

## 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, preparedness, reconnaissance, helitorch operations, and etc.

### AIRCRAFT MOBILIZATION

For all aircraft orders, documentation of special needs, threats, or specific reporting instructions are critical for the proper and timely processing of each aircraft request. All aircraft should be dispatched by closest resource, regardless of Geographic Area boundaries. When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Aircraft assigned will remain in the Geographic Area until released or reallocated by the NICC.

The following selection factors will be considered when ordering aircraft:

- Initial Attack vs. Large Fire Support.
- Closest resource, regardless of Geographic Area boundary.
- Timeliness.
- Cost effectiveness.
- Performance specifications for density/high altitude operations.
- Airtanker Type (T1 & T2 LATs, VLAT, or SEAT).
- Special flights/capabilities, to include short-haul, STEP, aerial ignition, rappel, hoist, etc.
- Special equipment, bucket vs. tank, tundra pads, floats, etc.

The following terminology will be used when requesting aircraft through NICC:

- Knots (kts.) will be the standard term used to reference airspeed.
- VORs (Very High Frequency Omnidirectional Range) will be used to reference direction.
- Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes.
- Aircraft registration numbers will be used when referencing helicopters, leadplanes, and air attack aircraft.
- Airtankers and SEATs will be referenced by the airtanker number, e.g., T-40.

### Great Basin Aircraft Mobilization

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

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

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

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

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

- Aerial Supervision Modules (ASM 1) and assigned aircrew.
- Leadplanes and assigned air crews.
- Agency owned Air Attack platforms and the assigned aircrew.
- Agency exclusive use Air Attack platforms and the assigned aircrew.
- Agency exclusive use helicopters and the assigned module members.
- Agency owned helicopters and the assigned module members.

## AIRCRAFT SOURCES

Sources for aircraft include agency-owned aircraft (Fleet), exclusive-use (EU), call-when-needed (CWN), or Department of Interior (DOI) On-Call contract aircraft. Rental aircraft are 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.

## COOPERATOR AIRCRAFT

Refer to the Interagency Standards for Fire and Fire Aviation Operations (NFES 2724) for additional information regarding cooperator aircraft.

<https://www.nifc.gov/standards/guides/red-book>

Cooperator-contracted aircraft also on an existing federal contract with federal aircraft and pilot cards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter.

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. Approval will be by USDA Forest Service/DOI letter.

Cooperator-owned/-operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter. Cooperator-owned/-operated aircraft meeting requirements of the NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters, PMS 525-1 or other applicable NWCG standards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter.

<https://www.nwcg.gov/sites/default/files/publications/pms525-1.pdf>

All cooperator aircraft used on federally protected lands must be approved by FS/DOI letter. Utilization of approved, cooperator aircraft shall be limited based on 49 UNITED STATES CODE §40125.

- All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.
- The use of cooperator aircraft must involve a “significant and imminent threat to life or property” documented daily on the Cooperator Aircraft Use Validation Worksheet (National Interagency for Resource Mobilization [Chapter 80](#)) to document the justification for aircraft utilization.

## Non-Federally Approved Aircraft

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place.

The following conditions apply for non-federally approved aircraft:

- No federal employees are allowed to ride on board the aircraft.
- No federal employee may be assigned to a position that exercises contractual control.
- Federal personnel may load retardant at federal airtanker bases, regardless of jurisdiction.

- Federal personnel may provide aerial supervision (ATGS, ASM, HLCO, Leadplane) under existing standard operating procedures and agreements.
- The aircraft remains under State operational control regardless of the agency affiliation of the firefighters directing the aircraft on an incident with State jurisdiction.
- The aircraft are approved to interact with federal dispatch personnel as long as the aircraft remains under the operational control of the State or for safety reasons.

Under emergency circumstances, where human life is immediately at risk by wildland fire on lands under federal protection, a Federal Line Officer can approve the use of non-federally approved aircraft. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet the emergency need. Federal line officers are encouraged to consult with agency aviation management personnel to aid in decision making.

Approving Federal Line Officer must document exemptions in accordance with agency guidance to include submitting a SAFECOM within 24 hours.

### **NATIONAL GUARD AIRCRAFT**

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 coordinate with the IDL State Duty Officer and the IDL GBCG representative for notification and mobilization of NG resources. The ordering dispatch center will then notify GBCC regarding the order. BDC will coordinate with the IDL State 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.

### **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**

All requests for Wyoming National Guard resources will be ordered through the Wyoming State representative and through Rocky Mountain Coordination Center for federal incidents. 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. For helicopter resources, only those that have been identified in a pre-season agreement may be utilized.

## Idaho Department of Lands Compact

The Idaho Department of Lands (IDL) may obtain Canadian aircraft as a member of the Northwest Wildland Fire Protection Agreement (Northwest Compact). IDL can hire EU aircraft as well as CWN aircraft through IDL's Aviation Price Agreements for Call When Needed Services (IDL CWN APA).

### 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.

### TYPES OF FLIGHTS

#### Point-to-Point

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

- Attending training
- Giving a speech
- Functional assistance trip
- Attending a workshop

#### Mission

Mission flights (also known as FS Special Use Mission Flights) are defined as flights not meeting the definition of a point-to-point flight. A mission flight requires work to be performed in the air (retardant or water delivery, fire reconnaissance, smokejumper delivery), or through a combination of ground and aerial work (delivery of personnel and/or cargo from helibase to helispot or unimproved landing sites, rappelling or cargo letdown, or horse herding). Special Use Mission Flights may require special pilot endorsements, flight evaluations, training and/or specialized aircraft equipment.

#### Vendor Non-Revenue / Ferry Flight

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

### FLIGHT MANAGEMENT

#### Flight Manager

There will be a flight manager designated on all passenger flights originating within the Great Basin. A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights.

For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the Interagency Aviation Training Guide found at: [https://www.iat.gov/docs/IAT\\_Guide.pdf](https://www.iat.gov/docs/IAT_Guide.pdf)

The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached.

The Flight Manager duties are:

- Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).
- Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.
- Ensure proper Resource Tracking procedures are met.
- Ensure passenger aircraft safety briefing is conducted.
- Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.
- Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.
- Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.
- Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).
- For Canadian travel, the Flight Manager will ensure proper documentation is included

The dispatch office will provide assistance in estimating aircraft cost but is not responsible for completing the cost comparison/justifications worksheet and forms. The flight manager or authorizing authority must complete and sign the cost comparison/justifications worksheet. Agencies are responsible for compiling documentation of cost comparison form and the flight invoice for each flight.

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

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

- IMT aviation staff
- Incoming aviation resources
- Aviation Safety Assistance Teams (ASAT)

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

- Local administrative procedures, meals, lodging, time, flight payment document procedures, etc.
- Airport procedures, base security policy, and plan
- Specific fire, fuel, and fire behavior conditions and information
- Aerial hazards maps for the local area
- Contact procedures prior to entering a SUA, TFRs, Airspace Letters of Agreement (LOA), and Memorandum of Understanding (MOU)
- Weather (current and forecast)

Crew/aircraft information sheets (see agency specific guide)

Aircraft status summary

Flight following procedures.

Local information, fueling, water sources, sunrise/sunset times, etc.

Radio frequencies, map sets, and warehouse supplies

## **FLIGHT PLANS**

### **Agency Flight Plan**

Agency flight plans **are required** when an FAA Flight Plan is not filed and are the responsibility of the pilot to complete and distribute. Agency Flight Plans are most often used for mission flights. The

responsibility of ensuring the safe completion of a flight (flight following) lies with the originating dispatch office, unless a positive, documented handoff occurs.

### FAA Flight Plans

FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute and close out with dispatch once the aircraft is on the ground to accomplish resource tracking. The pilot shall close out the flight plan with the FAA once the flight is completed.

There are two types of FAA Flight Plans:

- Instrument Flight Rules (IFR) - FAA flight following is automatically provided by Air Traffic Control (ATC) on this type of flight plan. The pilot shall close out the flight plan with the FAA once the flight is completed.
- Visual Flight Rules (VFR) - The pilot must request FAA flight following. ATC may or may not provide it. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. The pilot shall close out the flight plan with the FAA once the flight is completed.

All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air Traffic Control (ATC) may or may not provide it.

It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. Automated Flight Following (AFF) or Verbal flight following is not required enroute when an FAA flight plan has been filed.

### AIRCRAFT FLIGHT REQUEST / SCHEDULE / FLIGHT STRIP

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

- Incident Name/Number and Request Number
- FAA Registration, "N" number and Call Sign
- Aircraft Make/Model/Color
- Pilot and Vendor Name and Contact Information
- Mission Description
- Passenger/Cargo Information
- Flight Itineraries
- Flight Plan Type/Method of Flight Following

### Aircraft Flight Request / Schedule / Flight Strip Requirements

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

- Point-to-Point
- Mission flights with fuel stops or passenger pickup (not direct to an incident)
- Flights leaving the geographic area
- Dispatch centers/aircrews will only utilize an approved agency Aircraft Flight Request/ Schedule form.

In accordance with the guidelines above, agency flight plans are the responsibility of the pilot/manager, to be distributed through the originating dispatch office, and are documented on an Aircraft Flight Request/Schedule. This should occur before the aircraft begins flight. Pilots/managers should communicate with dispatch to coordinate the completion of a flight schedule form as accurately as possible. The type of flight plan must be documented, as this information is critical for initiating search and rescue actions. Once the sending office has the flight schedule form, it must be emailed to GBCC. If the GBCC is the hiring/sending office, a form will be created and emailed to the receiving dispatch office.

The GBCC will email the form to all the affected dispatch offices when Agency Flight Plans are filed. The form will be emailed to the NICC by the GBCC for those flights leaving the geographic area.

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

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and type of flight plan/flight following being utilized (FAA or Agency, AFF or Radio check-in) to the GBCC.
- Notify the GBCC of known delays/advances of a flight plan exceeding 30 minutes.
- Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap Response Guide and Checklist.
- On any flight requiring stops enroute to a destination within the Great Basin, instruct the pilot-in-command or flight manager to contact the GBCC at **801-531-5320**.
- Aircraft support vehicles should contact the GBCC at fuel stops.
- On any flight proceeding beyond the Great Basin, instruct the pilot-in-command or flight manager to contact the **NICC at 800-994-6312**.
- Aircraft support vehicles should contact the NICC at each fuel stop.

### **Responsibilities of the GBCC**

- Relay the flight itinerary and type of flight plan/flight following being utilized to the requesting unit or NICC via phone.
- Notify the requesting unit or the NICC in delays/advances of a flight plan exceeding 30 minutes.
- Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap Response Guide and Checklist.

### **Responsibilities of NICC**

- Relay Aircraft Flight Request/Schedule to the receiving GACC.
- Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding 30 minutes.
- Resource track aircraft to specified destinations.
- Monitor flight plans for additional utilization.

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

- Confirm arrival of all tactical aircraft by telephone to the GBCC.
- Notify the GBCC of any delays of a flight plan exceeding 30 minutes.
- Notify the GBCC of any aircraft overdue by more than 30 minutes.
- Initiate/assist with search procedures for overdue aircraft.
- Utilize the Interagency Aviation Mishap Response Guide and Checklist.

## **FLIGHT FOLLOWING**

### **Automated Flight Following (AFF)**

AFF is the preferred method of agency flight following (once radio communications have been confirmed). If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions for flight following reasons are acceptable but should be short and infrequent when utilizing AFF.

### **Radio Check-in/Check-Out**

Radio Check-out/Check out flight requires verbal communication via radio every 15 minutes through the duration of the flight. The dispatcher logs the aircraft call sign, location, and heading.

It is the responsibility of the pilot/Flight Manager to advise dispatch upon take-off which plan (FAA or Agency) is being utilized. It is the responsibility of the dispatcher to ensure Flight Plan information is shared with the affected dispatch centers along the aircraft's route.

Agency flight following is used for all mission flights but is not required when an FAA flight plan has been filed for a point-to-point flight. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing per the *NWCG Standards for Helicopter Operations, PMS 510*:

<https://www.nwcg.gov/publications/510>

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, as a minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time enroute, souls and fuel on board and will close out with dispatch once the aircraft is on the ground.

Flight following is the responsibility of the originating dispatch office and will remain so until transferred through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to close out a flight plan.

At the conclusion of the flight, the flight manager/pilot will ensure that the receiving dispatch office is notified of their arrival. The receiving dispatch office is responsible for notifying the originating dispatch office.

If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate/assist aircraft search and rescue actions. The flight following dispatch office shall be continually staffed while an aircraft is airborne.

Flight following problems should be documented in the SAFECOM system.

Federal/state agencies and cooperators utilizing aviation resources for non-fire projects are not automatically tracked and/or flight followed on Agency Flight Plans. Any requests for the Great Basin dispatch centers to perform this function must be part of a Project Aviation Safety Plan (DOI) / Mission Aviation Safety Plan (USFS) and coordinated well in advance of the project and will have a flight request schedule form completed. Requests for flight following, is a courtesy, and is at the discretion of the dispatch office.

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

### **National Flight Following Frequency (168.6500 MHz)**

The National Flight Following Frequency is used to monitor interagency and contract aircraft. All aircraft on point-to-point or mission flights should establish/terminate flight following and confirm AFF on the National Flight Following frequency.

All dispatch centers/offices will monitor the National Flight Following frequency at all times. A CTCSS tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency. The National Flight Following frequency is to be used for flight following, dispatch, or redirection of aircraft. No other use is authorized.

### **Automated Flight Following (AFF)**

AFF is an online government application that automatically tracks the location and velocity of specially equipped aircraft and mobile assets and provides this information in near-real-time to dispatchers, aviation managers, and other authorized users. AFF reduces the requirement to "check-in" via radio every 15 minutes and provides the dispatcher with a wide range of information on the flight, airspace, and other data that may be pertinent to the flight. This reduces pilot workload, clears congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history. AFF does not eliminate hand-off procedures.



## Requirements to Utilize AFF

AFF does NOT reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability and for the aircraft to be monitoring appropriate radio frequencies during the flight for possible diversions or updated mission information from dispatch, or an ops-check if resource is no longer showing positive on AFF. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.

The aircraft must be equipped with the necessary AFF hardware, transmitter and antenna.

## Procedures for Utilizing AFF

Standard information shall be communicated to the dispatch office, such as route of flight, passengers, purpose of flight, radio frequencies to monitor, known flight hazards, TFR information, ETD, etc. (no change from radio check-in procedures).

- AFF will be initiated when an aircraft is dispatched or when a user requests flight following from a dispatch center.
- The dispatch center will verify the aircraft icon is visible on the screen and be able to quickly monitor the page at any time during the flight.
- The dispatch center will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
- When aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating call sign, departure location, number on board, fuel on board, ETE, destination, confirmation of AFF location. This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can “see” the aircraft on the computer screen. If there is a problem at this point, change to radio check-in procedures until the problem is resolved.
- If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.
- If there is a deviation from the planned flight route, the pilot will contact the dispatch center via radio with the changed information.
- The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and document the location for the duration of the flight.
- If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. (During tactical operations below 500’ a periodic red indication is normal and does not necessitate an ‘immediate’ contact especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)
- If radio contact is made after a lost signal, the flight may continue utilizing radio check-ins for flight following.
- When the aircraft has completed the flight and landed, the pilot or flight manager (HEMB, ATGS, etc.) shall contact the dispatch office via radio or telephone informing them that they are on the ground.

Additional information about AFF can be found at: <https://www.aff.gov/>

## Responsibilities of Pilot/Flight Manager for Flight Following

- Contact dispatch to establish AFF flight following (preferably via phone prior to flight).
- Provide dispatch with appropriate flight information (same as radio check-in procedures).
- Obtain appropriate FM frequencies and tones to be monitored during flight and brief on radio calls you will make and what response is expected.
- Shortly after takeoff and outside of sterile cockpit environment, contact dispatch via radio to initiate AFF.
- If radio contact is not made with dispatch office, return to airport/helibase.

- If radio contact is made and AFF is verified by dispatch office, monitor assigned frequencies, including guard, for duration of flight.
- If a deviation from planned and briefed flight route occurs, contact dispatch office via radio with the change.
- If AFF capability is lost at the dispatch office, or the signal is lost during the flight, flight following will revert to 15-minute radio check-in procedures.
- Although not required at any time during the flight, it is acceptable to check in via radio with dispatch to confirm positive AFF.
- Inform dispatch upon landing that the aircraft is on the ground.

### **Responsibilities of Aircraft Dispatcher for Flight Following**

- When AFF is requested, ensure AFF program access is available and request standard flight information from the pilot/flight manager. Document using existing dispatch forms and logs.
- Provide pilot/flight manager with appropriate frequencies to monitor during the flight (dispatch frequency, national flight following, etc.). Ensure these frequencies are monitored during duration of flight.
- If flight following will be handed off to another dispatch office during the flight, brief this with the pilot, flight manager, providing frequency change, call sign, and other appropriate information.
- Check AFF system to ensure icon for the aircraft is shown.
- Shortly after takeoff, pilot, flight manager will call via radio to initiate AFF. Check aircraft icon color and verify time and date.
- Ensure the AFF system remains operating on your computer during the entire flight.
- Set 15-minute timer and check flight progress as appropriate during the flight. Document using existing forms and logs.
- If the icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate.
- If radio contact is made after a lost signal, flight may continue utilizing 15-minute radio check-ins for flight following.
- Use standard contact procedure if computer system goes down during flight.

### **Procedures for Coordination/Handoff Between Dispatch Offices for Flight Following**

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

Flight following handoffs must be coordinated when using AFF. Dispatch offices will monitor appropriate frequencies. If frequency changes are required, the new frequencies will be relayed to the aircrew.

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

Anticipated dispatch handoffs will be communicated to pilots/flight managers with call signs, frequencies and when to switch.

### **Suggested Airport Information Sources for Flight Following and Tracking**

FAA airport/facilities directory  
Western States Flight Guide  
<https://www.airnav.com/>  
<http://skyvector.com/>

## OVERDUE AND MISSING AIRCRAFT

At 30 minutes past the last scheduled check-in, or the filed ETA, the dispatch office currently responsible for flight following will confer with intermediate and/or destination dispatch office(s) to determine the aircraft's location or whether the aircraft can be contacted by radio or located by other means. For mission flights, the aircraft is considered overdue at the scheduled check-in time. Refer to the Interagency Aviation Mishap Response Guide and Checklist for procedures to follow in the event of an overdue and/or missing aircraft.

## AIRCRAFT DISPATCH FORM REQUIREMENTS – KNEE BOARD

The NWCG Aircraft Dispatch Form PMS 250 (also known as a TARO or Knee Board), is the only authorized dispatch form to be used and is required for all non-local (outside of the ordering dispatch area) requests for the following:

- Airtanker, Leadplane, and ASM requests in initial attack, extended, and complex incidents.
- Helicopters and Air Attack requests in initial attack or upon request of the sending unit or the GBCC.
- *For resources coming from outside the GACC (or leaving the GACC), contact the GBCC to obtain a copy of the form.*

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

### Neighborhood Agreement and Knee Board

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

### Initial Attack with Knee Board Through NICC

All aircraft requests placed to the NICC must be in IROC. Requesting units shall ensure that IROC incident information is accurate to include current frequencies, reporting locations, and contacts as well as attaching a kneeboard to the order.

## AVIATION FREQUENCY MANAGEMENT

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, "CONTROLLED UNCLASSIFIED INFORMATION/BASIC." This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

### FM, VHF and UHF Frequencies

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. To ensure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.

### **AM Frequencies – Air Tactics (Air-to-Air)**

Initial attack AM air-to-air frequencies will be assigned by the NIICD Communications Duty Officer (CDO) after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by the dispatch zones.

Each zone has pre-assigned Air-to-Air frequencies. Frequencies allocated to zones for initial attack are not to be dedicated for project fire use. These frequencies may be used for All-Hazard incidents, Search and Rescue, etc. with coordination through NIFC CDO.

Each dispatch center will receive their assigned Primary and Secondary Air-to-Air by April. The Tertiaries are held at the GACC and will be ordered as needed through IROC. All preassigned Air-to-Air frequencies should be ordered and held at the local dispatch on a GACC Preposition order. Throughout the fire season they should be assigned in IROC to the fires they are used on and will be released to the GACC at the end of the season or when no longer needed.

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

### **FM Frequencies (Air-to-Ground, VHF-FM)**

FM air-to-ground frequencies will be facilitated and coordinated by the NIICD CDO in cooperation with the agency frequency managers with the intent to create permanent assignments. Both AM and FM assignments will be used on an interagency basis and master records of the assignments are maintained by the NIICD CDO. Updated frequency information for initial attack air-to-air, and air-to-ground is coordinated annually with the GACCs.

Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from the incident host GACC, directly to the NIICD, followed by a call placed to the CDO. The CDO coordinates all National Cache FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Frequencies are ordered on an Aircraft "A" request.

### **National Air Guard Frequency 168.625 MHz (Tone 110.9 TX)**

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

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

Air-to-air emergency contact and coordination.

Ground-to-air emergency contact.

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

### **National Flight Following Frequency 168.650 MHz (Tone 110.9 TX and RX)**

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

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

- Flight following, dispatch, and/or redirection of aircraft.
- No other use is authorized.

## Preassigned Initial Attack Frequencies

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

## Frequency Management Tips and Reminders

The following are reminders before ordering and while managing additional frequencies:

- Are all assigned frequencies being used?
- Is the operation of all aircraft on one victor frequency?
- Has the traffic decreased enough so that the frequency can be released?
- Has the TFR been added or eliminated?

## SPECIAL FLIGHT CONDITIONS

### Instrument Flight Conditions FSM 5716.12

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

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

### Night Flying 5716.2

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

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

- This restriction does not apply to helicopter flights utilizing Night Vision Goggles (NVG).
- Low level helicopter flight operations will only be conducted using NVG. Helicopters will be approved for such an operation.
- Reciprocating engine powered single-engine aircraft flights at night are authorized only for ferry and cargo-carrying missions at pilot-in-command discretion and in accordance with FAR Part 91.

### Sterile Cockpit Procedures

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

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

Exception: When conducting firefighting missions within 5 miles of an uncontrolled airport, maintain a sterile cockpit until departing the traffic pattern and reaching final altitude. Monitor the Common Traffic Advisory Frequency (CTAF) if feasible, while engaged in firefighting activities. Monitor CTAF as soon as practical upon leaving the fire and returning to the uncontrolled airport. When conducting firefighting

missions within a Class B, C or D airspace, notify dispatch that Air Traffic Control (ATC) communications will have priority over dispatch communications.

## AIRSPACE

### Temporary Flight Restrictions (FAR 91.137).

The policies and procedures found in the *NWCG Standards for Airspace Coordination* have been adopted for all agencies' use and implementation.

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude information for TFRs must be provided in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds' information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description.

Example: ddmmsN/ddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid "bow tie" depictions.

For further information on how flight restrictions are requested and implemented, please reference the NWCG Standards for Airspace Coordination, PMS520 located at: <https://www.nwcg.gov/publications/520>

### Procedures

It is essential that both local dispatch center and the GBCC dispatchers are trained in the policies and procedures found in the *NWCG Standards for Airspace Coordination* "Interagency Request for Temporary Flight Restriction" and "Documentation of Contacts Requesting Deconfliction of Airspace by the Military."

Local dispatch centers are responsible for:

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

GBCC upon request from a local unit, may assume the responsibility for requesting flight restrictions and/or assisting local units in deconflicting airspace with the military.

For non-fire deconfliction of airspace, refer to the *NWCG Standards for Airspace Coordination* or a local agreement (i.e., BLM and Air Force: Mountain Home, Hill, or Nellis).

If a dispatch center is experiencing high workload with airspace coordination, they may order an airspace coordinator. Additionally, military representatives to the FAA and agency airspace program managers. See *NWCG Standards for Airspace Coordination*.

### Participating Aircraft

Internal procedures for requestors to participate in the hazard relief effort and work within incident TFRs will be coordinated to ensure the utmost safety. Please reference the NWCG Standards for Airspace Coordination, PMS520 for standard procedures for Participating Aircraft.

## MILITARY TRAINING ROUTES AND SPECIAL USE AIRSPACE

Military Training Routes (MTR) and Special Use Airspace (SUA) that present conflicts with incident related aviation activities will be identified by local units. One source for this information is the AP/1B, Flight Information Publication, Military Training Routes.

Each dispatch office should download a current edition of the AP/1B. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight operations should be organized for easy and rapid utilization (i.e., displayed on local unit aviation hazard maps). Further direction may be obtained in the NWCG Standards for Airspace Coordination, PMS520.

Local dispatch centers are responsible for coordinating with military units for deconfliction of Special Use Airspace (SUA) and Military Training Routes (MTRs). The GBCC, upon request from a local dispatch center, may assume this responsibility and/or assist local units.

### **AIRSPACE CONFLICTS**

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

Upon notification of a conflict, the local dispatch center shall immediately notify the local aviation manager and/or airspace coordinator if in place as well as the affected ARTCC. Refer to the Aircraft Conflict Initial Report: <https://www.nwcg.gov/tag/iasc>.

The local aviation manager/dispatch center shall immediately attempt to gather all pertinent details and report the occurrence to the appropriate regional, state, or area aviation manager and GBCC.

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

If the conflict involves a serious aviation accident involving injury or loss of life or property, the coordination center shall immediately notify the NICC and the appropriate agency aviation manager.

If an airspace conflict occurs that involves manned or unmanned aircraft, local units and/or dispatch centers will follow the NWCG UAS Incursion Protocol (PMS 520) and [IA IB 21-01](#). Each incident will be reported to the affected ARTCC, who will then report it to the Domestic Events Network (DEN). Whomever notifies the ARTCC should also notify the Interagency Airspace Coordinator via email.

See the *NWCG Standards for Airspace Coordination* for further information on airspace conflict reporting and follow up.

### **FAA TEMPORARY CONTROL TOWER OPERATIONS**

See National Interagency Standards for Resource Mobilization

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

FAA temporary towers should be activated when conditions of visibility, or level of activity at an uncontrolled airport, are such that FAA control will enhance safety. Airport managers should be consulted, as well as pilots and aircraft managers.

### **Temporary Controlled Tower Operations within Great Basin**

Local dispatch center will submit an Aircraft request for a Temporary Tower along with the completed Temporary Tower Request form to the GBCC. Consider the following when placing the order:

#### Site Location Considerations

- Does a facility exist?
- Consider ordering air ops/helibase trailers, office trailers, etc., via an equipment order form.

- Does the facility have a good field of view, takeoff, and approach path?
- Does the facility have electrical and/or phone capability?

#### Other considerations

- Estimated times of operation (sunrise to sunset)
- Estimated duration of incident
- The names, telephone numbers and e-mail/internet addresses of the local unit contacts.

The form can be found at the following website:

<https://www.nwcg.gov/sites/default/files/committee/docs/iasc-temp-tower-request-form.pdf>

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

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

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

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

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

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

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

### STAGED / PREPOSITION / SUPPORT

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

Prior to prepositioning aircraft to local dispatch bases, coordination will be made through the local center manager/aircraft dispatcher. The local center will then create an incident in IROC for the aircraft to be assigned for dispatch and tracking purposes. Suggested example: 2023 BDC GACC Preposition

This incident can also include GACC support for crews, equipment, overhead and supplies. Extended staffing of GACC support resources are to be made available for geographic wide IA response. Any extensions of local resources on the GACC charge code are considered available for GACC wide response. Local units need to determine which resources are to be extended following this requirement. Local units that have aircraft assigned to the GACC support code may utilize the code for additional airbase staffing as needed with the concurrence of the GBCC.

### INFRARED (IR) SUPPORT TO FIRE OPERATIONS

Aircraft systems configured with infrared (IR) camera systems are available from agencies and private sector to provide support to wildland fire operations in three mission areas:

- New Fires. Use IR imagery to detect and map locations of new fires, typically following a lightning storm.



- Large Fire Perimeter Mapping: Use IR imagery to map the heat perimeter of large fires, typically the role of National Infrared Operations (NIROPS).
- Tactical Incident Awareness and Assessment (IAA): Use IR imagery to provide near realtime situational awareness, spot fire detection, over watch of ground operations, and map the heat perimeter of smaller fires or active portions of large fires. This can be conducted during the day or night.

Infrared camera systems can be categorized into two primary categories:

- Line Scanner / Step-stare camera systems. Line scanners and step-stare systems can quickly scan and map large fires and are best used when the fire is actively burning with open flame.
- Gimbal mounted electro-optical / infrared (EO/IR) camera ball. EO/IR camera balls are best used to provide over watch of a specific area and are more sensitive to detecting smoldering heat sources, however scan volume to map large fires is typically lower than line scanners or step-stare systems. Aircraft equipped with gimbal mounted EO/IR camera balls are typically better suited to detection or tactical IAA missions.

Aircraft assigned to NIROPS are predominantly equipped with line scanners or step-stare camera systems. NIROPS will consists of agency as well as contracted aircraft. NIROPS aircraft are National Resources. To order, use the IR Online Scanner Request Form on the NIROPS website no later than 1530 hours Mountain Time.

The form is located at: <https://fsapps.nwcg.gov/nirops/users/login>.

Aircraft from federal, state, National Guard, and Contractors are available. Ordering procedures varies depending on the aircraft. To order, contact the ordering GACC to discuss options.

The following guidelines can help select the right tool for the task:

- Identify what the IR imagery is needed for, what information it is intended to provide, the desired products, and time of day.
- If the fire is actively burning and a once per 24-hour perimeter map is sufficient, submit request for NIROPS.
- If the fire is experiencing significant spread and additional day-time mapping and/or over watch is needed to monitor fire progression, consider requesting an aircraft equipped with thermal sensors for day-time flights in addition to nightly NIROPS.
- If the fire is no longer actively spreading and IR imagery is needed to inform mop-up decisions, consider requesting an aircraft equipped with a gimbal mounted camera ball instead of NIROPS.
- Following a lightning storm consider requesting an aircraft equipped with gimbal mounted camera ball to conduct a detection flight over the lightning affected area.
- Most crewed aircraft systems are only capable of providing “periodic” over watch of an incident, limited by fuel, for more “persistent” coverage of an incident, consider requesting a large UAS.

Visit the Fire Imaging Technologies for Wildland Fire Operations user guide for more detailed information.

The guide can be found at: <https://www.nifc.gov/nicc/logistics/reference-documents>

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

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

### **Great Basin NIROPS IR Fire Mapping Requests**

Each request for an IR flight will be ordered by 1500 daily. An IR aircraft order form must be completed, and a new request number will be assigned each day. An infrared scanner form needs to be completed 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.

### **Handheld Infrared Systems**

Handheld infrared equipment and operators can be ordered through normal dispatch channels utilizing an Equipment and Overhead resource order. Many units require trained personnel to accompany the infrared equipment off unit. Ordering dispatch centers will need to coordinate with the sending unit to ensure personnel are qualified to operate infrared equipment.

Handheld infrared equipment can be requested through the following dispatch centers:

- **Boise Interagency Dispatch Center: 208-384-3400**
- **Payette Interagency Dispatch Center: 208-634-2757**

## **TACTICAL AVIATION RESOURCES**

### **HELICOPTERS / TYPE 1 AND TYPE 2**

All Type 1 and 2 federally contracted helicopters are National Resources. There are two categories of helicopters:

- Standard: Government personnel/passenger and cargo hauling.
- Restricted: No government personnel/passenger or internal cargo transport, lift only.

For standard category helicopters, a module must be assigned. See NWCG Standards for Helicopter Operations, PMS 510 for additional information.

<https://www.nwcg.gov/sites/default/files/publications/pms510.pdf>

For information on helicopter module staffing, reference The Interagency Standards for Fire and Fire Aviation Operations (NFES 2724) <https://www.nifc.gov/standards/guides/red-book>

There are two contractual types of helicopters:

- Exclusive-Use (EU) Contract helicopters are mobilized complete with an assigned module.
- Call-When-Needed (CWN) helicopters require the requesting unit to provide a module.

When processing requests for helicopters, the NICC will inform the requesting GACC of the contract type of the assigned resource.

### **CWN Helicopters**

With the exception of Alaska, NICC is the sole source for Type 1 and 2 federally contracted CWN Helicopters. GACCs will obtain approval from NICC prior to reassigning federally contracted CWN Type 1 or 2 Helicopters to another incident.

NICC is also the sole source for all FS Type 3 CWN Helicopters.

All DOI Agency Type 3 CWN Helicopters are ordered through normal ordering channels and are dispatched either locally, or through GACCs.

For all CWN Helicopter Aircraft, the following apply:

- The requesting unit must provide a Helicopter Manager (HMGB) name and contact information, documented in the “Special Needs” of the resource order, before NICC will assign the helicopter. The exception is Alaska, due to the extended mobilization time of the aircraft.
- It is preferred that CWN Helicopter Managers and/or modules meet with their assigned helicopter off-site from the incident prior to performing work.
- The specific reporting location should be identified on the resource order, such as a Fixed Base Operator (FBO) or other easily located site.

### **Exclusive Use Helicopters**

All FS EU Type 1, 2 and 3 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC. All Exclusive-Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.

For all EU Helicopter Aircraft, the following apply:

- Exclusive-Use Contract Helicopters are dispatched locally by the Administrative Unit.
- When requested by NICC, National Resources will be dispatched by the dispatch center hosting the resource at the time of request.

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

### **USFS Type 1 and Type 2**

All Type 1 and 2 US Forest Service (FS) Helicopters will be initially ordered through the NICC. All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by NICC and the FS National Aircraft Coordinator, in alignment with NMAC and Agency prioritization and direction.

Periodically, FS Type 1 and Type 2 EU Helicopters not within their Mandatory Availability Period (MAP) are hired under their EU Contract for optional use periods for incidents or projects. A modification to the EU Contract is required for the duration of the incident assignment. If an FS EU Helicopter Manager is not immediately available, the requesting Geographic Area will assign a Helicopter Manager. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the EU Helicopter is being dispatched.

FS EU Helicopter utilization is closely monitored. In some cases, underutilized resources will be reallocated nationally, to higher priority incidents or Geographic Areas. When requested by the NICC, GACCs will make these aircraft available. If a GACC has a need to backfill behind a Forest Service EU Helicopter, that GACC will show the need by placing a request to the NICC. In no situation, will a GACC remove a FS EU Helicopter from another Geographic Area, without coordination with the NICC and the FS National Aircraft Coordinator.

The standard 14-day assignment applies to the crew, not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. When numerous internal rotations of staffing Exclusive Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and

coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC, and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances. For additional direction please reference the *FSM 5700* and *NWCG Standards for Helicopter Operations, PMS 510*.

### **BLM Type 1 and Type 2 Helicopter**

The BLM Type 1 and Type 2 Helicopter's primary mission is initial attack. While most effective at providing rapid initial response, the crew is well equipped to respond to extended attack incidents and critical need missions on large fires.

To retain this helicopter and crew beyond initial attack for extended attack incidents, a request will be made to the GACC. Extended attack incidents that utilize the crew to fill critical positions, should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned.

### **BLM Idaho Helitack Type 1 Helicopter**

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

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

## **HELICOPTERS TYPE 3**

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

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

These methods are:

- The Forest Service CWN will be initially ordered through the NICC. Notification will be made to the CWN Type 3 CORs, by the National Rotor-Wing Coordinators, at the time the orders are filled. Please reference payload category information in the MATOC.

Type 3 EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of the MAP. All pre and post MAP use will be coordinated with FS Procurement and Property Services, Incident Procurement Operations.

\*All FS CWN helicopters ordered on non-suppression program/project funds will require a FS-6500-224 (Commitment & Obligation Request Form), signed by a Regional/Forest/Local Budget Officer (or designee with budget authority), and uploaded in IROC, at the time the order is placed. The local ordering units should coordinate with their Unit Aviation Officer or Forest Aviation Officer for this information.

- The DOI On-Call Small Helicopter contract- administered by DOI-Acquisition Services Directorate (AQD) in Boise, Idaho.

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

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

for operation on federal incidents.

For projects, a cost comparison must be completed by the ordering office when deciding which procurement method to use.

### HELICOPTERS / MULTI-AWARD TASK ORDER CONTRACT (MATOC)

The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. The Type 2's and Type 3's are currently the only MATOC helicopters.

Type 1 helicopters are on their final extension of the legacy CWN Basic Ordering Agreement (BOA). These BOA's end 12/31/24. This section will be updated to include Type 1 helicopters once the new contracts are awarded.

- Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally.
- The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius.
  - Example: 2.1200
    - The 2 is the helicopter type.
    - The 1200 is the allowable payload
- All awarded model aircraft are represented on the following charts with either a payload category, or a low to high end payload category range.
- When ordering, consider minimum performance needs when selecting a payload category. It is not necessary to use the range of payloads when ordering, if targeting a specific model aircraft. The range is used to illustrate the different capabilities of all vendor aircraft with that specific model.
- By specifying the lowest acceptable payload category in the special needs of your order, it will include competition at that payload category and above.
- Include any other specification in the special needs of your request.
- For all modern aircraft, an additional justification in your request, such as a specific Exhibit from the parent contract should be included.
- For twin engine, specify "twin engine" in your request.

#### Type 2 Standard w/Bucket (\*indicates models with twin engines capability)

Payload Category	Model	Payload Range
2.1200	*212HP	N/A
2.1450 – 2.1700	205A1	Low-High
2.1700	210	N/A
2.1700	*212 Eagle	N/A
2.1700 – 2.1850	205A1++	Low-High
2.2450	214B1	N/A

#### Type 2 Restricted w/Bucket

Payload Category	Model	Payload Range
2.1450	UH1B	N/A
2.1650	UH-1F	N/A
2.1850	58T	N/A
2.2050 – 2.1450	UH-IH-17	Low-High

#### Type 2 Standard w/Tank

Payload Category	Model	Payload Range
2.900	205A1	N/A
2.900	*212HP	N/A
2.900 – 2.1450	205A1++	Low-High

**Type 2 Restricted w/Tank**

Payload Category	Model	Payload Range
2.1700 – 2.2650	UH-1H-17	Low-High

**Type 2 Standard Modern Buckey/Tank**

Payload Category	Model	Payload Range
2.1350+	*EC145 (Bucket)	N/A
2.1350+	*412EPX (Bucket)	N/A
2.900	*EC145 (Tanked)	N/A

**Type 3 Standard w/Bucket**

Payload Category	Model	Payload Range
3.270	AS350A/B2	N/A
3.600 – 3.850	206L1	Low-High
3.600 – 3.850	206L3	Low-High
3.600 – 3.850	206L4	Low-High
3.700 – 3.800	*900/902	Low-High
3.950 – 3.1350	407A	Low-High
3.950 – 3.1350	407HP	Low-High
3.950 – 3.1350	AS350B3	Low-High
3.950 – 3.1350	AS350B3E	Low High

**Type 3 Standard w/Tank**

Payload Category	Model	Payload Range
3.750 – 3.800	407A	Low-High
3.750 – 3.800	407HP	Low-High
3.750 – 3.800	AS350B3	Low-High
3.750 – 3.800	AS350B3E	Low-High

**Type 3 Standard Modern**

Payload Category	Model	Payload Range
3.650+	*429A	N/A

**RAPPELLERS**

The Forest Service National Helicopter Rappel Program's primary mission is initial attack. When rappellers are needed for initial attack with aircraft, they are to be requested in IROC as "RPIA – Load, Rappeller, Initial Attack" on an Aircraft request. All initial attack orders will be honored, regardless of Geographic Area boundary, when rappellers are available. The NICC, in conjunction with the FS National Aircraft Coordinator, may determine situations when closest resource is not applicable.

Please refer to Chapter 20 for specific guidance for ordering helicopter module personnel and booster orders.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending, and receiving rappel base in concurrence with NICC and the GACCs.

GACCs prepositioning rappellers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, rappellers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving rappel bases in concurrence with NICC and the GACCs.

Rappellers held as boosters after release from the first IA assignment will be placed on an Overhead order

using individual “O” requests. Rappellers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Rappel crews may be utilized for large fire support, all-hazard incident operations, and resource management objectives. Rappel crews are well equipped to respond to extended attack incidents and critical need missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions, should order replacement personnel for those positions in case the aircraft and crew are reassigned.

Helicopters ordered with rappel capability for preposition and/or large fire support, will be ordered as “HE2S – Helicopter, Type 2 Standard”, with the “Rappel Capability” feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as rappel capable.

Outside initial attack the administrating/sending unit will send a fuel truck, support vehicle, manager/spotter and a **minimum** of 5 crew personnel.

Rappeller Numbers *See the National Interagency Standards for Resource Mobilization*

### **Great Basin Rappelling / Cargo Letdown**

Helicopter rappelling and cargo letdown operations are approved for use on all Great Basin agencies' lands, provided the agency personnel and pilot have been trained, certified, and approved in accordance with the National Rappel Guide. Helicopter rappellers shall be ordered through normal dispatch channels.

### **Great Basin Rappelling Preposition**

Rappellers and aircraft may be ordered and mobilized for preposition purposes when multiple starts are occurring or are predicted. Preposition request will be on an A-#, as “Load, Rappellers, Initial Attack”, and identified as preposition in special needs. The sending unit will assign all personnel as subordinate A-#s under the aircraft request. The duration of preposition will be negotiated between the ordering and sending units. Preposition loads should be released within a reasonable timeframe if they are not utilized or otherwise negotiated.

### **HELICOPTER SHORT-HAUL**

Helicopters ordered specifically for short-haul capability, will be ordered as either “HE2S – Helicopter, Type 2 Standard” or “HE3S - Helicopter, Type 3 Standard” with the “Short-haul capability” feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as short-haul capable.

### **Great Basin Short-Haul Program**

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

- The mission is a life-or-death emergency.
- The rescue is conducted by qualified personnel trained in accordance with agency policy and standards.
- The individual operation has been approved by the appropriate line officer.

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

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

Requests for service are routed through the Air Force Rescue Coordination Center and/ or through State Emergency Service dispatch/ communications center.

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

### **Great Basin Helicopter Single Skid, Toe-in and Hover Exit/Entry Program (STEP)**

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

### **Great Basin STEP approved Helitack Programs**

- Elko (2)
- Moab
- Salt Lake
- Las Vegas
- Moki

## **SMOKEJUMPERS**

Smokejumpers primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. While most effective at providing rapid initial response, smokejumpers are well equipped to respond to extended attack incidents and short-term critical need missions on large fires. Smokejumpers are normally configured by planeload, with each load ranging from eight to ten smokejumpers depending on aircraft type and smokejumper availability.

When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in IROC as "SMIA - Load, Smokejumper, Initial Attack" on an Aircraft request. BLM smokejumper initial attack aircraft may be launched within its current dispatch zone to new incidents after having been provided location, bearing, distance, and flight following frequency. All other pertinent information will be provided to aircrews while enroute.

Specifying the delivery system is not permitted. The sending unit will fill the request with a roster in IROC or by forwarding a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the smokejumper aircraft is airborne. Any intent to retain Smokejumpers which have not been utilized as an IA load will be negotiated between the sending and receiving smokejumper base in concurrence with the NICC and the GACCs.

GACCs prepositioning smokejumpers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, smokejumpers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving smokejumper bases in concurrence with NICC and the GACCs.

Smokejumpers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual "O" requests. Smokejumpers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Concurrence with NICC and the GACC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.

Please refer to Chapter 20 for specific information on ordering smokejumper boosters.

### **Smokejumper Aircraft**

Aircraft delivering Initial Attack smokejumpers will return to the sending base or a designated airport before the end of the pilot's daily flight or duty limitations. Any intent or necessity to retain the aircraft will be



negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

A list of all Smokejumper Aircraft can be found at:

<https://www.nifc.gov/nicc/logistics/aviation>

### **Smokejumper Bases within the Great Basin**

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

### **BLM Great Basin Smokejumper Base**

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

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

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

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

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

### **USFS McCall Smokejumper Base**

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

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

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

### **Smokejumper Initial Attack (IA) Requests**

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

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

IROC through established dispatching channels.

### **Smokejumper Booster Request**

When ordering a booster of jumpers, the request should be placed as individual Overhead requests, as “Overhead, Smokejumper”. The mode of transportation may be filled using jump ships, driving, charter aircraft or commercial travel and can be negotiated between the requesting and sending unit with notification to the GACC. If smokejumper aircraft are used to deliver boosters, the load should travel in a jump ready configuration unless otherwise determined.

See Chapter 20 for more information on smokejumper booster overhead requests.

### **Great Basin Smokejumper Contingent / Satellite Base**

Within the Great Basin smokejumper resources may be relocated from a designated home base to a preidentified satellite base. The contingent of smokejumpers will be ordered on a Preposition with an A# for the jumpship and individual O#s for the smokejumpers and agency personnel. The contingent will come with an aircraft, spotter, and approximately 12 smokejumpers from the home base to an area of need, for a moderate to long term duration (greater than 72 hours). The contingent is activated to reduce the response time for more effective initial attack for an area or zone of concern. The contingent should have enough cargo, smokejumpers, and supplies that the aircraft can operate out of that location (satellite base) for multiple missions before being resupplied. Smokejumper personnel will be rotated and supported via the home jump base.

A contingent can be activated by a BLM state duty officer, FOG representative, USFS regional duty officer or GACC coordinator. Typically, the contingent would be ordered on a GACC support preposition order and dispatched by the local dispatch center. Other funding may be used depending on the agency need and situation. Charge code will be discussed and determined prior to mobilization.

The contingent may be released at any time but will be coordinated with agency duty officer and GBCC prior to release.

### **Great Basin Smokejumper Aerial Delivery of Equipment / Supplies**

The McCall (USFS) and Great Basin (BLM) Smokejumper bases can deliver nearly all types of equipment. Special requests can usually be airborne within several hours. Many items, such as chainsaws, pumps, hose, and fuel, are pre-rigged and ready for immediate dispatch.

Other cargo delivery needs can be met by moving the cargo aircraft, equipped with cargo rigging materials, chutes, and cargo kicking crew to any location with a suitable runway. The cargo can then be rigged and loaded on the aircraft for delivery.

McCall Smokejumpers operate 2 Twin Otters with 2500-3500 lb. capacity.

Great Basin Smokejumpers operate between a Twin Otter with 2500-3500 lb. capacity, a Dornier 228 with 3000-4000 lb. capacity, and a DHC-8 (Dash-8) with 6000-7000 lb. capacity.

To order aerial delivery, coordinate with the GBCC aircraft desk to ensure the appropriate resource is ordered and processed through IROC. GBCC will coordinate with the available smokejumper resources for delivery.

### **Neighboring Geographic Smokejumper Bases**

The following smokejumper bases may be used during initial attack using the neighbor to neighbor concept for initial attack agreements.

## Northern Rockies Coordination Center

### 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.

## AERIAL SUPERVISION AIRCRAFT

Leadplanes, Exclusive-Use Air Tactical Aircraft, and Aerial Supervision Modules (ASM(s)) are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when requested by NICC and approved by the parent agency.

Requests for leadplanes may be filled with an ASM from the local unit. However, an ASM cannot be launched as an ATGS without permissions from the national fixedwing coordinator. Those requests will come through normal dispatch channels to GBCC for coordination and approval.

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

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

The GBCC will coordinate with the appropriate dispatch center, NICC and national fixed wing coordinator concerning availability and crew assignment when appropriate.

### Aerial Supervision Module (ASM)

The ASM is a fixed-wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. There will be a qualified air tactical pilot (LPIL) and an air tactical supervisor (AITS) to be statused as an ASM. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

### Leadplane

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Leadplanes are required for non-IA rated airtankers, such as VLATs and MAFFS. Landplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA rated airtanker missions.

Please contact the USFS National Fixed-Wing Coordinator, or appropriate agency program manager for any leadplane needs or for planning purposes.

A list of all Leadplanes/Aerial Supervision Modules can be found at:  
<https://www.nifc.gov/nicc/logistics/aviation>

### **Air Tactical Group Supervisor (ATGS) Aircraft**

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

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

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

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

### **ORDERING AERIAL SUPERVISION WITHIN THE GREAT BASIN**

Aerial supervision aircraft will be ordered through established dispatch processes. GBCC will coordinate with the ordering unit on available aircraft within the geographic area (GA). If the order cannot be filled within the geographic area, GBCC will concur with the ordering office on the need prior to placing the order with the NICC.

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.

### **AERIAL SUPERVISION REQUIREMENTS AND CHART**

When aerial supervision resources are co-located with airtankers, they will be dispatched together (ATGS, ASM, Leadplane and HELCO) to maximize the safety, effectiveness, and efficiency of incident operations unless the required aerial supervision is currently on scene of the incident.

An ASM, leadplane or air tactical group supervisor must be ordered any time it is requested by any aircraft or incident commander, regardless of number or type of resources assigned.

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

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

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

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

<b>Incident Aerial Supervision Requirements</b>			
<b>When aerial supervision resources are co-located with retardant aircraft, they should be dispatched together on an initial order to maximize safety, effectiveness, and efficiency of incident operations unless the required supervision is currently on scene of the incident.</b>			
Situation	HLCO	LPIL	ATGS/ASM
Three or more manned aircraft over an incident or when mixed type of kind aircraft are over the incident working at the same time.	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IR NO ATGS AND ONLY FIXED WING	ORDERED
If manned and unmanned aircraft are operating within the same working area/area of operation (WA/AO). <i>(If only UAS, no aerial supervision is required.)</i>	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IR NO ATGS AND ONLY FIXED WING	ORDERED
Fixed-Wing Low-Level Operations in Low Light conditions.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Airtanker not IA Rated/MAFFS/VLAT.	N/A	REQUIRED	N/A
Level 2 SEAT / Single Engine Scooper operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Foreign Government Aircraft	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Congested Area Flight Operations	ORDERED	ORDERED	REQUIRED
Periods of marginal weather, poor visibility or turbulence	REQUIRED IF NO ATGS/ASM/LPIL	REQUIRED	REQUIRED
Active Duty (Non-National Guard) Military Helicopter Operations	ORDERED	N/A	REQUIRED IF NO HLCO ON SCENE
Night Helicopter water dropping operations with 2 or more helicopters	ORDERED IF NO ATGS/ASM	N/A	REQUIRED IF NO HLCO ON SCENE
When requested by airtanker, helicopter, ATGS, LPIL or ASM	REQUIRED	REQUIRED	REQUIRED

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

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

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

**Assigned** – Tactical resource allocated to an incident. The resource may be flying enroute to and from, or

on hold at assigned airport or helibase.

### **UNMANNED AIRCRAFT SYSTEMS (UAS)**

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

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

When UAS are flown for USFS/DOI work or benefit, FAA, USFS, and DOI regulations apply.

Units wishing to utilize UAS must have a plan in place for how they are going to collect, process, and disseminate data gathered by a UAS. Consult with your Unit Aviation Officer or the Regional/State aviation staff to assist in selecting and ordering the aircraft best suited for the mission. For specifics on how to order UAS, please see: <https://uas.nifc.gov/uas-ordering>.

All UAS: Agency owned, leased, or acquisitioned must follow agency procurement policy and procedures.

#### **USFS Policy**

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

#### **DOI Policy**

UAS flights under DOI operational control must adhere to the DOI policy and regulations regarding their use. Guidance can be found in 350-353 Department Manuals and Operational Procedures Memoranda 11: <https://www.doi.gov/aviation/library/opm>

#### **Great Basin UAS Operations**

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

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

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

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

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

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

Additional information can be found on the FAA website: [https://www.faa.gov/uas/getting\\_started/](https://www.faa.gov/uas/getting_started/)

## AERIAL IGNITION

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

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

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

Orders for these resources for fire, or project use, may involve several different resource orders. Example: Helicopter ordered on a A3, helicopter manager and helitorch module or PSD operator ordered on an O#, helitorch or PSD machine ordered on an E#, and plastic spheres, ethaline glycol, gasoline, etc., ordered on and S#.

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

### Great Basin Aerial Ignition Equipment Locations

<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

**AIRTANKERS** See *National Interagency Standards for Resource Mobilization*

### **Modular Airborne Firefighting Systems (MAFFS)**

See *National Interagency Standards for Resource Mobilization* and the *MAFFS Operations Guide*

### **WATER SCOOPERS**

Water scoopers are National Resources, and their primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Water Scoopers will be ordered as a “ATM3 - Airtanker, Type 3 (Multi-Engine)” with Water Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as scooper capability.

#### **Water Scoopers within Great Basin**

Each Great Basin agency should have a water scooping operations plan developed (at the appropriate management level) that describes suitable water sources, public safety and invasive species control. Ordering of scoopers is through normal dispatch procedures to GBCC.

Examples:

- CL-415's will be ordered as ATM3 with special needs of “Scooper Capabilities” and values at risk.
- Single Engine Water Scoopers will be ordered as ATS3, special needs “Requesting Single Engine Scoopers” with values at risk, identified SEMG or ATBM with contact numbers and airbase/airport reporting location.
  - Single Engine Water Scoopers may only be remotely managed for 24 hours.

**SINGLE ENGINE AIRTANKERS (SEATS)** See *National Interagency Standards for Resource Mobilization* and the *NWCG Standards for Airtanker Base Operations (SABO)*.

The guide can be found at the following link: <https://www.nwcg.gov/publications/506>

Federal and/or State contracted SEATs are managed under either an Exclusive-Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and information can be requested through the National SEAT Coordinator. The national contract SEAT module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. A SEAT can be managed by an on-site SEMG or an ATBM.

Single engine airtankers may be used under the following conditions by agency:

#### **USDA-Forest Service**

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

#### **DOI**

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

Operational considerations concerning SEATs can be referenced in the [DOI Exclusive Use SEAT SOPs](#), [SABO](#) and the [NWCG Standards for Airspace Coordination](#).



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

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

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

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

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

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

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

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

### **State Agencies**

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

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

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

Within Idaho, State SEAT and Amphibious Water Scooping (AWS) aircraft operations are conducted in accordance with the Interagency Operations Guide for Single Engine Air Tankers and Amphibious Water Scooper: Idaho Department of Lands, US Forest Service Regions 1 and 4, and Idaho BLM.

### **Great Basin SEAT Base Operations**

During the core fire season period (June- September) Great Basin SEAT bases typically operate on a 0900-1800 local time. Deviation from these hours must be coordinated with local center manager, GBCC COD or agency duty officer through established dispatch channels prior to deviation.

The rationale for use of SEATs prior to 0900 start time may include incident objectives, imminent threats or containment completion in support of fire suppression efforts. Adjustment to early operational hours should consider pilot duty day, additional aviation needs for supervision, GBCC's ability to support the needs of the geographic area and the impacts that an early start time could have on resource availability later in the day.

Dispatch centers will coordinate with the GBCC regarding extended staffing based on local and geographic area need prior to 1730 each day.

### **SEAT Manager**

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

## **AIRTANKER OPERATIONAL PROCEDURES**

### **Rotation**

The policy found in the NWCG Standards for Airtanker Base Operations (SABO) shall be followed. The guide can be found at the following link: <https://www.nwcg.gov/publications/508>

### **Ordering of Airtankers**

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

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

When airtankers are ordered, as much information from the field as possible shall be provided with the initial order. This information should include but not be limited to:

- Public and firefighter safety
- Types of structures at risk
- Fire behavior
- Other pertinent concerns.

### **Airtanker Release Locations**

When airtankers are released, they should return to the current base of operations or the closest airtanker base to the incident when the mission is accomplished unless prior arrangements or coordination has been done. Aerial supervision should release aircraft to the local dispatch center that will coordinate with the GBCC as to the release location or other instructions for assignment. Airtankers will be released in IROC at the end of each shift and reordered as needed for next operational period.

### **Airtanker Diversion**

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

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

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

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

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

**Note that the limitations apply to the time the airtanker arrives over the incident/completes its dropping activity, not the time the aircraft is dispatched from its base.**

**The air tactical group supervisor, airtanker coordinator or air tanker pilot in command (PIC) will determine that visibility and other safety factors are suitable for dropping retardant and notify the appropriate dispatcher of this determination.**

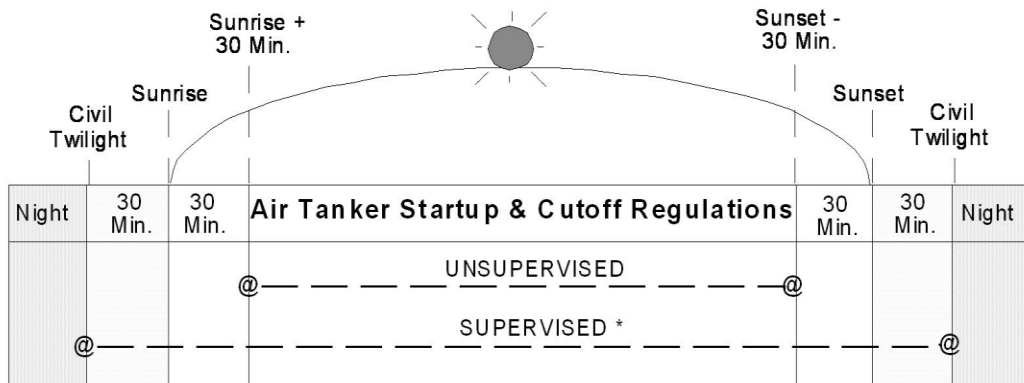
**SUNRISE/SUNSET TABLES**

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

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

Sunrise/sunset tables can be accessed on the internet at the following addressed: [https://aa.usno.navy.mill/data/RS\\_OneDay](https://aa.usno.navy.mill/data/RS_OneDay) or <https://sunrise-sunset.org/>

**Aviation 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

**RETARDANT AVOIDANCE AREAS**

There are specified areas on each national forest in the Great Basin Area where the use of retardant/fire chemicals has been determined to adversely affect terrestrial and aquatic species. These areas are identified on the individual retardant avoidance maps located at all regional airtanker bases, dispatch offices, permanent helibases, and supervisor's offices.

If a misapplication of retardant occurs, follow the reporting and monitoring guidance found on the USFS Aerial Application of Retardant Web site: <https://www.fs.fed.us/managing-land/fire/chemicals>

Reference the incident aerial supervision requirements table for additional information.

**AIRCRAFT IDENTIFICATION SYSTEM** See IAT website: [https://www.iat.gov/docs/aircraft\\_library.pdf](https://www.iat.gov/docs/aircraft_library.pdf)

### **AIRCRAFT ORDERING / RESOURCE TRACKING**

To be able to perform timely search and rescue, local dispatch units must have a record of the complete FAA registration number of aircraft involved. This will include all aircraft, including those 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 / Water Scoopers / SEATs**

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

#### **Aerial Supervision Module**

Nationally assigned pilot's leadplane number. State of Alaska will assign "A-Alpha", all Forest Service ASMs will assign a "B-Bravo" as their identifier, and all DOI ASMs will assign a "K-Kilo" as their identifier. If the aircraft is flying with only a pilot, their call sign will change to "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 & 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.

**NOTIFICATION PROCEDURES FOR INCIDENT, ACCIDENT AND MISSING AIRCRAFT**

- Reference the unit NWCG Aviation Mishap Response Guide and Checklist and local unit Emergency Response Plan.
- Notify agency aviation managers.
- Notify the GBCC and the NICC.

**Great Basin Airspace Conflict Incident Reporting Process**

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

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

**GREAT BASIN BACKCOUNTRY AIRFIELDS****Region 4 Backcountry Airfield Guide**

Region 4 Back Country Guide describes the airfields and airstrips for Region 4 USFS, and is available at <https://gacc.nifc.gov/gbcc/logistics/aviation-docs/Completed%20Airstrip%20Booklet.pdf> on the GBCC webpage.

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

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

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

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	<b>Hill AFB</b> 807-777-4404  <b>Clover Control:</b> 801-777-7575  <b>Scheduling:</b> 801-777-4401 or 801-777-9385  <b>Command Post:</b> 801-777-3007  <b>Airspace Manager:</b> 801-777-6926

Scheduling Agency	Special Use Airspace	Contacts
MOUNTAIN HOME Air Force Base	R-3202 3204 Owyhee MOAs Jarbidge MOAs Paradise E & W MOAs Saddle MOAs  <b>**MHAFB 366<sup>th</sup> will also schedule all routes for IDANG 190<sup>th</sup>**</b>	<b>366<sup>th</sup> Wing Scheduling:</b> 208- 828-4607 / 4631 / 2172 FAX: 208-828-4573 E-Mail: 366oss.ososas@us.af.mil  <b>MHAFB RAPCON:</b> Chief Controller Office 208-828-2854 / 2077  <b>Cowboy Control (MHAFB):</b> Call First: 208-828-4804 Operations Floor: 208-828-1379  <b>MHAFB Airspace Manager:</b> Byron Schmidt (use only when other coordination sources fail): byron.schmidt@mountainhome.af.mil 208-828-4722 (W) 208-631-1958 (C)  MHAFB Command Post (use only when scheduling is not available): 208-828-5800
IDAHO Air National Guard	Saddle MOA  Saddle MOA (Oregon)  R-3203	<b>IDANG 190<sup>th</sup> Wing Scheduling:</b> <b>** All scheduling for IDANG 190<sup>th</sup> will be done by MHAFB 366<sup>th</sup> Wing Scheduling. See above.*</b>  <b>DNG 266<sup>TH</sup> RANS (Cowboy Control)</b> Airspace Scheduling: 208 828 1614 FAX: 208 828 4041  <b>Orchard Training Range</b> Scheduling/ Operations: Charles Ake 208 272 8224 Cell: 208 559 1587 FAX: 208 272 4462  <b>Range Officer:</b> CW2 Nathan Spaulding 208 272 8225 Cell: 208 841 1134

	<p>Triangle Saylor Creek R-3202 NOE (Danskin Mts)</p>	<p><b>Firing Desk:</b> 208-272-4444 OTA Security: 208-866-2620</p> <p><b>Army Aviation 183<sup>rd</sup> AVN BN (Helicopters)</b> Idaho only: Operations Officer: 208-272-3976 FAX: 208-272-4046 E-Mail: granger.amthor@us.army.mil</p> <p><b>Joint Operations:</b> 208-272-5755 FAX: 208-422-6262</p>
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Scheduling Agency	Special Use Airspace	Contacts
<p>NELLIS Air Force Base</p>	<p>Desert MOA RA 4806 East/West RA 4807 Alpha/Bravo RA 4808 North/South RA 4809</p>	<p>Range Scheduling: Blackjack / Fire Reporting: 702-653-4707 Next day schedules: 702-653-7403 Weekend/Holiday: 702-653-5480</p> <p>Nellis Air Traffic Control Facility: 702-652-2953 4222</p> <p>Airspace Manager: 702-652-7891</p>
<p>FALLON Naval Air Station</p>	<p>Austin MOAs Gabbs MOAs Ranch MOAs Reno MOAs RA 4802 RA 4804 RA 4810 RA 4812 RA 4813 RA 4816 North/ South</p>	<p>Range Scheduling: 775-426-2416 or 775-426-3643</p> <p>Desert Control: 775-426-2419 Weekend/Holiday: 775-426-2419</p> <p>Ops Duty Officer: 775-426-2200</p>
<p>NEVADA Air National Guard</p>	<p>Low Altitude Tactical Navigation Area</p>	<p>Scheduling: 775-788-4595</p>

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