Airport procedures, base security policy, and plan
49 Specific fire, fuel, and fire behavior conditions and information
50 Aerial hazards maps for the local area
51 Contact procedures prior to entering a SUA, TFRs, Airspace Letters of Agreement (LOA), and
52 Memorandum of Understanding (MOU)
53 Weather (current and forecast)
54 Crew/aircraft information sheets (see agency specific guide)
55 Aircraft status summary
56 Flight following procedures

1 Local information, fueling, water sources, sunrise/sunset times, etc.
 2 Radio frequencies, map sets, and warehouse supplies
 3

4 • **AIRCRAFT DISPATCH FORM REQUIREMENTS – KNEE BOARD**

5
 6 The Aircraft Dispatch Form (also known as a TARO or Knee Board), is required for all non-local
 7 (outside of the ordering dispatch area) requests for the following:
 8

9 Airtanker, Lead Plane, and ASM requests in initial attack, extended, and complex incidents.

10
 11 Helicopters and Air Attack requests in initial attack or upon request of the sending unit or the
 12 GBCC.
 13

14 *For resources coming from outside the GACC (or leaving the GACC), contact the GBCC to obtain*
 15 *a copy of the form.*
 16

17 If multiple aircraft are being ordered, or they are ordered within reasonably close timeframes of each
 18 other, one submission of the form to the GBCC or an adjacent neighbor dispatch will suffice. This
 19 form provides many benefits over the IROC resource order for both dispatch and the aviation
 20 community such as readability of incident locations, elevations, frequencies, hazards, contacts, and
 21 flight following information. An IROC request must then follow to the sending dispatch office as soon
 22 as practical.
 23

24 ○ **Neighborhood Agreement**

25 Aircraft may be launched across GACC boundaries using an Aircraft Dispatch Form to facilitate
 26 neighborhood agreements for IA. However, a resource order must follow in a timely manner. The
 27 stipulations with the neighborhood agreement allow the request to be placed directly with the
 28 neighboring dispatch center without going to the GACC or NICC. The GBCC should be notified.
 29

30 ○ **Orders Placed Through NICC**

31 All aircraft requests placed to the NICC must be in IROC. Requesting units shall ensure that
 32 IROC incident information is accurate to include current frequencies, reporting locations, and
 33 contacts.
 34

35 • **AIRCRAFT FLIGHT REQUEST / SCHEDULE FORM / FLIGHT STRIP**

36
 37 Used for documenting aircraft, pilot, passenger, itinerary, and type of flight plan. Required information
 38 on this form includes (but is not limited to):
 39

40 Incident Name/Number and Request Number

41
 42 FAA Registration, "N" number and Call Sign
 43

44 Aircraft Make/Model/Color

45
 46 Pilot and Vendor Name and Contact Information
 47

48 Mission Description

49
 50 Passenger/Cargo Information
 51

52 Flight Itineraries

53
 54 Flight Plan Type/Method of Flight Following

1 • **AIRCRAFT FLIGHT REQUEST / SCHEDULE FORM / FLIGHT STRIP REQUIREMENTS**

2
3 The Aircraft Flight Request/Schedule Form is **required** to be completed (regardless of the type of
4 flight plan filed) for those flights that are:

5
6 Point-to-Point

7
8 Mission flights with fuel stops or passenger pickup (not direct to an incident)

9
10 Flights leaving the geographic area

11
12 Dispatch centers/aircrews will only utilize an approved agency Aircraft Flight Request/ Schedule form.

13
14 In accordance with the guidelines above, the sending dispatch office is responsible for initiating a
15 flight schedule form. This should occur before the aircraft begins flight. Dispatch offices should
16 communicate with pilots and/or flight managers to coordinate the completion of a flight schedule form
17 as accurately as possible. The type of flight plan must be documented as this information is critical for
18 initiating search and rescue actions. Once the flight schedule form is created by the sending office, it
19 must be faxed to GBCC. If the GBCC is the hiring/sending office, a form will be created and faxed to
20 the receiving dispatch office. The GBCC will fax the form to all the affected dispatch offices when
21 Agency Flight Plans are filed. The form will be faxed to the NICC by the GBCC for those flights
22 leaving the geographic area.

23
24 ○ **Responsibilities of the Sending Unit**

25 Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial
26 departure airport from pilot/vendor.

27
28 Relay the ATD, ETA, and type of flight plan/flight following being utilized (FAA or Agency, AFF or
29 Radio check-in) to the GBCC.

30
31 Notify the GBCC of known delays/advances of a flight plan exceeding 30 minutes.

32
33 Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap
34 Response Guide and Checklist.

35
36 On any flight requiring stops enroute to a destination within the Great Basin, instruct the pilot-in-
37 command or flight manager to contact the GBCC at 801-531-5320. Aircraft support vehicles
38 should contact the GBCC at fuel stops.

39
40 On any flight proceeding beyond the Great Basin, instruct the pilot-in-command or flight manager
41 to contact the NICC at 800-994-6312. Aircraft support vehicles should contact the NICC at each
42 fuel stop

43
44 ○ **Responsibilities of the GBCC**

45 Relay the flight itinerary and type of flight plan/flight following being utilized to the requesting unit
46 or NICC via phone/fax.

47
48 Notify the requesting unit or the NICC in delays/advances of a flight plan exceeding 30 minutes.

49
50 Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap
51 Response Guide and Checklist.

52
53 ○ **Responsibilities of the Receiving Unit**

54 Confirm arrival of all tactical aircraft by telephone to the GBCC.

55
56 Notify the GBCC of any delays of a flight plan exceeding 30 minutes; notify the GBCC of any
57 aircraft overdue by more than 30 minutes.

1 Initiate/assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap
2 Response Guide and Checklist.
3

4 • TYPES OF FLIGHTS

6 ○ Point-to-Point

7 A “Point-to-point” flight is one that originates at one developed airport or permanent helibase and
8 flies directly to another developed airport or permanent helibase with the sole purpose of
9 transporting personnel or cargo (this term does not apply to flights with a scheduled air carrier on
10 a seat fare basis). These types of flights are often referred to as “administrative” flights and only
11 require the aircraft and pilot to be carded and approved for point-to-point flight. A point-to-point
12 flight is conducted higher than 500 feet above ground level (AGL).

- 13 ▪ Attending training
- 14 ▪ Giving a speech
- 15 ▪ Functional assistance trip
- 16 ▪ Attending a workshop
- 17
- 18

19 If a vendor is moving an aircraft under their own volition (non-revenue), it is not considered
20 mission or point-to-point and is technically outside of any dispatching responsibility of flight
21 tracking and/or flight following and will not have a flight schedule form. If a vendor requests flight
22 tracking and/or flight following, it may be given as a courtesy, but is not required.
23

24 ○ Mission

25 Mission flights are defined as flights not meeting the definition of a point-to-point flight. A mission
26 flight requires work to be performed in the air (retardant or water delivery, fire reconnaissance,
27 smokejumper delivery) , or through a combination of ground and aerial work (delivery of
28 personnel and/or cargo from helibase to helispot or unimproved landing sites, rappelling or cargo
29 letdown, or horse herding).
30

31 • FLIGHT MANAGER

32
33 There will be a flight manager designated on all passenger flights originating within the Great Basin.
34 GBCC will use the “National Mobilization Guide” direction for flight manager duties and
35 responsibilities.
36

37 The flight manager is responsible for ascertaining the most efficient means of transportation to meet
38 the criteria/schedule. The dispatch office will provide assistance in estimating aircraft costs but is not
39 responsible for completing the cost comparison/justification worksheets/forms. The responsible party
40 (flight manager or authorizing authority) must complete and sign (certify) the cost
41 comparison/justification worksheets. Agencies are responsible for compiling documentation of the
42 cost comparison/justification form and the flight invoice for each administrative flight.

43 • FLIGHT PLANS

44 All flights must be on a flight plan. There are two appropriate types of flight plans: FAA Flight Plan and
45 Agency Flight Plan. The type of flight plan (method of flight following) is normally documented on the
46 Flight Request/Schedule Form.

47 ○ FAA Flight Plan

48 FAA flight plans **are required** when a flight proceeds beyond a geographic boundary (Exception:
49 Initial Attack that requires crossing a geographic area neighboring border) or those flights within
50 the Great Basin not on an Agency Flight Plan.

51 There are two types of FAA Flight Plans:

- 52 ▪ Instrument Flight Rules (IFR) - FAA flight following is automatically provided by Air Traffic
53 Control (ATC) on this type of flight plan.

- 1 ▪ Visual Flight Rules (VFR) - The pilot must request FAA flight following. ATC may or may not
- 2 provide it. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan
- 3 will be used. The pilot shall close out the flight plan with the FAA once the flight is completed.

- 4 ○ **Agency Flight Plan**

5 Agency flight plans **are required** when an FAA Flight Plan is not filed. Agency Flight Plans are

6 most often used for flights taking place within the Great Basin. The responsibility of ensuring the

7 safe completion of a flight (flight following) lies with the originating dispatch office, unless a

8 positive, documented handoff occurs.

9 There are two types of Agency flight following:

- 10 ▪ Automated Flight Following (AFF) - AFF is the preferred method of agency flight following
- 11 (once radio communications have been confirmed). If the aircraft and flight following office
- 12 have AFF capability, it shall be utilized. Periodic radio transmissions for flight following
- 13 reasons are acceptable but should be short and infrequent when utilizing AFF.
- 14 ▪ Radio Check-in/Check-out – This requires verbal communication via radio every 15 minutes
- 15 through the duration of the flight. The dispatcher logs the aircraft call sign, location, and
- 16 heading.

17 At the conclusion of the flight, the flight manager/pilot will ensure that the receiving dispatch office

18 is notified of their arrival. The receiving dispatch office is responsible for notifying the originating

19 dispatch office. If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate

20 aircraft search and rescue actions. The flight following dispatch office shall be continually staffed

21 while an aircraft is airborne. Flight following problems should be documented in the SAFECOM

22 system.

23 Federal/state agencies and cooperators utilizing aviation resources for non-fire projects are not

24 automatically tracked and/or flight followed on Agency Flight Plans. Any requests for the Great

25 Basin dispatch centers to perform this function must be part of a Project Aviation Safety Plan and

26 coordinated well in advance of the project and will have a flight request schedule form completed.

27 Requests for flight following, is a courtesy, and is at the discretion of the dispatch office.

28 Vendors performing "End-Product" contracts will not be flight followed by Great Basin dispatch

29 centers.

- 30 • **AUTOMATED FLIGHT FOLLOWING (AFF)**

31 Automated flight following is the preferred type of Agency Flight Following. Automated flight following

32 provides the dispatcher with a wide range of information on the flight, airspace, and other data that

33 may be pertinent to the flight. This reduces pilot workload, clears overloaded radio frequencies, and

34 provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

35 AFF does not eliminate hand-off procedures.

- 36 ○ **Requirements to Utilize Automated Flight Following (AFF)**

37 Automated flight following does NOT reduce or eliminate the requirement for aircraft on mission

38 flights to have FM radio capability and for the aircraft to be monitoring appropriate radio

39 frequencies during the flight.

40 When utilizing AFF, periodic "ops normal" radio checks may be desirable. These should be very

41 brief and less frequent than the 15-minute radio check-in procedures.

42 Procedures for flight requests, ordering aircraft, requirement for a flight manager, etc., are the

43 same as radio check-in procedures.

44 The aircraft must be equipped with the necessary hardware (transmitter and antenna).

45 When a flight will cross "boundaries" (example: A flight will originate on Unit A, fly on Unit A, then

46 continue on to Units B and C), coordination between dispatch offices of Units A, B, and C must be

47 accomplished. If an aircraft is being dispatched, it is the responsibility of the sending unit to

48

49

50

- 1 ensure that receiving dispatch centers responsible for flight following during any portion of the
2 flight must be open.
- 3
4 ○ **Procedures for Utilizing AFF**
- 5 When an aircraft is ordered, or an aircraft requests flight following from a dispatch office and the
6 above listed requirements are met, automated flight following shall be initiated.
- 7 Other standard information shall be communicated to the dispatch office, such as route of flight,
8 passengers, purpose of flight, radio frequencies to monitor, known flight hazards, TFR
9 information, ETD, etc. (no change from radio check-in procedures).
- 10 If the flight will cross dispatch boundaries, the originating dispatch office must coordinate with
11 affected units, and establish that the aircraft will be handed off when the border is crossed.
- 12 When an aircraft is initially airborne and outside of sterile cockpit environment, a radio call shall
13 be made to the flight following dispatch office to initiate AFF. This is required to positively verify
14 that both the aircraft and the dispatch office are utilizing automated flight following, radios are
15 operational, and that the dispatcher can “see” the aircraft on AFF. If there is a problem at this
16 point, revert to normal radio 15-minute check-in procedures until the problem is resolved.
- 17 When the aircraft has completed the flight and landed, the pilot or passenger (observer, flight
18 manager, ATGS, etc.) shall contact the flight following dispatch office via radio or telephone
19 informing them that they are on the ground.
20
- 21 ○ **Responsibilities of Pilot/Flight Manager**
- 22 Contact dispatch to establish AFF flight following (preferably via phone prior to flight).
- 23
24 Provide dispatch with appropriate flight information (same as radio check-in procedures).
- 25
26 Obtain appropriate FM frequencies and tones to be monitored during flight and brief on radio calls
27 you will make and what response is expected.
- 28
29 Shortly after takeoff and outside of sterile cockpit environment, contact dispatch via radio to
30 initiate AFF.
- 31
32 If radio contact is not made with dispatch office, return to airport/helibase.
- 33
34 If radio contact is made and AFF is verified by dispatch office, monitor assigned frequencies,
35 including guard, for duration of flight.
- 36
37 If a deviation from planned and briefed flight route occurs, contact dispatch office via radio with
38 the change.
- 39
40 If AFF capability is lost at the dispatch office, or the signal is lost during the flight, flight following
41 will revert to 15-minute radio check-in procedures.
- 42
43 Although not required at any time during the flight, it is acceptable to check in via radio with
44 dispatch to confirm positive AFF.
- 45
46 Inform dispatch upon landing that the aircraft is on the ground.
- 47 ○ **Responsibilities of Aircraft Dispatcher**
- 48 When AFF is requested, ensure AFF program access is available and request standard flight
49 information from the pilot/flight manager. Document using existing dispatch forms and logs.
- 50
51 Provide pilot/flight manager with appropriate frequencies to monitor during the flight (dispatch
52 frequency, national flight following, etc.). Ensure these frequencies are monitored during duration
53 of flight.
54

1 If flight following will be handed off to another dispatch office during the flight, brief this with the
2 pilot, flight manager, providing frequency change, call sign, and other appropriate information.
3

4 Check AFF system to ensure icon for the aircraft is shown.
5

6 Shortly after takeoff, pilot, flight manager will call via radio to initiate AFF. Check aircraft icon color
7 and verify time and date.
8

9 Ensure the AFF system remains operating on your computer during the entire flight.
10

11 Set 15-minute timer and check flight progress as appropriate during the flight. Document using
12 existing forms and logs.
13

14 An “ops check” radio call is acceptable at any time during the flight.
15

16 If the icon turns RED, it means the signal has been lost. Immediately attempt contact with the
17 aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft
18 procedures as appropriate.
19

20 If radio contact is made after a lost signal, flight may continue utilizing 15-minute radio check-ins
21 for flight following.
22

23 Use standard contact procedure if computer system goes down during flight.
24

25 ○ **Procedures for Handoff Between Dispatch Offices**

26 When a flight crosses dispatch boundaries, flight following will be handed off from one dispatch
27 center to another via telephone or radio and documented. This must be coordinated between the
28 affected dispatch offices.
29

30 ○ **Coordination Requirements**

31 Flight following handoffs must be coordinated when using AFF. Affected dispatch offices will
32 monitor appropriate frequencies, and if frequency changes are required, when and where they
33 should be made.
34

35 Whenever possible, utilize national flight following frequency (168.650, Tone 110.9, both transmit
36 and receive) for entire flight.
37

38 Ensure pilots/flight managers are briefed on any handoffs anticipated (call signs, frequencies and
39 when to switch) and if a combination of AFF and radio check-ins will be required (when and
40 where).
41

42 **NOTE:** Air Guard (168.625) is available to contact an aircraft or dispatch office if contact can't be
43 made on established frequencies. Once contact is initiated, an alternative frequency will be
44 assigned to continue flight following.
45

46 • **OVERDUE AND MISSING AIRCRAFT**

47 At 30 minutes past the last scheduled check-in, or the filed ETA, the dispatch office currently
48 responsible for flight following will confer with intermediate and/or destination dispatch office(s) to
49 determine the aircraft's location or whether the aircraft can be contacted by radio or located by other
50 means. For mission flights, the aircraft is considered overdue at the scheduled check-in time. Refer to

1 the Interagency Aviation Mishap Response Guide and Checklist for procedures to follow in the event
2 of an overdue and/or missing aircraft.

3 **AVIATION FREQUENCY MANAGEMENT**

4

5 • **NATIONAL AIR GUARD FREQUENCY - 168.625 MHz (Tone 110.9 TX and RX)**

6

7 A National Interagency Air Guard frequency for aircraft will be used for emergency aviation
8 communications. Continuous monitoring of this frequency in narrowband mode is mandatory by
9 agency dispatch centers. Rx and TX tones are required nationally.

10 This frequency, 168.625 MHz, is restricted to the following use:

11 Air-to-air emergency contact and coordination.

12 Ground-to-air emergency contact.

13 Initial call, recall, and redirection of aircraft when no other contact frequency is available.

14

15 • **NATIONAL FLIGHT FOLLOWING FREQUENCY 168.650 MHz (tone 110.9 TX and RX)**

16

17 The national flight following frequency is used to monitor agency and contract aircraft. This frequency
18 is used for flight following; it is not to be used during mission flights or incident operations.
19 All dispatch centers/offices will monitor the national flight following frequency at all times.

20

21 This frequency, 168.650 MHz, is restricted to the following use:

22

23 Flight following, dispatch, and/or redirection of aircraft

24

No other use is authorized

25

26 • **PREASSIGNED INITIAL ATTACK FREQUENCIES**

27

28 Initial attack AM and FM frequencies are issued annually by the National Interagency Incident
29 Communication Division (NIICD) to a pre-identified geographic area which corresponds to the Great
30 Basin dispatch zone boundaries. The frequencies issued are intended for initial attack incidents on
31 any jurisdiction(s) within that zone. Often there are not enough frequencies available for individual
32 units to always specify a particular IA frequency.

33

34 ○ **FM Frequencies (Air-to-Ground, VHF-FM)**

35

A standard air-to-ground (A/G) naming convention has been implemented in the Great Basin.

36

This naming convention utilizes a standardized frequency identifier (or name system) for initial

37

attack zone air-to-ground frequencies. Air-to-ground frequencies are assigned a numerical name

38

(example: a given frequency, 1xxx.xxx, will be designated as "A/G 1" and all other air-to-ground

39

frequencies will get an ascending numerical name. The standard naming of the air-to-ground

40

frequencies **will not** dictate the priority usage of a frequency.

41

Each zone has pre-assigned air-to-ground frequencies. These frequencies have been assigned

42

considering geographic locations to avoid as much interference as possible. If conflicts arise, a

43

request for an additional or new frequency will be placed through GBCC to NIICD for a temporary

44

frequency.

45

46 ○ **AM Frequencies – Air Tactics (Air-to-Air)**

47

Each zone has pre-assigned Air-to-Air frequencies. Frequencies allocated to zones for initial

48

attack are not to be dedicated for project fire use. These frequencies may be used for All-Hazard

49

incidents, Search and Rescue, etc. with coordination through NIFC CDO.

50

Each dispatch center will receive their assigned Primary Air-to-Air by April. The Secondary and

51

Tertiary are held at the GACC and will be ordered as needed through IROC. All preassigned Air-

52

to-Air frequencies should be ordered and held at the local dispatch on a GACC Preposition order.

1 Throughout the fire season they should be assigned in IROC to the fires they are used on and will
2 be released to the GACC at the end of the season or when no longer needed.

3
4 Temporary frequency assignments will be requested for project fire use. Temporary frequencies
5 cannot be reassigned when the incident is completed or no longer needed, they must be released
6 to NIFC CDO.

7
8 ○ **Additional Frequencies**

9 The following are some reminders before ordering, and during use, of these frequencies:

- 10 ▪ Are all assigned frequencies being used?
- 11 ▪ Is the operation of all aircraft on one victor frequency?
- 12 ▪ Has the traffic decreased enough so that the frequency can be released?

13 **SUNRISE/SUNSET TABLES**

14
15 Aviation bases and dispatch centers shall have official sunrise and sunset tables at their locations in order
16 to determine start up and cut off times for the local areas. For aircraft dispatch, use the official sunrise and
17 sunset tables for the aircraft base nearest the fire.

18
19 Official sunrise and sunset tables are published with standard times. During Daylight Saving Time add one
20 hour to all times in the table. The term civil twilight refers to a point 30 minutes prior to official sunrise or
21 30 minutes after official sunset.

22
23 Sunrise/sunset tables can be accessed on the internet at the following addresses:

24 http://aa.usno.navy.mil/data/docs/RS_OneDay.html or <https://sunrise-sunset.org/>
25

26 **SPECIAL FLIGHT CONDITIONS**

27 • **INSTRUMENT FLIGHT CONDITIONS – FSM 5716.12**

28
29 Instrument Flight Conditions are for multi-engine or turbine powered single-engine aircraft for flights in
30 Instrument Meteorological Conditions (IMC) that meet the applicable Instrument Flight Rules (IFR)
31 requirements in Federal Aviation Regulations (FAR) Part 135, Part 91 and Part 61 as referenced in
32 FSH 5709.16 or applicable contracts.

33 Low level (FSM 5716.3) fixed wing flight operations will be conducted only in daylight Visual Flight
34 Rules (VFR) conditions (30 minutes prior to official sunrise until 30 minutes after official sunset).

35 • **NIGHT FLYING - 5716.2**

36
37 Night flying use is for multi-engine or turbine powered single-engine aircraft for night flights that meet
38 the applicable requirements in FAR Part 91 and Part 61 as referenced in FSH 5709.16 or applicable
39 contracts.

40 Pilots flying night missions shall land at airports or heliports that meet Federal Aviation Administration
41 (FAA) lighting standards, except:

42 This restriction does not apply to helicopter flights utilizing Night Vision Goggles (NVG).

43
44 Low level helicopter flight operations will only be conducted using NVG. Helicopters will be
45 approved for such an operation.

46
47 Reciprocating engine powered single-engine aircraft flights at night are authorized only for ferry
48 and cargo-carrying missions at pilot-in-command discretion and in accordance with FAR Part 91.

1 **STERILE COCKPIT PROCEDURES**

2 Sterile cockpit rules apply within a five-mile radius of the airport. The aircrew will not perform radio or
3 cockpit communications that is not directly related to the safe flight of the aircraft from taxi to 5 miles out
4 upon takeoff and from 5 miles out until clearing and active runway upon landing.

5 Sterile cockpit procedure means no communications between an aircraft and the airtanker base, dispatch
6 office or ramp personnel while the aircraft is in the traffic pattern unless it involves the safety of flight. Fire
7 dispatching or reload instructions are not related to the safe flight of the aircraft.

8 Exception: When conducting firefighting missions within 5 miles of an uncontrolled airport, maintain a
9 sterile cockpit until departing the traffic pattern and reaching final altitude. Monitor the Common Traffic
10 Advisory Frequency (CTAF) if feasible, while engaged in firefighting activities. Monitor CTAF as soon as
11 practical upon leaving the fire and returning to the uncontrolled airport. When conducting firefighting
12 missions within a Class B, C or D airspace, notify dispatch that Air Traffic Control (ATC) communications
13 will have priority over dispatch communications.

14 **AIRSPACE BOUNDARY DISPATCHING**

15

16 See the Great Basin Interagency Airspace Boundary Management Plan and Checklist (Chapter 80).

17

18 **STAGED / PREPOSITION / SUPPORT**

19

20 All aircraft prepositioned at the request of the GBCC on staging/prepositioned support codes, are
21 available for local IA, following national commitment guidelines. Any assignment of these resources to
22 large/project fires will have GACC concurrence prior to assignment.

23 Prior to prepositioning aircraft to local dispatch bases, coordination will be made through the local center
24 manager/aircraft dispatcher. The local center will then create an incident in IROC for the aircraft to be
25 assigned for dispatch and tracking purposes.

26 Suggested example: 2020 BDC GACC Support.

27 This incident can also include GACC support for crews, equipment, overhead and supplies.

28 Extended staffing of GACC support resources are to be made available for geographic wide IA response.

29 Any extensions of local resources on the GACC charge code are considered available for GACC wide
30 response. Local units need to determine which resources are to be extended following this requirement.

31 Local units that have aircraft assigned to the GACC support code may utilize the code for additional
32 airbase staffing as needed with the concurrence of the GBCC.

33

34 **AIRBORNE THERMAL INFRARED (IR) FIRE PRODUCTS**

35 See National Interagency Mobilization Guide.

36

37 Prior to ordering an IR fire mapping mission, it is important to consider the key differences in technologies
38 and products available in order to identify the best product to support wildland fire operations.

39

40 Infrared operations can be ordered through NIROPS or through contracted aviation sources within the
41 geographic area for surge capacity.

42

43 • **NIROPS IR FIRE MAPPING REQUESTS**

44

45 Each request for an IR flight will be ordered by 1500 daily. An IR aircraft order form must be completed,
46 and a new request number will be assigned each day. An infrared scanner form needs to be completed
47 on the NIROPS Web site at <https://fsapps.nwcg.gov/nirops/users/login>.

This webpage will give the user step by step instructions on how to order an IR flight.
 User accounts can be requested by webpage or by contacting NIROPS directly 505-842-3845.

If the website is unavailable, an Infrared Aircraft Scanner Request form (Chapter 80) 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, NIROPS will set priority for airborne thermal IR fire mapping aircraft. If the incident will not be flown by NIROPS, the information will be sent back through the dispatch channels.

• GREAT BASIN IR SURGE CAPACITY

End product agreements differ from a flight service contract, in that the requesting agency is only procuring the map products and GIS ready shapefiles of wildland fires; no internal operational controls from the requesting agency will apply.

Participation by agency employees is limited to mission tasking, quality assurance, and contract administration. The requesting unit will NOT be required to complete flight following or resource tracking during the flight.

Orders for surge capacity flights will be submitted to GBCC prior to 0900 for products needed by 0400 the following day. Requests will be placed to GBCC in IROC following the same standards for NIROPS.

AERIAL SUPERVISION AIRCRAFT See National Interagency Mobilization Guide.

Aerial supervision aircraft will be ordered through established dispatch processes and the GBCC will advise the ordering unit of aircraft availability. The unit shall then advise the GACC whether or not to keep the order for a leadplane, ASM and/or air attack active in IROC, or to UTF the order.

When competition for leadplanes, ASM and/or air attack aircraft exists between dispatch centers the GBCC shall coordinate priority assignments, reassignments, and diversion 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, dispatch centers and the GBCC should mutually anticipate the need for relief air attack or leadplane resources.

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

Incident Aerial Supervision Requirements			
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			
Situation	HLCO	LPIL	ATGS/ASM
Three or more aircraft assigned to incident	If no ATGS AND only rotor wing	If no ATGS AND only Fixed wing	ORDERED
Fixed wing Low Level Operations in Low light conditions	N/A	Required if No ATGC	Required if No LPIL
MAFFS / VLAT	N/A	Required	N/A
Airtanker not IA carded	N/A	Required	N/A

Situation	HLCO	LPIL	ATGS/ASM
Level 2 SEAT w/ more than one other tactical aircraft on scene	N/A	Required if No ATGS	Required if No LPIL
Foreign Government Aircraft	N/A	Required if No ATGS	Required if No LPIL
Congested Area Flight Operations	Ordered	Ordered	Required
Periods of marginal weather, poor visibility or turbulence	Required if No ATGS/ASM	Required if No ATGS	Required
Active Duty (Non-National Guard) Military Helicopter Operations	Ordered	N/A	Ordered unless HLCO is on scene and doesn't require additional supervision
Night Helicopter water dropping operations with 2 or more helicopters	Ordered if No ATGS/AMS	N/A	Ordered unless HLCO is on scene and does not require additional supervision.
When requested by airtanker, helicopter, ATGS, LPIL or ASM	Required	Required	Required.

1 **Definitions of key words used in the Aerial Supervision Requirements chart:**

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

4 **Ordered** - Aerial supervisory resources shall be ordered by the unit maintaining operational control
5 (operations may be continued while the aerial supervisor is enroute to the incident. Operations can be
6 continued if the resource is not available and assigned resources are notified).

7 **Assigned** – Tactical resource allocated to an incident. The resource may be flying enroute to and from,
8 or on hold at assigned airport or helibase.

9
10 ***An aerial supervision module, leadplane or air tactical group supervisor must be ordered any**
11 **time it is requested by any aircraft regardless of number or type of resources assigned. If aerial**
12 **supervision is available within the local unit, it is recommended it be dispatched any time other**
13 **aerial resources are being sent.**

14
15 USFS FSM 5716.32 requires an order for aerial supervision if there are 2 or more airtankers over a
16 USFS incident.

17
18 Incident that have 2 or more branches, or smokejumper or para-cargo aircraft with 2 or more air tankers:
19 The NWCG Standards for Aerial Supervision Guide references ordering an ATGS only for these
20 missions. FSM 5716.32 classifies these missions as complex.

21
22 For USFS incidents an HLCO should be ordered as appropriate in addition to the ATGS.

23
24 • **AIR TACTICAL GROUP SUPERVISOR (ATGS) AIRCRAFT**

25
26 ATGS aircraft is a fixed or rotor wing aircraft that is comprised of a pilot and ATGS for initial and
27 extended attack response to enhance safety and efficiency of aerial and ground operations.

28
29 When requested, nationally sponsored ATGS aircraft and personnel will be dispatched for initial and
30 extended attack fire when they are available. This includes responding to incidents outside of assigned

1 dispatch center and GACC boundaries when requested. Normal dispatch procedures will be followed,
2 and local dispatch centers will place orders to the GACC when the neighborhood policy is not
3 applicable.

4
5 The status of nationally sponsored exclusive use ATGS aircraft and personnel will be updated daily as
6 “Available GACC”, in both the Tactical Report and IROC.

7
8 Call when needed ATGS aircraft will be ordered using normal dispatch procedures.
9

10 • **LEADPLANES / AERIAL SUPERVISION MODULE (ASM)**

11
12 The ASM is a fixed wing platform that has a leadplane qualified air tactical pilot (ATP) and an air tactical
13 supervisor (ATS). ASMs may act as either a lead or ATGS depending on incident requirements.

14
15 When available, they will be dispatched to support large air tanker assignments according to agency
16 policy. Leadplanes/ASM are multi-engine and the pilots are IFR qualified. Flight before/after civil twilight
17 is allowed for non-tactical flight.

18
19 Leadplanes assigned to a unit may be dispatched direct to meet the unit's mutual assistance areas of
20 influence with notification to the coordination center within **15** minutes of commitment, followed by a
21 resource order.

22
23 The GBCC will coordinate with the appropriate dispatch center concerning leadplane availability and
24 crew assignment.

25
26 During periods of low fire probability, it is permissible for leadplanes to be used for other missions.
27 Release of leadplane for non-suppression assignments is contingent upon the following conditions:

- 28 ○ Airtanker pilots at the base to which the leadplane is assigned are initial attack qualified
- 29 ○ Will be coordinated with the local dispatch and GBCC.

30 31 32 **SMOKEJUMPER AIRCRAFT and REQUESTS** See [National Interagency Mobilization Guide](#)

33 34 • **SMOKEJUMPER INITIAL ATTACK (IA) REQUESTS**

35
36 Initial Attack smokejumpers should be launched immediately upon receipt of order via phone, fax,
37 resource order or Aircraft Dispatch form. When the order is generated in IROC the request will be for
38 an A-#, “Load, Smokejumper, Initial Attack”. As soon as possible after the jumpship is airborne, the
39 sending dispatch unit shall provide a manifest by email/fax to the receiving unit per established dispatch
40 channels. Notification to GBCC will be made within 15 minutes of dispatch.

41
42 Aircraft delivering smokejumpers should return to a designated airport or return to the sending base
43 before the end of the pilot's daily flight or duty limitations. The aircraft will be released in IROC at the
44 end of its duty day to the dispatch center that is responsible for that given base. Any new requests will
45 be ordered via IROC through established dispatching channels.

46 47 • **SMOKEJUMPER PREPOSITION REQUESTS**

48
49 Smokejumper preposition requests will be ordered in IROC on an Aircraft request as, “Load,
50 Smokejumper, Initial Attack”, on an order. The duration of preposition may be negotiated prior to launch
51 between the requesting unit, sending unit and GBCC. Preposition loads should be released within a
52 reasonable time frame if they are not utilized or otherwise negotiated with management (i.e. long-term
53 spike base, etc.).

54 55 • **SMOKEJUMPER BOOSTER REQUEST**

56
57 When ordering a booster of jumpers, the request should be placed as individual Overhead requests,

1 as "Overhead, Smokejumper". The mode of transportation may be filled using jump ships, driving,
2 charter aircraft or commercial travel and can be negotiated between the requesting and sending unit
3 with notification to the GACC. If smokejumper aircraft are used to deliver boosters, the load should
4 travel in a jump ready configuration unless otherwise determined.

5
6 See Chapter 20 for more information on smokejumper booster requests.

7
8 • **SMOKEJUMPER BASES UTILIZED WITHIN THE GREAT BASIN**

9
10 Movement of smokejumpers within the Great Basin will be coordinated through GBCC. During periods
11 of high activity and upon the request of the GACC, a smokejumper coordinator may be assigned to
12 GBCC to assist with smokejumper operations. GBCC must be notified when fifty (50) percent of the
13 smokejumpers at a local unit have been committed.

14
15 Orders for initial attack ready smokejumpers with aircraft within the Great Basin shall be on an Aircraft
16 resource order. Smokejumper booster orders shall be on an Overhead order.

17
18 ○ **Great Basin Smokejumper Base (BLM)**

19 The primary mission of the BLM Great Basin Smokejumpers is to provide professional, effective,
20 and safe fire suppression and fuels reduction services to BLM and interagency land managers.

21
22 The BLM Great Basin Smokejumpers operate under a BLM Operating Plan to supply dedicated
23 "contingents" of smokejumpers to be pre-positioned upon request in Nevada, Utah, Idaho, Colorado
24 and Oregon, for a defined period of time. Each contingent consists of a minimum of twelve
25 smokejumpers plus a spotter and a smokejumper aircraft. A contingent can be activated anytime
26 aircraft are available, using an Aircraft resource order for tracking of the ship.

27
28 The De Havilland DHC-6 Twin Otter or the Dornier 228 will be the primary aircraft utilized by the
29 Great Basin Smokejumpers. The normal configuration for this aircraft is eight (8) smokejumpers
30 with gear plus one (1) pilot and one (1) smokejumper spotter, both of whom stay with the aircraft.

31
32 Additional smokejumpers or aircraft ordered to supplement operations will be coordinated by JFC
33 and GBCC.

34
35 Utilization of BLM Great Basin Smokejumpers will be overseen by the BLM State Duty Officers and
36 the Chief, Division of Fire Operations.

37
38 ○ **McCall Smokejumper Base (USFS)**

39 The primary mission of US Forest Service, McCall Smokejumpers is to provide professional,
40 effective, and safe fire suppression and fuels reduction services to USFS and interagency land
41 managers.

42
43 In order to maintain the flexibility of responding to several concurrent requests, the McCall
44 Smokejumpers have two De Havilland DHC-6 aircraft with a standard load of 8 smokejumpers with
45 gear.

46
47 If the need exists for more than 8 jumpers, e.g., multiple fires requiring 4-6 jumpers each, or an
48 emerging fire that could require 14-16 jumpers, a special request for another load can be made
49 with no delays in the departure time.

50
51 A full 20-person smokejumper crew can be delivered to an incident where a Type 1 Crew is needed.
52 The 20-person crew request should be used in situations where all 20 jumpers would be dropped
53 in the same location. This 20-person crew is equipped to be self-sufficient for 2 days. No pump or
54 hose is included with this load. Concurrence of NICC must be obtained prior to use of
55 smokejumpers as a Type 1 Crew.

- **Northern Rockies Smokejumper Bases**

- **West Yellowstone Smokejumper Base (USFS)**

The West Yellowstone jump base located in West Yellowstone, Montana (MT). Units that can order direct are Eastern Idaho Interagency Fire Center and Teton Interagency Dispatch Center.

- **Missoula Smokejumper Base (USFS)**

The Missoula jump base located in Missoula, MT. Central Idaho Interagency Fire Center can order direct for an IA load.

- **Grangeville Smokejumper Base (USFS)**

The Grangeville jump base located in Grangeville, ID. The Payette Dispatch Center can order direct for an IA load.

LARGE TRANSPORT AIRCRAFT See [National Interagency Mobilization Guide](#)

HELICOPTERS See [National Interagency Mobilization Guide](#)

- **ITEMS TO CONSIDER WHEN ORDERING A HELICOPTER**

- **Helicopter Types and Mission Capability**

Type I Standard	Cargo, Water, 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 <i>SHO, Chapter 2, Section III.</i>

- **Helicopter Configuration:**

Helicopter with bucket or longline
 Helicopter should be initial attack ready
 Tank or bucket only

- **Helicopter Capability:**

Operating environment (temperature and altitude)
 Minimum passenger load consideration
 Minimum internal/external load requirement

- **Special Mission Capability:**

Longline
 Aerial firing
 Helicopter retardant
 Rappelling
 Short-haul
 Medical evacuation

- **Personnel Needs:**

Identify type of module needed and should it be standard configuration
 Agency considerations with regard to personnel
 Specialized Mission Qualifications:

- Helitorch mixing/loading crew qualifications
- PSD Operator qualifications
- Medical personnel (EMT) qualifications

- 1 ▪ Rappel or Short-haul qualifications
- 2
- 3 ○ **Equipment Needs**
- 4 Sphere dispenser with spheres
- 5 Helitorch and fuel source
- 6 Handheld Infrared equipment
- 7 Port-a-tank
- 8 Litter or other specialized rescue items
- 9 Nets, slings & swivel (specify if non-standard)

10 • **EXCLUSIVE USE HELICOPTER CONTRACTS**

11 See National Interagency Mobilization Guide

12
13 Exclusive use and agency owned helicopters must be ordered through normal dispatch channels.

14
15 Whenever an exclusive use helicopter fills an IROC request outside of IA, the sending unit will send a
16 fuel truck, support vehicle, manager and a **minimum** of 3 crew personnel. The helicopter order will be
17 placed on an Aircraft order form with all the support/module information documented on that Aircraft
18 request order form. Any specialty or other personnel qualification requirements (ICT4, PLDO, etc.)
19 must also be specified.

20
21 ○ **Idaho Helitack BLM Type 1 helicopter**

22 The Idaho Helitack BLM Type 1 helicopter's primary mission is initial attack. While most effective
23 at providing rapid initial response, the crew is well equipped to respond to extended attack incident
24 and critical need missions on large fires. In order to retain this helicopter and crew beyond IA for
25 extended attack incidents, or critical mission needs on large fires, a request will be made to GBCC.
26 GBCC will coordinate these requests and any reassignments with the Idaho BLM SAM or Duty
27 Officer. Extended attack incidents that utilize the crew to fill critical positions should immediately
28 order replacement personnel for those positions in case the aircraft and crew are assigned.

29
30 Any unit requesting preposition of this resource and crew will specify the anticipated duration. If the
31 aircraft and crew are not assigned to an incident during this period, they may be made available for
32 higher priorities within the GACC or nationally.

33
34 ○ **Type 1 Exclusive Use Helicopters- Standard/Limited Category**

35 See National Interagency Mobilization Guide

36
37 Outside of initial attack, whenever a type 1 exclusive use helicopter fills a helicopter request the
38 administrating/sending unit will send a fuel truck, support vehicle, and manager. Consideration
39 should be given to logistical concerns (i.e. road access for large support vehicles, accommodations
40 for large contract crew, etc.).

41
42 • **CALL WHEN NEEDED (CWN) / ON-CALL HELICOPTERS**

43
44 When placing an order with the GBCC, the following information should be included: altitude,
45 temperature and intended use for the incident or project. Helicopter performance, cost, configuration
46 and location shall be considered when filling orders.

47
48 Prior to being sent to the incident or project, helicopter(s) and manager/module(s) shall be joined at a
49 staging area away from, but convenient to, the incident/project (e.g. the nearest airport). The helicopter
50 manager will conduct a pre-use inspection verifying that all is in order and brief the pilot on the details
51 of the assignment.

52
53 All incident assignments require that a qualified helicopter manager and module be assigned.

1 During active fire season local dispatch offices must advise the GBCC of all CWN/On-Call
2 requests/assignments made by their offices.

3
4 Contract administration shall be accomplished through the helicopter manager. The helicopter
5 manager is responsible for conducting inspections, briefing prior to use and on scene contract
6 administration. Helicopter managers shall verify to the using unit that these inspections and briefings
7 have been accomplished. Specific procedures are contained in the NWCG Standards for Helicopter
8 Operations (SHO).

9
10 DOI agencies can only order helicopter services from DOI contract sources for non-emergency use
11 (prescribed fire, resource management projects, etc.). See DOI - OAS, OPM-39 at
12 <https://www.doi.gov/sites/doi.gov/files/uploads/opm-39.pdf> for exceptions and procedures for use of
13 USFS procured aircraft.

14
15 Reference the Interagency Tech Bulletin 2015-01 to assist in determining what agency initially hired
16 the aircraft and if/when this should change to a different agency payment system. The helicopter/flight
17 manager and vendor are the responsible parties in determining the initial path to take, depending on
18 the original resource order and contract jurisdiction.

19
20 Interagency Technical Bulletin 2015-01:
21 https://www.doi.gov/sites/doi.gov/files/migrated/aviation/tech/upload/IATB_2015-01.pdf for further
22 information.

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

24
25 ○ **Type 1 and 2 Call-When-Needed (CWN) Helicopters**

26 Type 1 and 2 CWN helicopters are available under national contract and, with the exception
27 outlined below, shall be ordered through the NICC via established dispatch channels. Definitions
28 of categories (standard, restricted, or limited), as well as additional information on CWN helicopters,
29 can be found in the National Interagency Mobilization Guide, and the NWCG Standards for
30 Helicopter Operations (SHO), chapter 2.

31
32 Exception Federal

33 Any national forest with a type 1 helicopter operating locally on a timber sale contract may use the
34 helicopter for initial attack missions per the contract requirement in the timber sale. The following
35 must occur:

- 36
- 37 ■ The helicopter can only be used for initial attack on incidents within or adjacent to the timber
38 sale that the helicopter is working on.
- 39
- 40 ■ Coordination must occur between the local dispatch offices, the timber sale COR, and any
41 other resources assigned to the incident.
- 42
- 43 ■ A resource order shall be submitted for documentation purposes to the coordination center.
- 44
- 45 ■ For any request/assignment other than initial attack on or adjacent to the timber sale
46 procedures in the National Interagency Mobilization Guide must be used.
- 47

48 ○ **Idaho Department of Lands CWN Helicopters**

49 IDL will solicit State CWN contracts for both standard and limited Type 1, 2 and 3 helicopters as
50 needed. Local units in Idaho requiring State Aviation services will order additional services through
51 local interagency dispatch centers utilizing established dispatch channels. A list of IDL's CWN
52 Aviation Price Agreements are posted under All-State Protection Agreements found on IDL's Fire
53 Management webpage: <https://www.idl.idaho.gov/fire-management/incident-business/>

54
55 ○ **Type 3 CWN / On-Call Helicopters**

56 There are two federal procurement methods used for acquiring Type 3 CWN/On-Call helicopters

1 within the Great Basin for federal agencies. These methods are:

- 2 ▪ The Forest Service CWN contract- coordination center and local dispatch offices must have a
- 3 written delegation of authority from the contracting officer to order under this contract.
- 4
- 5 ▪ The DOI On-Call Small Helicopter contract- administered by DOI-Acquisition Services
- 6 Directorate (AQD) in Boise, Idaho.
- 7

8 State agencies may have state CWN procurement policies. State Annual Operating Plans

9 (AOP) describes the use of state resources on federal incidents. Helicopters will meet

10 Interagency Fire Helicopter Standards for operation on federal incidents.

11

12 For projects, a cost comparison must be completed by the ordering office when deciding which

13 procurement method to use.

14

15 • **HELICOPTER RAPPELLING / CARGO LETDOWN**

16

17 Helicopter rappelling and cargo letdown operations are approved for use on all Great Basin agencies'

18 lands, provided the agency personnel and pilot have been trained, certified and approved in accordance

19 with the National Rappel Guide. Helicopter rappellers shall be ordered through normal dispatch

20 channels.

21

22 • **EXCLUSIVE USE HELICOPTER RAPPELLERS AND AIRCRAFT**

23

24 Outside initial attack, whenever an exclusive use helicopter fills a helicopter request the

25 administrating/sending unit will send a fuel truck, support vehicle, manager/spotter and a **minimum**

26 of 5 crew personnel. Orders for rappellers with aircraft within the Great Basin shall be on an Aircraft

27 resource order. Orders for rappel capable aircraft should be placed as immediate need, IA or for

28 preposition planning purposes.

29

30 • **RAPPELLER PREPOSITION**

31

32 Rappellers and aircraft may be ordered and mobilized for preposition purposes when multiple starts

33 are occurring or are predicted. Preposition request will be on an A-#, as "Load, Rappellers, Initial

34 Attack", and identified as preposition in special needs. The sending unit will assign all personnel as

35 subordinate A-#s under the aircraft request. The duration of preposition will be negotiated between the

36 ordering and sending units. Preposition loads should be released within a reasonable timeframe if they

37 are not utilized or otherwise negotiated.

38

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

40

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

42

43 The mission is a life or death emergency.

44

45 The rescue is conducted by qualified personnel trained in accordance with agency policy and

46 standards.

47

48 The individual operation has been approved by the appropriate line officer.

49

50 Agency short-haul helicopters are available from the Payette Dispatch Center and Teton Dispatch

51 Center. Agency short-haul aircraft are ordered through normal dispatch procedures.

52

53 National Guard helicopter units in Idaho, Nevada, Utah, and Intermountain Life Flight in Utah have

54 rescue hoist capabilities.

55

56 Requests for service are routed through the Air Force Rescue Coordination Center and/ or through

57 State Emergency Service dispatch/ communications center.

1 Boise Interagency Dispatch Center has an agreement with the Idaho National Guard for emergency
 2 Short-haul rescue missions. The nature of these missions require the timely deployment of resources
 3 to preserve life. This is not to be confused with the regular or long-term deployment of National Guard
 4 resources.

6 **HELICOPTER SINGLE SKID, TOE IN and HOVER EXIT/ENTRY PROGRAM (STEP)**

8 All STEP approved BLM EU Helitack programs should outline STEP operations in their local aviation
 9 plans and adhere to the policies and procedures outlined in [OPM-40](#). EU Helicopter programs
 10 interested in implementing a STEP program must follow the steps for new program requests in 3.23.
 11 The Great Basin has 4 STEP approved Helitack Programs-

- 12 • Elko
- 13 • Ely
- 14 • Moab
- 15 • Salt Lake
- 16 • Las Vegas

17 • **NATIONAL GUARD HELICOPTERS**

18
 19 When ordering long term NG resources, each state has identified a single dispatch center and state
 20 liaison who will coordinate and serve as the liaison/contact for any request for Guard assets.

21
 22 **IDAHO:** All units in Idaho will order through the Boise Interagency Dispatch Center (BDC) utilizing
 23 established dispatch channels. BDC will work with the IDL duty officer and the GBCG contact for
 24 notification and mobilization of NG resources. The ordering dispatch center will then notify GBCC
 25 regarding the order. BDC will contact the IDL Fire Bureau Duty Officer to place the order.

26
 27 **NEVADA:** All units within Nevada will order through the Sierra Front Interagency Dispatch Center (SFC)
 28 utilizing established dispatch channels. SFC will work with the Nevada Division of Forestry (NDF) duty
 29 officer and GBCG contact for notification and mobilization of NG resources. The ordering dispatch
 30 center will then notify GBCC regarding the order. SFC will contact the NDF Duty Officer to place the
 31 order.

32
 33 **UTAH:** All units within Utah will order through the Northern Utah Interagency Dispatch Center (NUC)
 34 utilizing established dispatch channels. NUC will work through the Utah Division of Forestry's duty officer
 35 and GBCG contact for notification and mobilization of NG resources. The ordering dispatch center will
 36 then notify GBCC regarding the order. Dispatch centers shall not contact the NG directly to order
 37 aircraft.

38
 39 **ARIZONA:** All requests for Arizona National Guard resources will be ordered through the Arizona
 40 Dispatch Center to the Arizona State Forestry. An informational copy of the resource order must be
 41 sent through the normal dispatch channels to Southwest Coordination Center.

42
 43 **WYOMING:** At certain times the National Guard has available helicopters, equipment and personnel
 44 that are useful in the suppression of forest and range fires on Federal and State lands. The National
 45 Guard units may be ordered through the State for state incidents or the RMACC for federal incidents.
 46 Only helicopter resources have been identified in a pre-season agreement.

47
 48 **IMPORTANT NOTE:** In an emergency situation requiring rescue aircraft, dispatchers should follow
 49 local established ordering protocol for immediate and efficient dispatching of aviation resources. For
 50 more information see: <https://www.nwccg.gov/committee/hshu-ehe>

1 • **AERIAL IGNITION**

2
3 There are several approved aerial ignition devices approved for Forest Service and DOI use; the
4 helitorch and the plastic sphere dispenser (PSD). See NWCG Standards for Aerial Ignition.

5
6 There are specific training and certification requirements for aircraft, pilots, helitorch modules and PSD
7 operators. Qualified and current individuals must be assigned when filling aerial ignition orders for
8 helitorch modules or PSD operators.

9
10 An exclusive use helicopter and crew who have all the components (aerial ignition equipment, supplies
11 and qualified personnel) whenever possible. This can be accomplished on one A# that specifies the
12 aerial ignition capability needed in Special Needs.

13
14 Orders for these resources for fire, or project use, may involve several different resource orders.
15 Example: helicopter ordered on an A#, helicopter manager and helitorch module or PSD operator
16 ordered on an O#, helitorch or PSD machine ordered on an E# and plastic spheres, ethaline glycol,
17 gasoline, etc. ordered on an S#.

18
19 Note: The identification of equipment at bases does not necessarily mean qualified personnel are
20 available to operate the equipment.

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

<u>Unit - Base</u>	<u>Aerial Ignition Capability</u>
Arizona Strip BLM	Plastic Sphere Dispenser
Twin Falls BLM	Plastic Sphere Dispenser
Boise NF (Lucky Peak, Garden Valley)	Plastic Sphere Dispensers
Salmon/Challis NF (Challis)	Helitorch / Plastic Sphere Dispensers
Salmon/Challis NF (Salmon)	Plastic Sphere Dispenser
Sawtooth NF (Hailey)	Plastic Sphere Dispenser
Payette NF (Price Valley, Krassel)	Helitorch, 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
Uintah-Wasatch-Cache NF	Helitorch / Plastic Sphere Dispensers

1 **AIRTANKERS**

2 See National Interagency Mobilization Guide

3
4 For airtanker status see: <https://gacc.nifc.gov/gbcc/aircraft.php>

5
6 • **VERY LARGE / LARGE AIRTANKERS** See National Interagency Mobilization Guide

7
8 • **MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS)**

9 See National Interagency Mobilization Guide and the MAFFS Operations Guide

10
11 • **SINGLE ENGINE AIRTANKERS (SEATs)**

12 See National Interagency Mobilization Guide and the NWCG Standards for Airtanker Base Operations (SABO). The guide can be found at the following link: <https://www.nwcg.gov/publications/506>

13
14
15 Federal contracted SEATs are considered a national resource and allocated to the geographic area by
16 NMAC/NICC. The geographic area administering these aircraft will make them available for initial
17 attack and extended attack fires on a priority basis.

18
19 Single engine airtankers may be used under the following conditions:

20
21 ○ **USDA-Forest Service**

22 The Forest Service may use SEATs contracted by cooperators (for example, DOI or State
23 agencies) provided they meet the requirements in FSM 5713.44.

24
25 ○ **DOI**

26 DOI contracted SEATs are a national resource and their primary mission is initial attack. Once
27 allocated to the geographic area, mobilization is managed by the local dispatch centers with
28 support from the GBCC aircraft desk and aviation managers.

29
30 Operational considerations concerning SEATs can be referenced in the DOI Exclusive Use SEAT
31 SOPs, SABO and the NWCG Standards for Airspace Coordination.

32
33 Nationally on call contracted SEATs will be dispatched for initial and extended attack fire when they
34 are available. This includes responding to incidents outside of assigned dispatch areas and GACC
35 boundaries when requested. Established dispatch procedures will be followed, and local dispatch
36 centers will place orders to the GACC when the neighborhood policy is not applicable.

37
38 The pilot shall be carded as either a level 1 or level 2 single engine airtanker pilot based on the
39 following criteria:

- 40
41 ▪ **Level 1-** Allows pilot to perform initial attack within the fire traffic area (FTA) without aerial
42 supervision.
- 43
44 ▪ **Level 2-** Requires aerial supervision when more than **one** other tactical aircraft are within
45 the fire traffic area (FTA).

46
47 All SEATs will be ordered through normal dispatch channels. DOI On-Call SEAT contracts are
48 organized by the national SEAT coordinator and allocated to the geographic area. To order a SEAT
49 from outside of the Great Basin requires a resource order to the servicing GACC through NICC and
50 SEAT coordinator for approval. See web page at:

51
52 <https://www.doi.gov/aviation/aqd/contracts> for contract and ordering information.

53
54 Aircraft performance and limitations should be considered when ordering SEATs. The SEAT
55 support truck is a required component of the On-Call contract; the plane can be used while the
56 truck is in transit from the contractor's base to the incident operating base.

1 DOI suppression contract SEATs work a 6 day on 1 day off schedule with no relief crew required
2 and no permanent designated base.

3
4 DOI suppression contract SEATs will be statused as available national at the end of each day.
5

6 ○ **SEAT Base Hours of Operation**

7 During the core fire season period (June- September) Great Basin SEAT bases typically operate
8 on a 0900-1800 local schedule. Based on local activity, and at the discretion of the state duty
9 officers or by request from the GACC, the base hours of operation may be adjusted.

10
11 ○ **SEAT Aircraft Hours of Operation**

12 DOI National SEAT resource hours of operation are from 0900-1800 local time, per awarded
13 contract. Deviation from these hours must be coordinated with local center manager and GBCC
14 COD or GB Center Manager through established dispatch channels prior to deviation.

15
16 Prior to early shift activation of a SEAT the dispatch center and/or duty officer will contact GBCC
17 COD or center manager to discuss options and rationale. The rationale for use of SEATs prior to
18 0900 start time may include incident objectives, imminent threats or containment completion in
19 support of fire suppression efforts.

20
21 Adjustment to early operational hours should consider pilot duty day, additional aviation needs for
22 supervision, GBCC's ability to support the needs of the geographic area and the impacts that an
23 early start time could have on resource availability later in the day.

24
25 Dispatch centers will coordinate with the GBCC regarding extended staffing based on GBCC need
26 prior to 1730 each day.

27
28 ○ **State Agencies**

29 State agencies shall adhere to the NWCG Standards for Airtanker Base Operations (SABO) when
30 using SEATs on federal incidents. **SEAT's contracted by state agencies will be released back
31 to the home unit upon request.**

32
33 State sponsored SEATs will not leave the state without State duty office approval. Any orders will
34 follow established dispatch channels.

35
36 State run bases and State SEAT's hours of operation will be managed by the State Fire
37 Management Office or State Duty Officer coordinated with local dispatch centers.

38
39 ○ **SEAT Manager**

40 A SEAT manager (SEMG) is required to provide contract administration and SEAT Base oversight.
41 The SEMG is allowed to manage up to three SEATs. Airtanker base managers (ATBM) are allowed
42 to oversee SEAT operations without the presence of a SEMG.

43
44 ● **WATER SCOOPING AIRTANKERS**

45
46 CL-415 and Air Tractor 802 Fire Boss. Each Great Basin agency should have a water scooping
47 operations plan developed (at the appropriate management level) that describes suitable water
48 sources, public safety and invasive species control. Ordering of scoopers is through normal procedures
49 through the GACC.

50
51 ● **AIRTANKER OPERATIONAL PROCEDURES**

52
53 ○ **Rotation**

54 The policy found in the NWCG Standards for Airtanker Base Operations (SABO) shall be followed.
55 The guide can be found at the following link below:

56 <https://www.nwcg.gov/publications/508>
57

1 ○ **Ordering of Airtankers**

2 Movement/ordering of the airtankers will be through normal dispatching channels only.

3
4 During periods of sustained or multiple fire activity each unit shall take the necessary measures to
5 manage pilot time and remain cognizant of both flight time and duty day limitations. Unit dispatch
6 offices will notify the GBCC as airtanker(s) within their control reach a point at which they have 2-
7 hours of flight time remaining.

8
9 When airtankers are ordered, as much information from the field as possible shall be provided with
10 the initial order. This information should include but not be limited to: public and firefighter safety,
11 types of structures at risk, fire behavior and other pertinent concerns.

12
13 ○ **Airtanker Release Locations**

14 When airtankers are released, they should return to the current base of operations or the closest
15 airtanker base to the incident when the mission is accomplished unless prior arrangements or
16 coordination has been done. Aerial supervision should release aircraft to the local dispatch center
17 that will coordinate with the GBCC as to the release location or other instructions for assignment.

18
19 ○ **Airtanker Diversion**

20 Diversions will be coordinated through the coordination center. The priorities for airtanker and
21 leadplane use are: (1) human life or property or resource values (2) new starts (3) other priorities
22 established by management. Situations may develop necessitating the prompt and direct
23 reassignment of airtankers and leadplanes enroute to an incident or diverting them from a going
24 fire.

25
26 ○ **Airtanker Base Hours of Operation**

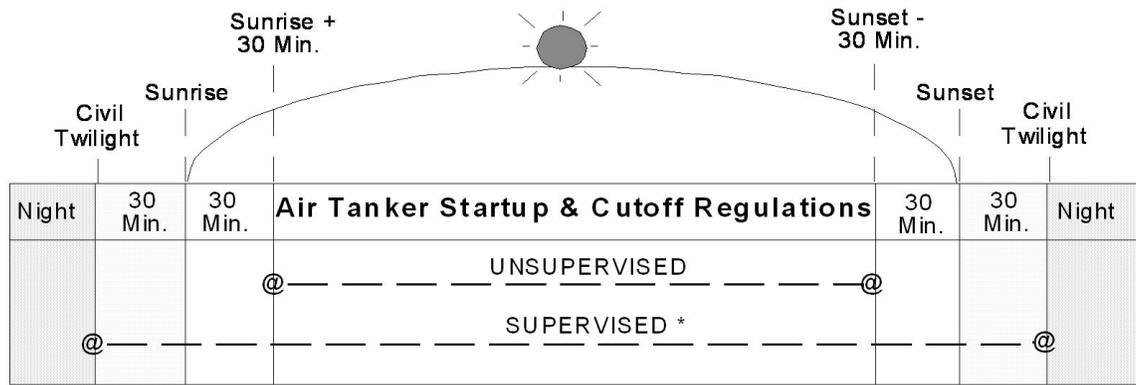
27 During the core fire season period (June- September) all Great Basin large airtanker bases typically
28 operate on a 0900-1800 local schedule. Based on local activity or at the discretion of the GBCC,
29 airtanker base hours of operation may be adjusted when aircraft are required to come on early or
30 extend past 1800. Airtanker base hours of operations will be coordinated through normal dispatch
31 channels. Dispatch centers will coordinate with the GBCC regarding early or extended staffing prior
32 to 1730 each day.

33
34 ○ **Airtanker Dispatch Limitations - Start-Up/Cut-Off**

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

40
41 Note that the limitations apply to the time the airtanker arrives over the incident/completes its
42 dropping activity, not the time the aircraft is dispatched from its base. The air tactical group
43 supervisor, airtanker coordinator or air tanker pilot in command (PIC) will determine that visibility
44 and other safety factors are suitable for dropping retardant and notify the appropriate dispatcher of
45 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

- 1 Reference the incident aerial supervision requirements table for additional information.
- 2 • **RETARDANT AVOIDANCE AREAS**
- 3 There are specified areas on each national forest in the Great Basin Area where the use of
- 4 retardant/fire chemicals has been determined to adversely affect terrestrial and aquatic species.
- 5 These areas are identified on the individual retardant avoidance maps located at all regional airtanker
- 6 bases, dispatch offices, permanent helibases, and supervisor’s offices.
- 7 If a misapplication of retardant occurs, follow the reporting and monitoring guidance found on the USFS
- 8 Aerial Application of Retardant Web site: <https://www.fs.fed.us/managing-land/fire/chemicals>
- 9 **UNMANNED AIRCRAFT SYSTEMS (UAS)**
- 10 Unmanned Aircraft Systems are considered aircraft and therefore must adhere to USFS/DOI policy
- 11 (including approval and carding of aircraft and pilots). UAS include everything from hand operated
- 12 devices weighing less than a pound to aircraft the size of commercial airliners. UAS include any aircraft
- 13 used, or intended to be used, for flight in the air with no onboard pilot.
- 14 UAS missions must be approved in advance by DOI (OAS) or the U.S. Forest Service, Washington Office
- 15 and Regional Aviation Officer prior to use on any USFS/DOI agency projects (to include
- 16 fire/incidents/prescribed fire, BAER, etc.).
- 17 When UAS are flown for USFS/DOI work or benefit, FAA, USFS, and DOI regulations apply.
- 18 Units wishing to utilize UAS must have a plan in place for how they are going to collect, process, and
- 19 disseminate data gathered by a UAS. Consult with your Unit Aviation Officer or the Regional/State
- 20 aviation staff to assist in selecting and ordering the aircraft best suited for the mission.
- 21 The following minimum standards apply:
- 22 All aircraft (to include UAS) purchase, lease, or acquisition must follow agency procurement policy and
- 23 procedures.

1 **DOI and USFS UAS policy and operational Guidelines for use of UASs is dynamic and there are**
 2 **differences in agency policies**

3 • **USFS**

4 UAS flights under USFS operational control must adhere to USFS policy and regulations regarding
 5 their use. Guidance can be found in FSM 5713.7, the USFS National Aviation Safety and
 6 Management Plan.

7 • **DOI**

8 UAS flights under DOI operational control must adhere to DOI policy and regulations regarding their
 9 use. Guidance can be found in 350-353 Departmental Manuals and Operational Procedures

10 Memoranda 11: <https://www.doi.gov/aviation/library/opm>

11 • **Key Points for all agencies:**

12 The use of any UAS (including model or remote controlled aircraft) for compensation is considered a
 13 “commercial” operation per the FAA. Commercial UAS operators must have a Section 333 Exemption
 14 and COA or Part 107 certification issued by the FAA. A list of companies with valid 333 Exemptions
 15 can be found here: <https://www.faa.gov/uas>

16 IMTs must notify the agency administrator prior to use of UAS. A modification to the Delegation of
 17 Authority should be considered.

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

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

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

28 The FAA has established guidelines for hobbyists who fly model and remote controlled aircraft via
 29 Advisory Circular 91-57. Model aircraft are to be flown only for recreation or hobby purposes. For
 30 further information, refer to: https://www.faa.gov/uas/getting_started/model_aircraft/

31 Additional information can be found on the FAA website: https://www.faa.gov/uas/getting_started/

32 **AIRSPACE**

33 • **TEMPORARY FLIGHT RESTRICTIONS (FAR 91.137).**

34 ○ **Policy**

35 The policies and procedures found in the [NWCG Standards for Airspace Coordination](#) have been
 36 adopted for all agencies' use and implementation.

37 ○ **Procedures**

38 It is essential that both local dispatch center and the GBCC dispatchers are trained in the policies
 39 and procedures found in the [NWCG Standards for Airspace Coordination](#) “Interagency Request for
 40 Temporary Flight Restriction” and “Documentation of Contacts Requesting Deconfliction of
 41 Airspace by the Military.”
 42
 43

1 Local dispatch centers are responsible for:

- 2
- 3 ▪ Coordinating with military units for deconfliction of Special Use Airspace (SUA) and Military
- 4 Training Routes (MTR's)
- 5
- 6 ▪ Submitting requests for temporary flight restrictions to the appropriate FAA air route traffic
- 7 control center through the NOTAM Entry System (NES). Documenting the request on an A#.
- 8
- 9 ▪ Informing the coordination center of temporary flight restrictions granted by FAA

10

11 The coordination center upon request from a local unit, may assume the responsibility for

12 requesting flight restrictions and/or assisting local units in deconflicting airspace with the military.

13

14 For non-fire deconfliction of airspace, refer to the NWCG Standards for Airspace Coordination or a

15 local agreement (i.e., BLM and Air Force: Mountain Home, Hill, or Nellis).

16

17 If a dispatch center is experiencing high workload with airspace coordination, they may order an

18 airspace coordinator. Additionally, military representatives to the FAA and agency airspace

19 program managers (See NWCG Standards for Airspace Coordination) are also available to assist.

20

21 • **MILITARY TRAINING ROUTES AND SPECIAL USE AIRSPACE**

22

23 See the NWCG Standards for Airspace Coordination. "Documentation of Contacts Requesting De-

24 confliction of Airspace by the Military."

25

26 Local dispatch centers are responsible for coordinating with military units for deconfliction of Special

27 Use Airspace (SUA) and Military Training Routes (MTRs). The GBCC, upon request from a local

28 dispatch center, may assume this responsibility and/or assist local units.

29

30 • **AIRSPACE CONFLICTS**

31

32 All airspace conflicts including accidents (mid-air collision), incidents (near mid-air collision), hazards

33 (intrusions into airspace restricted under Part 91.137 Temporary Flight Restrictions) and other

34 occurrences involving airspace shall be reported immediately by the individual involved with or

35 observing the conflict to the local dispatch center or aviation manager.

36

37 Upon notification of a conflict, the local dispatch center shall immediately notify the local aviation

38 manager and/or airspace coordinator if in place.

39

40 The local aviation manager/dispatch center shall immediately attempt to gather all pertinent details and

41 report the occurrence to the appropriate regional, state, or area aviation manager and GBCC.

42

43 These individuals shall take all necessary action to further report the occurrence according to agency

44 requirements (e.g. in the case of an accident or incident with potential) and shall coordinate on the

45 immediate follow up and investigation of the conflict.

46

47 If the conflict involves a serious aviation accident involving injury or loss of life or property, the

48 coordination center shall immediately notify the NICC and the appropriate agency aviation manager.

49

50 If an airspace conflict occurs that involves UAS, local units and/or dispatch centers will follow the NWCG

51 UAS Incursion Protocol (NWCG Memorandum 16-006) and report each incident to the affected

52 ARTCC.

53

54 See the NWCG Standards for Airspace Coordination for further information on airspace conflict

55 reporting and follow up.

1 • **FAA TEMPORARY CONTROL TOWER OPERATIONS**

2
3 Temporary control tower assistance is available through the FAA's Western Service Area Agreement
4 for the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA, and WY. (Reference Chapter
5 11 NWCG Standards for Airspace Coordination).

6
7 FAA temporary towers should be activated when conditions of visibility, or level of activity at an
8 uncontrolled airport, are such that FAA control will enhance safety. Airport managers should be
9 consulted, as well as pilots and aircraft managers. When an FAA temporary tower is requested, the
10 following procedures must be followed:

11
12 Local dispatch center will submit an Aircraft request for a Temporary Tower along with the completed
13 Temporary Tower Request form to the GBCC.

14
15 Provide the following when placing the order:

- 16
17 ○ Site Location- does a facility exist?
18 ▪ Consider ordering air ops/helibase trailers, office trailers, etc., via an equipment order form).
19 ▪ Does the facility have a good field of view for taxi, takeoff, and approach paths?
20 ▪ Does the facility have electrical and/or phone capability?
21
22 ○ Estimated times of operation (sunrise to sunset)
23
24 ○ Estimated duration of incident
25
26 ○ The names, telephone numbers and e-mail/internet addresses of the local unit contacts.

27
28 The form can be found at the following website:

29 <https://www.nwcg.gov/committees/interagency-airspace-subcommittee/publications>

30
31 **NOTE:** FAA personnel are not committed to 14 day assignments. The FAA will handle personnel switch
32 outs as needed and may request assistance with travel arrangements.

33
34 The FAA will be responsible for staffing appropriately to meet the request and any internal
35 requirements. (Agency will be responsible for providing total subsistence for FAA personnel).

36
37 The local unit aviation manager is responsible for providing a thorough briefing to the FAA controllers
38 and assist the controllers in presenting their own briefing to pilots and other interested personnel.

39
40 Ensure that adequate radio equipment is available for use. These must be 760-channel VHF-AM
41 radios. Note that the air ops/helibase trailers come with complete radio packages.

42
43 Be aware that the FAA will issue a NOTAM (Notice to Airmen) for the airport informing the public of the
44 change in status from uncontrolled to controlled and identifying radio frequency for contact with the
45 tower.

46
47 Additional Needs- since the FAA does not have the support equipment necessary to establish a
48 temporary tower, the incident should order support equipment through established ordering channels.
49 See the National Interagency Mobilization Guide and the NWCG Standards for Airspace Coordination,
50 Chapter 11, for a list of support equipment.

51
52 When the incident no longer needs the tower, ensure that release procedures occur through the
53 appropriate channels and payment documents are completed.

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 for logistical ordering/resource tracking through IROC. **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 / SEATs

Nationally assigned tanker number, for example call sign "Tanker 63." or "Tanker 830."

▪ Aerial Supervision Module

Normally assigned pilot's lead number. State of Alaska will assign "A-Alpha" and all federal ASMs will assign a "B-Bravo" as their identifier. If the aircraft is flying with only a pilot the call sign will be "Lead".

▪ 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 "Twin Peaks 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."

AIRCRAFT ACCIDENT AND INCIDENT/HAZARD/MAINTENANCE DEFICIENCY REPORTING

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/> (will NOT open in Internet Explorer), 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.

1 • **NOTIFICATION PROCEDURES FOR ACCIDENT AND MISSING AIRCRAFT**

2
3 Reference the unit Aircraft Emergency Response Plan
4 Notify agency aviation managers
5 Notify the GBCC and the NICC
6

7 • **GREAT BASIN AIRSPACE CONFLICT INCIDENT REPORTING PROCESS**

8
9 Any individual, regardless of agency, who observes any action that they feel has potential safety
10 implications, should report such action on a SAFECOM. The report must be timely and factual. The
11 report should be submitted within 24 hours of occurrence, or sooner, if immediate action is needed.
12

13 Agency Aviation Safety Manager(s) from the agency that had operational control of the incident will
14 review and investigate the SAFECOMs. Discrepancies will be handled per agency direction. The
15 agency on which the incident occurs will bear the cost of the investigation.
16

17 **REGION 4 BACKCOUNTRY AIRFIELD GUIDE**

18
19 Region 4 Back Country Guide describes the airfields and airstrips for Region 4 USFS.
20 This directory is available on the GBCC webpage at: [https://gacc.nifc.gov/gbcc/logistics/aviation-](https://gacc.nifc.gov/gbcc/logistics/aviation-docs/Completed%20Airstrip%20Booklet.pdf)
21 [docs/Completed%20Airstrip%20Booklet.pdf](https://gacc.nifc.gov/gbcc/logistics/aviation-docs/Completed%20Airstrip%20Booklet.pdf)
22

23 Backcountry airfields are identified with criteria for special use and pilot qualifications. Any air operations
24 into these airfield or airstrip should be coordinated with local dispatch and regional aviation personnel prior
25 to use.
26

27 • **SUGGESTED AIRPORT INFORMATION SOURCES**

28
29 FAA airport/facilities directory
30 Western States Flight Guide
31 AirNav.com
32 <http://skyvector.com/>
33
34

35 **SPECIAL USE AIRSPACE (SUA).** See the NWCG Standards for Airspace Coordination for procedures.

36
37 Dispatchers unfamiliar with the military units with whom they are dealing should refer to the Geographic
38 Location column, then locate the applicable Special Use Airspace for the area of operations.
39

40 Points of contacts, with specific procedures for each base/scheduling agency are as follows:

Scheduling Agency	Special Use Airspace	Contacts
HILL Air Force Base	Barren MOA Gandy MOA Lucin MOA Sevier MOA RA 6402 Alpha RA 6404 - Alpha/Bravo/Charlie RA 6405 RA 6406 Alpha/Bravo RA 6407	Hill AFB 807-777-4404 Clover Control: 801-777-7575 Scheduling: 801-777-4401 or 801-777-9385 Command Post: 801-777-3007 Airspace Manager: 801-777-6926

Scheduling Agency	Special Use Airspace	Contacts
<p>MOUNTAIN HOME Air Force Base</p>	<p>R-3202 3204 Owyhee MOAs Jarbidge MOAs Paradise E & W MOAs Saddle MOAs</p> <p>**MHAFB 366th will also schedule all routes for IDANG 190th**</p>	<p>366th Wing Scheduling: 208- 828-4607 / 4631 / 2172 FAX: 208-828-4573 E-Mail: 366oss.ososas@us.af.mil</p> <p>MHAFB RAPCON: Chief Controller Office 208-828-2854 / 2077</p> <p>Cowboy Control (MHAFB): Call First: 208-828-4804 Operations Floor: 208-828-1379</p> <p>MHAFB Airspace Manager: Byron Schmidt (use only when other coordination sources fail): byron.schmidt@mountainhome.af.mil 208-828-4722 (W) 208-631-1958 (C)</p> <p>MHAFB Command Post (use only when scheduling is not available): 208-828-5800</p>
<p>IDAHO Air National Guard</p>	<p>Saddle MOA</p> <p>Saddle MOA (Oregon)</p> <p>R-3203</p> <p>Triangle Saylor Creek R-3202 NOE (Danskin Mts)</p>	<p>IDANG 190th Wing Scheduling: ** All scheduling for IDANG 190th will be done by MHAFB 366th Wing Scheduling. See above.*</p> <p>DNG 266TH RANS (Cowboy Control) Airspace Scheduling: 208 828 1614 FAX: 208 828 4041</p> <p>Orchard Training Range Scheduling/ Operations: Charles Ake 208 272 8224 Cell: 208 559 1587 FAX: 208 272 4462</p> <p>Range Officer: CW2 Nathan Spaulding 208 272 8225 Cell: 208 841 1134</p> <p>Firing Desk: 208-272-4444 OTA Security: 208-866-2620</p> <p>Army Aviation 183rd AVN BN (Helicopters) Idaho only: Operations Officer: 208-272-3976 FAX: 208-272-4046 E-Mail: granger.amthor@us.army.mil</p> <p>Joint Operations: 208-272-5755 FAX: 208-422-6262</p>

Scheduling Agency	Special Use Airspace	Contacts
NELLIS Air Force Base	Desert MOA RA 4806 East/West RA 4807 Alpha/Bravo RA 4808 North/South RA 4809	Range Scheduling: Blackjack / Fire Reporting: 702-653-4707 Next day schedules: 702-653-7403 Weekend/Holiday: 702-653-5480 Nellis Air Traffic Control Facility: 702-652-2953 4222 Airspace Manager: 702-652-7891
FALLON Naval Air Station	Austin MOAs Gabbs MOAs Ranch MOAs Reno MOAs RA 4802 RA 4804 RA 4810 RA 4812 RA 4813 RA 4816 North/ South	Range Scheduling: 775-426-2416 or 775-426-3643 Desert Control: 775-426-2419 Weekend/Holiday: 775-426-2419 Ops Duty Officer: 775-426-2200
NEVADA Air National Guard	Low Altitude Tactical Navigation Area	Scheduling: 775-788-4595