CHAPTER 50 - AIRCRAFT

AIRCRAFT MOBILIZATION

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 lead plane operations, suppression, preparedness, reconnaissance, helitorch operations, etc.

For all aircraft orders, documentation of special needs, values at risk, or specific reporting instructions are critical for the proper and timely processing of each aircraft request. All aircraft should be dispatched by utilizing the closest resource(s), 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, Scooper 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 air speed.
- 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, lead planes, and air-attack aircraft.
- Airtankers and SEATs will be referenced by the airtanker number, e.g., T-40.

Personnel utilize the *NWCG Aircraft Dispatch/Kneeboard* form to mobilize aircraft to initial attack incidents

Aircraft Dispatch Form Requirements – Knee Board
The *NWCG Aircraft Dispatch/Kneeboard* (also known as a Knee Board or TARO), is the **only** authorized dispatch form to be used. It is required for all local and non-local (outside of the ordering dispatch area) incident requests for the following:

- Airtanker, Leadplane, and ASM requests for initial attack, extended, and complex incidents.
- Helicopters and Air Attack requests for initial attack, upon request of the sending unit or the GBCC.

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

If multiple aircraft are being ordered, or if they are ordered within reasonably close timeframes of each other, one submission of the form to the GBCC or to a neighboring dispatch office will suffice. This form provides beneficial information to the dispatch and aviation communities, such as readability of incident locations, elevations, frequencies, hazards, contacts, and flight following information. An IROC request to the sending dispatch office must follow as soon as practical.

Neighborhood Agreement and Aircraft Dispatch Form
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 Aircraft Dispatch Form 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. A current copy of the Aircraft Dispatch Form must be attached to the IROC request.

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. For situations in which the 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. This 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 State aircraft will be crossing GACC boundaries, communication to each GACC is required.

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.

Local dispatch centers shall contact GBCC regarding any delay of geographic and national aircraft resources (VLAT, LAT, Scoopers, SEATS/SES, LP/ASM, AA, SMKJ, T1 & T2 Helicopters, ATB/SEAT bases)
A delay is defined as:

- Mechanical (notification to GBCC)
- Sickness or illness (notification to GBCC)
- Pilot break/lunch/leaving the base (needs prior approval from GBCC)

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

- Aerial Supervision Modules (ASM) and assigned aircrew.
- Lead planes and assigned air crews.
- Agency-owned Air Attack platforms and the assigned air crew.
- 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.

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.

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, etc.), 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 for 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 provided as a courtesy, but it is not required.

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 who is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights.

For 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*.

The flight manager is supervised by the sending unit dispatcher until the destination is reached. The flight manager's duties include:

- Brief passengers and personnel by 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.
- Ensure that all personnel are within the weight limitations, are assembled, and are 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 (PIC) 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 may provide assistance in estimating aircraft costs but is not responsible for completing the cost comparison/justifications worksheet and forms. The flight manager or authorizing official must complete and sign the cost comparison/justifications worksheet. Agencies are responsible for compiling documentation of cost comparison forms 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)

A briefing for 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 map for the local area
- Contact procedures for entering a SUA, TFR, 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

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 that an agreement and approval are in place. Federal agencies' use of active-duty military aircraft is rare and will be coordinated by the NICC.

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 NG assistance.

- **Idaho**
  All units in Idaho will order through the Boise Interagency Dispatch Center (BDC) by 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 of the order. BDC will coordinate with the IDL State Duty Officer to place the request.

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

- **Utah**
  All units within Utah will order through the Northern Utah Interagency Dispatch Center (NUC) by utilizing established dispatch channels. NUC will work through the Utah Division of Forestry's Duty

Officer and GBCG representative for notification and mobilization of NG resources. The ordering dispatch center will then notify GBCC of 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 the 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 preseason agreement may be utilized.

Idaho Department of Lands and the Northwest Compact
Idaho Department of Lands (IDL) is a member of the Northwest Wildland Fire Protection Agreement (Northwest Compact), that may obtain Canadian aircraft via the compact agreement. These resources may only be used on IDL incidents and may not be reassigned to any other federal incidents or other states outside of the compact.

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 will 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.

For State agency EU contracted aircraft, inspections and approval will also be conducted by OAS or USFS. For federal personnel to be a passenger on state aircraft, there must be a signed cooperator letter and approval documentation by OAS or USFS.

COOPERATOR AIRCRAFT

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

Cooperator-contracted aircraft, that are 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 in the form of a letter from USDA Forest Service/DOI.

Cooperator-owned or operated aircraft may be utilized on federally managed fires when cooperative agreements are in place, and the aircraft has been approved through 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 has been approved through FS/DOI letter.
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 16 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," which will be documented daily on the *Cooperator Aircraft Use Validation Worksheet* National Interagency for Resource Mobilization Chapter 80 to record 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, Lead plane) under existing standard operating procedures and agreements.
- The aircraft remains under State operational control, regardless of 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 from wildland fire on lands under federal protection, a Federal Line Officer can approve the use of non-federally approved aircraft. Such approval should be documented utilizing the *Non-Federally Approved Cooperator Aircraft Form*. This exemption must take place only when sufficient federal firefighting aircraft are not readily available to meet the needs of the emergency. Federal line officers are encouraged to consult with agency aviation management personnel to aid in decision making.
The approving Federal Line Officer must document exemptions, in accordance with agency guidance, to include submitting a *SAFECOM* within 24 hours.

FLIGHT FOLLOWING MANAGEMENT

FAA Flight Plans
FAA flight plans and flight following are generally used for point-to-point flights; the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute, and then close out with dispatch once the aircraft is on the ground, ensuring that resource tracking is complete. 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 all types of this 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. Once the flight is completed, the pilot shall close out the flight plan with the FAA.

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.

Agency Flight Plan
NWCG Flight Schedule Form NWCG PMS 249 **are required** even when an FAA Flight Plan is filed, and it is the responsibility of the pilot/manager to complete and distribute. Agency flight plans are most often used for mission flights. The responsibility for ensuring the safe completion of a flight (flight following) lies with the originating dispatch office, unless a positive, documented handoff occurs.

Aircraft Flight Schedule
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 Schedule Form Requirements
The Aircraft Flight 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 local or geographic area

Under agency operational control:

- Applies to CWN aircraft hired on resource orders and mobilizing to requested delivery location. Does not apply to CWN aircraft released back to the vendor "provided no government personnel or cargo on board."
- Apples to all government owned aircraft.
- Does not apply to contracted aircraft relocating in preparation for the beginning of the mandatory availability period (MAP) for an exclusive use contract. These aircraft are not under agency operational control until the beginning of their exclusive use MAP.
- Leaving the local area (dispatch zone).
- Admin/non-tactical/point-to-point flight OR tactical/mission flight that is leaving the local area and includes a scheduled stop for tactical briefing, fuel stop, or passenger pickup/drop off enroute to an incident.

Dispatch centers/aircrews will utilize the approved *NWCG Aircraft Flight Schedule* form found on *GB Aircraft* webpage.

In accordance with the above guidelines, agency flight schedules are the responsibility of the pilot/manager to be completed as accurately as possible and distributed through the originating dispatch office. Prior to an aircraft launch, the type of flight plan shall be identified on the Aircraft Flight Schedule. This will ensure that critical information is documented for use in case of emergency, including search and rescue.

The sending office must enter the Aircraft Flight Schedule form into Firenet Teams with tags to GBCC and other affected dispatch centers. If Firenet Teams is unavailable, the form can be emailed.

If GBCC is the hiring/sending office, the Aircraft Flight Schedule Form will be created and entered into Firenet Teams. The receiving dispatch office and all affected dispatch offices will be tagged. For flights leaving the geographic area, GBCC will email the form to NICC and to affected geographic area coordination centers.

Responsibilities of the Sending Unit

- Obtain from pilot/vendor: the actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport.
- Relay the ATD, ETA, and type of flight plan/flight following being utilized (FAA or Agency, AFF or Radio check-in) to affected dispatch centers and the GBCC through Firenet Teams.
- For known delays/advances of a flight plan, exceeding 30 minutes, GBCC will be notified.
- Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap Response Guide and Checklist.
- For any flight requiring stops enroute to a destination within the Great Basin, each local center where the aircraft is landing, should notify the GBCC via Firenet Teams.
- For any flight proceeding beyond the Great Basin, instruct the pilot-in-command or flight manager to contact **NICC at 800-994-6312** for resource tracking.
- 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 to NICC via phone.
- Notify the requesting unit or the NICC of delays/advances of a flight plan that exceeds 30 minutes.
- Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap Response Guide and Checklist.

Responsibilities of NICC

- Relay Aircraft Flight Schedule to the receiving GACC.
- Notify receiving GACC of any route changes, and of any delays/advances of a flight plan that exceeds 30 minutes.
- Provide resource tracking of aircraft to specified destinations.
- Monitor flight plans for additional utilization.

Responsibilities of the Receiving Unit

- Confirm arrival of all tactical aircraft by Firenet Teams to GBCC.
- Notify the GBCC of any delays of a flight plan that exceeds 30 minutes.
- Notify the GBCC of any aircraft that are 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 – All Aircraft
See *National Interagency Standards for Resource Mobilization*

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-in/Check-out flight following requires verbal communication via radio every 15 minutes through the duration of the flight. The dispatcher will log 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 the 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 it 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.*

For point-to-point flights, AFF flight following may be used. At a minimum and prior to the flight, the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute, souls and fuel on board. Then, they 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. This can be done through Firenet Teams or via phone.

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 issues/concerns 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 via 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. An Aircraft Flight Request/Schedule form will be 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 the local dispatch center nor by the GBCC.

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 Fight Following frequency at all times. A Continuous Tone-Coded Squelch System (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 about 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 regarding aircraft location and flight history. AFF does not eliminate positive hand-off procedures.

For additional information see the *AFF website*.

Requirements to Utilize AFF
AFF does NOT reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability. Air crews shall continue monitoring appropriate radio frequencies during the flight for possible diverts, updated mission information from dispatch, or an ops-check if resource is no longer showing positive on AFF. The 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 that the aircraft's icon is visible on the AFF screen and ensure that they will be able to quickly monitor the page at any time during the flight.
- The dispatch center will provide the pilot with FM frequencies, including tones, that will be monitored for the duration of the flight.
- When an aircraft is initially airborne, and outside of the sterile cockpit environment, the pilot will contact the dispatch office via radio and state call sign, departure location, number of personnel on board, fuel on board, ETE, destination, confirmation of AFF location. This information 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 a problem exists at this point, there should be a switch to radio check-in procedures until the issue 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 to advise of the revised route information.

- The dispatch office will keep the AFF program running on a computer for the entire flight. They will set a timer and document each location in 15-minute increments 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 by utilizing radio check-ins for flight following.
- When the aircraft has landed and the flight has been completed, the pilot or flight manager (HEMB, ATGS, etc.) shall contact the dispatch office via radio or telephone, to inform them that they are on the ground.

Sterile Cockpit – All Aircraft
Sterile cockpit rules apply within a 5-mile radius of the airport. The flight crew will not perform radio or cockpit communication during that time that is not directly related to safe flight of the aircraft from taxi to 5 miles out and from 5 miles out until clearing the active runway. This would consist of reading checklists, communication with ATC, flight service stations, Unicom, or other aircraft with the intent of ensuring separation or complying with ATC requirements. Communications by passengers or air crew members can be accomplished when the audio panel can be isolated and do not interfere with flight operations of the flight crew. Exception: When conducting firefighting missions within 5 miles of an uncontrolled airport, maintain sterile cockpit until departing the traffic pattern and reaching final altitude. Monitor common traffic advisory frequency (CTAF) if feasible while engaged in firefighting activities. Monitor CTAF as soon as practicable upon leaving the fire and returning to the uncontrolled airport. When conducting firefighting missions within class B, C, or D airspace, notify dispatch that ATC communications will have priority over dispatch communications.

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 air guard, for duration of flight.
- If a deviation from planned and communicated flight route occurs, contact dispatch office via radio to advise.
- 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 visible.
- Shortly after takeoff, the pilot or 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, logs, CAD systems.
- If the icon turns RED, it means the signal has been lost. An immediate attempt should be made to contact 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, the flight may continue by 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. Each positive handoff must be 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.

Suggested Airport Information Sources for Flight Following and Tracking
FAA airport/facilities directory
Western States Flight Guide
https://www.airnav.com/
http://skyvector.com/

Aircraft Identification System & Tactical Aircraft Call Signs

See *IAT website: https://www.iat.gov/docs/aircraft_library.pdf*

For 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.
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, "Lead 47".

Air Attack
FAA registration number, abbreviation to the last 3 digits is permitted. For example, "Air Attack 0TC." When assigned and over the incident, the air attack uses the fire name. For example, "Twin Peaks Air Attack".

Reconnaissance
FAA registration number, abbreviation to the last 3 digits is permitted. For example, "Recon 51P."

Helicopter
FAA registration number, abbreviation to the last 3 digits is permitted. For example, "Helicopter 3HP."

Smokejumper
FAA registration number, abbreviation to the last 2 digits is permitted. For example, "Jumper 31."

HELICOPTERS

All Type 1 and 2 federally contracted helicopters are classified as 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.

For information on helicopter module staffing, reference *The Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

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 a provide a module.

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

CWN HELICOPTERS

With the exception of Alaska, NICC is the sole initial source for Type 1, 2, and 3 federally-contracted CWN Helicopters.

Prior to reassigning federally contracted CWN helicopters to another incident, local centers will coordinate with GBCC, who will then obtain approval from NICC.

Prior to releasing federally contracted CWN helicopters from an incident, the incident or local dispatch center will communicate with any intent to fully demobilize and release a CWN helicopter from an incident to GBCC, who will then notify NICC. NICC will relay the information to the National Rotor-Wing Coordinator as soon as practicable. If the release is anticipated 24 hours or more in advance, notifications will be made at that time.

All DOI Agency Type 3 On-Call 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.
- Any federal restricted category helicopter may be filled with either an HMGB (Helicopter Manager) or HMLR (Helicopter Manager Limited-Use/Restricted).
- Any standard category helicopter shall only be filled by an HMGB, unless the aircraft is put into "Limited-Use Standards for Helicopter Operations" and noted in the resource order request under "Special Needs", then an HMLR may fill the resource as a manager.
- 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.

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.

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

State Type 3 CWN 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.

EXCLUSIVE-USE HELICOPTERS

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.

For FS EU Helicopters:

- Any intent to release EU helicopters from a contract extension will be coordinated with the National Rotor-Wing Coordinator, no less than 24 hours prior to release. Only the contracting officer and COR have the authority to release FS helicopters from contract.

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.

All FS EU Type 1, 2 and 3 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located in Boise at the NIFC. All Exclusive-Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS. Service EU helicopters will be transferred in IROC, to the host administrative unit for the duration of the MAP from the NICC.

USFS Type 1 and Type 2 Helicopters
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*.

USFS Type 3 Helicopters
FS Type 3 EU helicopters play a critical role in local, geographic and national response. Mandatory Availability Periods associated with the Exclusive-Use Type 3 fleet directly correlate with the hosting forest's historical fire season and include time periods considerate of programs' stand-up and stand-down. As fire danger varies throughout any given year, forests hosting FS suppression funded Type 3 EU helicopters should base resource availability off the National Fire Danger Rating System Adjective.

The following chart depicts the appropriate availability status correlating to an NFDRS adjective.

During a host forest's NFDRS rating of Low or deescalating Moderate, Type 3 EU Helicopters and modules are expected to be available national, upon request by the NICC, unless already committed in their host GACC. An escalating Moderate, High, or above rating should constitute availability at the geographic/region or hosting forest level. Helicopters at or above moderate fire danger rating may be made available nationally at the discretion of the GACC.

Hosting Forest NFDRS Adjective	Type 3 EU Availability Status
Extreme	Hosting Forest of geographic/region level
Very High	Hosting Forest of geographic/region level
High	Hosting Forest of geographic/region level
*Escalating Moderate	Hosting Forest of geographic/region level
**Deescalating Moderate	National
**Low	National

In order to request a forest EU or like/kind backfill, place an order with the forest's NFDRS rating in the "Special Needs" of the request.

Resource needs shall be coordinated with all parties involved, to include the aircraft manager, CIMT, or receiving unit, GACC/MAC Group, NICC, Regional HOS/or other delegated regional aviation authority, and the applicable National Rotor-Wing Coordinator. The aircraft's current day on assignment will be considered. Reference Forest Service EU direction, above regarding length order. Depending on conditions, low to deescalating moderate forest's NFDRS ratings may be filled with a CWN.

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.

State of Utah Type 1 Helicopter
The state of Utah has contracted two EU Type 1 Helicopters that can be used by all agencies within Utah. The Cooperator letter is approved by the OAS and USFS for the use of these helicopters on federal lands. The primary mission for these helicopters is initial attack but may support extended attack and critical missions within the state as requested.

By direction of the R4 Intermountain Region, to retain these helicopters for use for USFS lands, the USFS has requested that a replacement Type 1 helicopter be ordered from the NICC and the state helicopters be replaced by a USFS contract helicopter. Once the replacement arrives, the need for the state helicopter should be evaluated and released if necessary.

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 agencies within the Great Basin when:

- 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

Aerial Ignition
Aerial ignition devices including the helitorch and the plastic sphere dispenser (PSD) have been approved for wildland and prescribed fire operations. Specific training and certification are required for aircraft, pilots, helitorch modules and PSD operators.

See *NWCG Standards for Aerial Ignition* for more information.

An exclusive use helicopter and crew who have all the components (aerial ignition equipment, supplies and qualified personnel) may be ordered with one A# that specifies the aerial ignition capability needed in the "Special Needs" block.

CWN helicopter orders for these types of resources may involve several different resource orders.
Example:

- Helicopter ordered on an Aircraft A#
- Helicopter manager and helitorch module or PSD operator will be ordered on an Overhead, O#
- Helitorch or PSD machine ordered on an Equipment E#
- Plastic spheres, ethaline glycol, gasoline, etc., ordered on a Supply S#.

Great Basin Aerial Ignition Equipment Locations

Unit - Base	Aerial Ignition Capability
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

MULTI-AWARD TASK ORDER CONTRACT (MATOC)

Helicopters

The following tables will assist the field with ordering CWN MATOC helicopters by payload category. All CWN FS helicopters are on MATOC contract and are ordered using the tables below.

- The initial CWN orders for these aircraft are placed to NICC and competed nationally.
- The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius for Type 2 and Type 3 helicopters, 8,000 feet and 25 degrees Celsius for Type 1 helicopters.
  - 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.

- Please identify **one** payload category in special need of the request. This is the lowest payload category that is technically acceptable for the request. **Do not specify make or model.**
- By specifying the lowest acceptable payload category in the special needs, it will include competition at that payload category and above. Example:
  - **The need is for a Type 1 w/ a bucket that can lift a minimum of 9,000 lbs. The order would be for a 1.9000 helicopter with bucket. NICC will then compete all T1's with a bucket that lift 9,000 lbs. and above.**
- Include any other specifications in the special needs of the request. For all modern aircraft, include an additional justification in the request, such as a specific exhibit form the parent contract. For twin engine, specify "twin engine" in the request.
- For additional assistance with ordering, contact GBCC or the Regional Helicopter Operations Specialist.

Type 1 Standard w/ Bucket

Payload Category	Model	Payload Range
1.2100-1.3000	S-61N	Low-High
1.2100-1.7000	Various UH-60 Models	Low-High
1.3000	BV-107	N/A
1.3000	K-1200	N/A
1.3300	332L1	N/A
1.5000	S-61A/SH-3H CMRB	N/A
1.7000-1.9000	CH-54A/S-64E	Low-High
1.11000-1.1700	CH-54B/S-64F	Low-High
1.9000-1.15000	BV-234/CH-47	Low-High

Type 1 Standard w/ Tank

Payload Category	Model	Payload Range
1.2100	S-61N	N/A
1.2100-1.3300	332L1	Low-High
1.2100-1.5000	Various UH-60 Models	Low-High
1.3000-1.5000	S-61A/SH-3H CMRB	Low-High
1.5000-1.7000	CH-54A/S-64E	Low-High
1.9000-1.13000	CH-54B/S-64F	Low-High
1.9000-1.11000	BV-234/CH-47	Low-High

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

Payload Category	Model	Payload Range
2.1200	***212**	**N/A**
2.1450 – 2.1700	**205A1**	Low-High
2.1700	***212HP**	**N/A**
2.1850-2.2050	**210**	Low-High
2.1850-2.2050	**205A1++**	Low-High

Type 2 Restricted w/ Bucket

Payload Category	Model	Payload Range
2.1450	**UH1B**	**N/A**
2.1650	**UH-1F**	**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 Bucket w/ 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 (*indicates models with twin engine capability)

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

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 filling 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.

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

When existing border agreements exist between GACCs, IA load requests may be placed from forest to forest, if the resource is the closest available. Courtesy notifications shall be made to the GACC(s) and NICC at the time the order is placed.

Rappeller Numbers

See *The National Interagency Standards for Resource Mobilization*

Rappeler Aircraft
Aircraft delivering Initial Attack Rappelers will return to the sending base or designate location before the end of the pilot's daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between the GACC the local centers. If the aircraft is retained past the first operational period, it will be placed on an aircraft request through established ordering channels.

Great Basin Rappelling / Cargo Letdown
Helicopter rappelling and cargo letdown operations are approved for all agencies within Great Basin. See the *National Rappel Guide* for more information.

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 the 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.

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.

Great Basin 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 utilizing a kneeboard. All other pertinent information will be provided to aircrews while enroute.

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 the 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.

Daily availability is updated throughout the fire season and is posted at the following link:

www.nifc.gov/smokejumper/reports/smjrpt.php

Smokejumper Numbers

See *The National Interagency Standards for Resource Mobilization*

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.

A list of all Smokejumper Aircraft can be found at:

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

Great Basin Smokejumper Bases
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.

Great Basin BLM 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.

Great Basin 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 request via IROC or Aircraft Dispatch form (Knee Board).

Notify GBCC within 15 minutes of commitment.

When the order is generated in IROC the request will be for an A-#, "Load, Smokejumper, Initial Attack (SMIA)". As soon as possible, the sending dispatch unit shall provide a manifest by Firenet Teams or email to the receiving unit per established dispatch channels.

Aircraft delivering smokejumpers should recover 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 pre-identified 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.

Neighboring Geographic Smokejumper Bases
The following smokejumper bases may be used during initial attack with 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.

Great Basin Smokejumper Aerial Delivery of Equipment and 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.

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 permission from the national fixed wing 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.

Notify GBCC within 15 minutes of commitment, followed by IROC 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)
An 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.

GBCC will 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 Aircraft
Air Tactical Aircraft are on agency Exclusive-Use (EU) Contracts and/ or Call-When-Needed (CWN) or On-Call agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.

Air tactical aircraft are fixed or rotor wing aircraft that are comprised of a pilot and an Air Tactical Group Supervisor (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.

To ensure consistent utilization, rotation, and management of the Exclusive-Use Air Tactical Aircraft fleet, refer to the *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*.

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 GACC. If the order cannot be filled within the GACC, GBCC will place 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.

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.

Incident Aerial Supervision Requirements 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.			
SITUATION	**HLCO**	**ASM / 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 IF NO ATGS AND ONLY FIXED WING	ORDERED
If manned and unmanned aircraft are operating within the same working area/area of operation (WA/AO). *(If only UAS, no aerial supervision is required.)*	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF 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
Multi-Engine Amphibious Water Scooping Aircraft not IA carded	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
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

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 flights 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.). Incident UAS missions may be conducted on a small scale by agency owned UAS and an agency crew or on a large scale by vendor owned and operated support.

There are three federal UAS ordering scenarios:

- Agency UAS for situation awareness (SA) / infrared (IR) mapping
- Agency UAS for aerial ignition (also capable for SA/IR/mapping.
- CWN contract UAS for large fire.
-

There is an on-call UAS Coordinator available to answer questions regarding UAS capabilities and to help determine the type of UAS (1-4) and overhead (UASP, UASD, UASM, or UASL) to order. UAS personnel are in high demand. Please order trainees when approved/possible.

UAS Coordinator: (208) 387-5335

Cooperators wishing to fly UAS on federally managed incidents must have a cooperator letter issued by DOI or USFS. 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.
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*,

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:

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 Certificates of Waiver or Authorization (COA) or Part 107 certification issued by the FAA. A list of companies with valid 333 Exemptions can be found at the *Interagency Unmanned Aircraft System Program* website.

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

Personally owned UAS or model aircraft **will 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/*

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

Great Basin UAS Module (UMOD) Ordering
A UAS Module (UMOD) group will be ordered through IROC to streamline the ordering process.
Follow the guidance for UAS ordering on the *Interagency Unmanned Aircraft System Program* website.
Similar process as when filling team orders, the GBCC will be the holder of the UMOD Groups within IROC. When an order is placed to GBCC, it will be filled with a UMOD Group and rostered with the requested UARs and UASPs on subordinate numbers. Those subordinate numbers will then be placed with the corresponding dispatch center with which that resource resides to be filled with the name request.
Example of UMOD Structure in IROC within the GB.

- A-1 – GB UMOD 1 (Filled by GBCC)
  - A-1.1 – UAR3 FA3LMKERMC (Filled by local dispatch center)
  - A-1.2 – UAR3 FA3CRFMNXA (Filled by local dispatch center)
  - A-1.3 – UASP Smokey Bear (Filled by local dispatch center)
  - A-1.4 – UASP(T) Woodsy Owl (Filled by local dispatch center)

AIRTANKERS

See *National Interagency Standards for Resource Mobilization*

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/pms508*

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 made. 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 Great Basin 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).

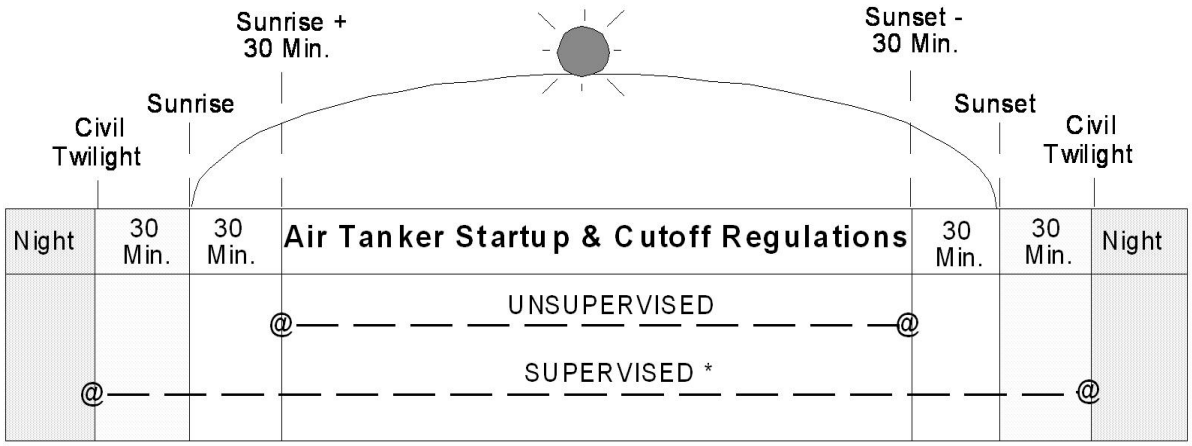
Note that the limitations apply to the time the airtanker arrives over the incident/completes its dropping activity, not the time the aircraft is dispatched from its base.

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 addresses:
https://aa.usno.navy.mil/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

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 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.

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 at:
https://www.fs.usda.gov/sites/default/files/media_wysiwyg/wfcs_forms_to_use_1.pdf

Reference the incident aerial supervision requirements table for additional information.

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-415s 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) AND WATER SCOOPERS

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

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*, the *NWCG Standards for Airtanker Base Operations (SABO)* and the *NWCG Standards for Airspace Coordination.*

Nationally CWN 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 is within the fire traffic area (FTA).

All SEATs will be ordered through normal dispatch channels. DOI CWN 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 the NICC and SEAT coordinator for approval. See web page at: *https://ibc.doi.gov/acquisition/aviation/customer/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 CWN 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 EU 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 impact 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 oversite. 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.

Single Engine Water Scoopers may only be managed remotely for 24 hours to allow time for assigned SEMG/ATBM to relocate the aircraft's operation location. Requests for a DOI CWN SEAT or Single Engine Water Scooper must have a SEMG or ATBM identified with contact information, and the airbase/airport reporting location documented in the "Special Needs" block before the NICC assigns the aircraft.

MOBILE RETARDANT BASES (MRBS)

Mobile Retardant Bases can be ordered to service very larger airtankers, large airtankers, helicopters, and SEATs. Orders shall be placed through normal dispatch channels through GBCC to the NICC for fill.

Units should identify physical location and any limiting factors affecting access to the area of planned use. Use the "Special Needs" block to identify type of aircraft utilizing the service:

- Helicopter
- SEAT
- LAT
- VLAT

To confirm the needs of the requesting unit and ensure that the end user is getting what they need for air operations, fill out and attach to the IROC order an *MRB Retardant-on-Demand* form for the NICC. Follow the chart below to help determine which product is needed for the different MRB usages.

Long Term Fire Retardant (LTFR) Product Use and Ordering Quantity

Product Name	Typical Use	Typical Initial Order Quantity
259-FX (Powder)	Helicopter / GAI / GT	88,000 lbs / 2 truckloads (44 phosbins)
LC95A-R (Liquid)	VLAT / LAT / SEAT / GAU / GT	50,000 lbs / 1 truckload (4000 gallons)

LC95A-Fx (Liquid)	VLAT / LAT / SEAT / GAU / GT	50,000 lbs / 1 truckload (4000 gallons)
MVP-Fx (Powder)	VLAT / LAT / SEAT / GAU / GT	88,000 lbs / 2 truckloads (44 phosbins)
LCE20-Fx (Liquid)	VLAT / LAT / SEAT / GAU / GT	50,000 lbs / 1 truckload (4000 gallons)

INCIDENT AWARENESS & ASSESSMENT (IAA)

IAA utilizes aerial, satellite-based assets, and ground-based cameras to collect and disseminate incident data and products to resources in near-real time.

To request IAA support, visit the *IAA Hub*.

IAA requestors must have a NIFC AGOL account to submit requests in the IAA Hub. Follow the instructions on the IAA Hub to request a new NIFC AGOL account. For additional information refer to the IAA User Guide and/or the Fire Imaging Program Guide linked on the IAA Hub.
For additional support email *iaa.support@firenet.gov*

IAA is available to provide support to wildland fire operations to three mission areas.

Large Fire Perimeter Mapping
Historically known as National Infrared Operations (NIROPS), this mission is flown at night and consists of agency-owned aircraft, contracted aircraft, and Aircraft 3. NIROPS aircraft are national resources. The National IR Coordinator will coordinate all infrared interpreters (IRIN).

Ordering process: Visit the *IAA Hub* and select “Request Support.” NIROPS requests require the submission of both an IROC order (A# Service, Infrared Night SIRN) and a pending request placed in the IAA Hub no later than 1530 hours Mountain Time.

Product deliverables: The delivered products are a shapefile, pdf map, kmz, and IRIN log posted to the incident specific folder in the NIFC File Transfer Protocol (FTP) site *https://ftp.wildfire.gov/*.

Aircraft 3 is a Department of Defense asset, available to provide support for incidents that may not be reachable by regular aircraft. Aircraft 3 products are derived from multiple sources and closely resembles products from other platforms. Analysis is performed jointly between the National Geospatial Agency (NGA) and the United States Geographic Survey Civil Applications Center (CAC). This asset typically requires a 1-2 day spin up for new incidents, and product delivery timeframes can be highly variable.

New Heat Detection/Lightning Reconnaissance
Ordering process: Visit the *IAA Hub* and select “Request Support Products” deliverables. A size up is reported to the responsible dispatch center. This may include an email to the center’s Firenet account and phone/radio communications/confirmations. Imagery, videos, and perimeter information will be posted to the NIFC EGP.

Within the Great Basin, during PL3 or higher, dispatch centers shall contact the GBCC before requesting a detection flight. This is to ensure that there will be no duplication of orders since the GBCC meteorologists will be tracking thunderstorm cells through the GA and may be requesting these flights.

Operational Support
This includes GIS perimeters, narrated/unnarrated videos, imagery overlay, and isolated heat identification.

Ordering process: Go to the *IAA Hub* and select "Request Support Products" deliverables. All products are posted in the NIFC EGP within the Airborne Intel Tool. The requestor will receive a close-out email once the products have been posted.

Certain Interagency Multi-Mission Aircraft can support wildland fires as air attack (ATGS), helicopter coordinator (HLCO) and IAA mission support; these resources are known as enhanced air attack or enhanced HLCO. Only one mission can be ordered, performed, and completed for each individual request. An enhanced air attack will only perform as an IAA resource if directly ordered for IAA mission support.

Visit the *Fire Imaging Technologies for Wildland Fire Operations User Guide* for more detailed information.

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 real time 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.

Handheld Infrared Systems
Handheld infrared equipment and operators can be ordered through normal dispatch channels by 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: 208-984-3400
Payette Interagency Dispatch Center: 208-634-2757

LARGE TRANSPORTATION AIRCRAFT

See *National Interagency Standards for Resource Mobilization*.

FREQUENCIES

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 NIICD CDO.

FM Frequencies (Air-to-Ground, VHF-FM)
With intent to create permanent assignments, FM air-to-ground frequencies will be facilitated and coordinated by the NIICD CDO in cooperation with the agency frequency managers. 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 as an Aircraft "F" 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, by agency dispatch centers, is mandatory. 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 Fight 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 a TFR been added or eliminated?
- When ordering additional frequencies, frequencies are ordered as “F” requests in IROC and placed to the Great Basin Coordination Center, who will then place with NIICD who will assign the frequencies.

AIRSPACE

Temporary Flight Restrictions (FAR 91.137).
Temporary Flight Restrictions (TFRs) regulate the National Airspace System (NAS). The Geographic Area Coordination Center or an assigned Airspace Coordinator (ASCO) will originate TFRs. TFRs are not an administrative function of a local dispatch center.

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: ddmmssN/dddmmssW 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*

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.

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 (MTRs)
- Submitting requests for temporary flight restrictions to the Great Basin Coordination Center utilizing the TFR request form.
- Documenting the request on an A# and sending it to the GACC for fill.
- Advise the GACC when the TFR is no longer needed and release the request in IROC.

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

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

If the geographic coordination center is experiencing a heavy workload with airspace coordination, they may order an airspace coordinator. Additionally, military representatives to the FAA and agency airspace program managers may assist. See *NWCG Standards for Airspace Coordination*.
The National Airspace Coordinator will coordinate Airspace Coordinator (ASCO assignments to support regional and geographical airspace coordination.

Prescribed Fire Temporary Flight Restrictions
Temporary Flight Restrictions may be ordered for prescribed burns. They will be ordered as a 91.137 a(1). Due to the time needed for the NOTAM office to implement these types of TFRs, requests will need to be submitted 24 hours in advance of the burn and the TFR may not exceed 48 hours. If the burn exceeds 48 hours, local centers will need to contact GBCC who will contact the National Airspace Coordinator, ARTCC, and NOTAM offices for permission to exceed the 48-hour limit.

Local dispatch centers are responsible for:

- Coordinating with military units for deconfliction of Special Use Airspace (SUA) and Military Training Routes (MTRs)
- Submitting requests for temporary flight restrictions to the Great Basin Coordination Center utilizing the TFR request form.
- Documenting the request on an A# and sending it to the GACC for fill.

- Advise the GACC when the TFR is no longer needed and release the request in IROC.

Extensions of Temporary Flight Restrictions
Temporary Flight Restrictions cannot be extended. If an incident needs to extend a TFR, the original TFR will need to be cancelled, and a new request will need to be made along with a new A# in IROC. A new NOTAM number will be issued.

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.

GBCC will upload current editions of the AP 1A/1B, with charts, into Firenet Teams. 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). Upon request from a local dispatch center, GBCC may assume this responsibility and/or assist local units.

Great Basin Special Use Airspace (SUA)
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	**Hill AFB:** 807-777-4404 **Clover Control:** 801-777-7575 **Scheduling**: 801-777-4401 or 801-777-9385 **Command Post**: 801-777-3007 **Airspace Manager**: 801-777-6926

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

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

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 to the local dispatch center or aviation manager by the individual(s) who are involved with or who observed the conflict.

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.nifc.gov/sites/default/files/NICC/4-Airspace/iasc-aircraft-conflict-initial-report-form%20(003).pdf*

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 to 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 regarding 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 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
- Names, telephone numbers and e-mail addresses of the local unit contacts

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

The FAA will be responsible for appropriate staffing 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 with assisting 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, to inform the public of the change in status from uncontrolled to controlled, and to identify 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 Resource 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.

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.

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.

Notification Procedures for Incident, Accident and Missing Aircraft
- Reference the NWCG Aviation Mishap Response Guide and Checklist along with the local unit Emergency Response Plan
- Notify agency aviation managers
- Notify the GBCC
- GBCC will notify 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. Backcountry airfields are identified with criteria for special use and pilot qualifications. Any air operations into these airfields or airstrips should be coordinated with local dispatch and regional aviation personnel prior to use.

Great Basin Firenet Teams

The GBCC has created the GBCC Firenet Teams and SharePoint site to better support and streamline daily dispatch operations across the 16 centers within the geographic area. The chat threads and file sharing will allow for centralized communications between the centers and is the primary source for information sharing (Aircraft Dispatch Forms, Flight Schedules, etc.) between the centers and GBCC while continuing to adhere to the directives outlined in the National and Great Basin Interagency Standards for Resource Mobilization.

This workspace is intended to provide a more inclusive method of communication between the GBCC and the local center dispatchers. Dispatchers will continue to ensure that proper phone notifications are being made if the receipt of confirmations within Teams are not evident.

For more information and standard operating procedures, see the Firenet GBCC Aircraft Teams guides located on the Teams channel.