



**2016 BLM National Aviation
Plan, BLM Utah
State Aviation Plan and Color
Country District/Grand
Staircase Escalante National
Monument Unit Aviation Plan**

A COMMITMENT TO AVIATION SAFETY

This plan provides comprehensive information regarding Bureau of Land Management (BLM) aviation organizations, responsibilities, administrative procedures and policy. This plan is implemented through a BLM Utah Instruction Memorandum.

The primary distribution of this document is electronic and available at:

<http://www.blm.gov/nifc/st/en/prog/fire/Aviation/avlibrary.html>

BLM Fire and Aviation Directorate
National Aviation Office
208-387-5180
aviation.blm.gov

National Interagency Fire Center
3833 South Development Ave.
Boise, ID, 83705

The BLM Color Country District and Utah State Aviation Plan is inserted in this document as a second and third tier to each section of the BLM National Aviation Plan, which is written in black text. The State Aviation Plan has been written in blue and the Color Country District Plan is in grey text so they visually stand out as supplemental text. Each BLM District in Utah may add their Unit Aviation Plan language as a third tier to this document. Use of a different color font is suggested to visually differentiate Unit-level text. The State Aviation Plan will reside on the [BLM National Aviation website](#) in electronic format.

The primary distribution of this document is electronic and available at:

<http://www.blm.gov/nifc/st/en/prog/fire/Aviation/avlibrary.html>

BLM Fire and Aviation Directorate
National Aviation Office
208-387-5180
aviation.blm.gov

National Interagency Fire Center
3833 South Development Ave.
Boise, ID, 83705

The BLM Color Country District and Utah State Aviation Plan is inserted in this document as a second and third tier to each section of the BLM National Aviation Plan, which is written in black text. The State Aviation Plan has been written in blue and the Color Country District Plan is in grey text so they visually stand out as supplemental text. Each BLM District in Utah may add their Unit Aviation Plan language as a third tier to this document. Use of a different color font is suggested to visually differentiate Unit-level text. The State Aviation Plan will reside on the [BLM National Aviation website](#) in electronic format.

This plan has been:

Prepared by: Cameron Dingman Date 3-9-16
Cameron Dingman
State Aviation Manager

Reviewed by: Rick Belger Date 3/9/16
Rick Belger
State Fire Management Officer

Approved by: Raul Morales Date 3/16/16
Jenna Whitlock
for Acting State Director

**BLM Utah State Office
440 West 200 South Suite 500
Salt Lake City, UT 84101-1345**

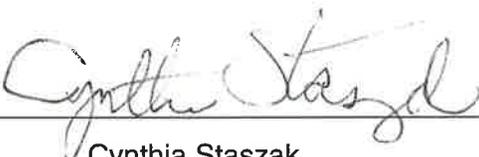
**Cameron Dingman
State Aviation Manager
cdingman@blm.gov
801-539-4241**

This plan has been:

Prepared by:  Date 05/19/2016
Bryan Brazzeal
Unit Aviation Manager

Reviewed by:  Date 05/27/2016
Walter Burdick
Fire Management Officer

Approved by:  Date 5/27/16
Heather Whitman
Color Country District Manager

Approved by:  Date 6-1-16
Cynthia Staszak
GSENM Monument Manager

**Color Country District Office
176 East DL Sargent Drive
Cedar City, UT 84721**

**Bryan Brazzeal
Unit Aviation Manager
bbrazzea@blm.gov
435-865-4621**

TABLE OF CONTENTS

1.0 BLM National, BLM Utah State, and Color Country District Aviation Plan

- 1.1 Purpose
- 1.2 Mission Statement
- 1.3 BLM Utah/Color Country Aviation Program Objectives
- 1.4 BLM Utah/Color Country Aircraft Management Strategy
- 1.5 Authority
- 1.6 Policy

2.0 AVIATION MANAGEMENT ORGANIZATIONS

- 2.1 Department of Interior
- 2.2 National and Geographic Area Aviation Groups/Committees
- 2.3 Bureau of Land Management
- 2.4 National Aviation Office
- 2.5 BLM Utah

3.0 ADMINISTRATIVE REQUIREMENTS

- 3.1 General
- 3.2 Reporting and Documentation Requirements
- 3.3 Aviation Plans: State and Local Units
- 3.4 Aircrew Orientation Briefing Package
- 3.5 Land Use Policy for Aviation Activities
- 3.6 Budget
- 3.7 Aircraft Flight Service Ordering
- 3.8 Aircraft Contracts
- 3.9 Service/ End Product Contracts
- 3.10 BLM Supplemental Fire Aircraft Acquisition
- 3.11 Cooperator Aircraft
- 3.12 Senior Executive Service (SES) Flights
- 3.13 BLM Law Enforcement Flights
- 3.14 Search and Rescue (SAR) Flights
- 3.15 National Guard and United States Military Aircraft Flights
- 3.16 Unmanned Aircraft Systems (UAS) Flights

- 3.17 Dispatching- Flight Requests
- 3.18 Aircraft Use Payment Systems
- 3.19 Cost Coding for Flight Use Reports
- 3.20 FEPP Aircraft
- 3.21 FBMS
- 3.22 Aviation Program Reviews
- 3.23 New Program Requests

4.0 SAFETY

- 4.1 General
- 4.2 Safety Management Systems (SMS)
- 4.3 Safety Policy
- 4.4 Risk Management
- 4.5 Assurance
- 4.6 Safety Promotion

5.0 OPERATIONAL POLICY

- 5.1 General
- 5.2 Policy, Operational Guides and Handbooks
- 5.3 Public/Civil Aircraft Operations
- 5.4 BLM Employees on Non-BLM Aircraft
- 5.5 Passengers
- 5.6 Emergency Exception to Policy
- 5.7 Categories of Flight
- 5.8 Flight Planning
- 5.9 Flight Following
- 5.10 Radio Frequency Management/Communications
- 5.11 Overdue, Missing or Downed Aircraft
- 5.12 Mishap Response
- 5.13 Transportation of Hazardous Materials
- 5.14 Invasive Species Control
- 5.15 Fire Chemicals and Aerial Application Policy near Waterways
- 5.16 Search and Rescue
- 5.17 Large Airtanker, Very Large Airtanker and CL 215/415

- 5.18 Airtanker Base Operations
- 5.19 SEAT Operations
- 5.20 Foreign Airtanker Operations
- 5.21 Aerial Supervision/Leadplane Operations
- 5.22 Helicopter Operations
- 5.23 Aerial Ignition Operations
- 5.24 Wild Horse and Burro Operations
- 5.25 Aerial Capture, Eradication and Tagging of Animals
- 5.26 Smokejumper Operations
- 5.27 Light Fixed Wing Operations
- 5.28 Law Enforcement Operations
- 5.29 Unmanned Aerial Systems
- 5.30 Fleet Aircraft

6.0 BLM AVIATION TRAINING

- 6.1 General
- 6.2 Management Responsibility
- 6.3 Instructor Standards
- 6.4 Records Management
- 6.5 Tuition and travel
- 6.6 Development

7.0 AIRSPACE COORDINATION

- 7.1 Interagency Airspace Coordination
- 7.2 Flight Planning, Hazards and Obstructions
- 7.3 Fire Traffic Area (FTA)
- 7.4 Temporary Flight Restriction
- 7.5 National Fire Fighting Transponder Code (1255)
- 7.6 Airspace Boundary Plan
- 7.7 Airspace Deconfliction
- 7.8 Airspace Conflicts
- 7.9 Operations along Foreign Borders
- 7.10 Airspace Agreements-Memorandums of Understanding
- 7.11 Emergency Security Control of Air Traffic (ESCAT)

8.0 AVIATION SECURITY

- 8.1 Aviation Security Policy
- 8.2 USFS Facilities Security Assessments
- 8.3 USFS Security Response Actions
- 8.4 General Aviation Security Awareness Programs
- 8.5 Cooperators Aircraft Security
- 8.6 Aircraft Physical Security Requirements
- 8.7 Aviation Facility Security Requirements
- 8.8 Exceptions
- 8.9 Transportation Security Administration (TSA)

9.0 AVIATION FACILITIES

- 9.1 Operational Bases
- 9.2 Aviation Facilities (Permanent and Temporary)
- 9.3 Temporary Bases

1.0 Aviation Plan

1.1 Purpose

The purpose of the Bureau of Land Management (BLM) National Aviation Plan (NAP) is to describe National Aviation Office (NAO) leader's intent, authority, role and responsibilities, program objectives, and to provide strategic and operational guidance to each organizational level. The NAO identified the need for a cohesive national aviation management plan that will allow all state, district/field offices, and aviation users to easily acquire the necessary information and policy to manage the BLM aviation program. Each organizational level plan provides the detailed operational procedures pertinent to their organization. This plan is supplemental and does not replace the policy as described in the Departmental Manual or the [BLM Manual 9400 – Aviation Management](#).

1.1.1 Purpose

This plan sets forth policy, procedures and guidance to implement the Aviation Management Program for BLM Utah. The purpose is to clarify and standardize aviation management procedures and operations for all employees in the BLM Utah, independent of organizational level. This plan is supplemental to [Departmental Manuals 350-354](#), [BLM Manual 9400 – Aviation Management](#), and the [BLM National Aviation Plan \(NAP\)](#).

1.1.2 Purpose

This document details the policy, organization, procedures, and responsibilities to implement the aviation management program for the Bureau of Land Management (BLM), Color Country District and Grand Staircase-Escalante National Monument. The purpose is to clarify and standardize aviation management procedures and operations for all Color Country District employees and Grand Staircase-Escalante National Monument. This plan is supplemental to *Departmental Manuals 350-354*, *BLM 9400* manual, and the *BLM National Aviation Plan (NAP)*.

1.2 Mission Statement

The NAO is responsible for supporting all BLM fire and resource management programs through an active and professional aviation organization that:

- Develops and coordinates efficient aviation policy and management processes.
- Provides guidance for aviation programmatic and operational risk management.
- Leads aviation safety assurance and promotion programs.
- Provides aircraft acquisition support as specified by BLM management objectives.
- Develops and promotes a skilled aviation management workforce.

1.2.1 BLM Utah Mission Statement

The BLM Utah aviation program provides direction and technical assistance to the State Office, District, and Field Office resource management, law enforcement, and fire suppression programs. The State Aviation Manager (SAM) assists with coordination between BLM Utah

and the BLM National Aviation Office, Fire Operations Office, other BLM State programs, and cooperators fire/ aviation programs

Promote efficiency: The aviation program emphasizes coordinating BLM Utah aviation resources between Districts; between Utah and the BLM National Aviation office, and cooperators within Utah.

Acquisition support: Be a focal point for coordination of aviation acquisition between BLM Utah and the BLM National Aviation Office and DOI Acquisition Services Directorate (DOI AQD).

Aviation safety: Assist with developing systematic safety processes, promotion of safety systems and monitoring/ evaluation.

1.2.2 Color Country District Mission Statement

The Color Country District and Grand Staircase-Escalante National Monument aviation program provides safe and efficient aviation services to meet land management objectives. Mission requirements include support of wildland fire and prescribed fire operations, disaster response, animal census, wild horse and burro operations, habitat management, range survey, law enforcement and search and rescue. Utilization of technology, sound aviation management practices and highly trained/motivated personnel will reduce risk, loss, waste and expenditures.

1.3 Aviation Program Objectives

The BLM aviation program provides the aviation tools to meet public expectation for efficient and safe management of the National System of Public Lands. Aviation management balances mission goals with the environmental considerations, available funding and safety of the involved personnel.

Safety: The priority in all BLM aviation missions is the safety of employees, contractors, cooperators and the public.

- Risk management as part of Safety Management Systems (SMS) will be inherent in all aviation missions and programs.
- All aviation personnel are empowered and expected to manage the risks of aviation operations and make reasonable and prudent decisions to accomplish the mission.
- Aviation personnel must take every opportunity to plan missions thoroughly, and respect aircraft and the environment in which they operate.
- Individuals will be held accountable for their decisions, which should be based on policy, principles, risk management, training, experience and the given situation.
- The agency is committed to ensuring our workplaces are free of recognized hazards. Prior to conducting any mission, all risks will be mitigated to the lowest acceptable level possible.

Professionalism: BLM personnel performing aviation functions must be service oriented and meet all qualification requirements of the departmental and bureau manuals, handbooks, and guides.

Diversity: Individual development, employee wellness and workforce diversity will be emphasized at all levels of the BLM aviation program.

Innovation: Management at all levels is responsible for enhancing the aviation program with a commitment to aviation safety and operational/management efficiency.

1.3.1 BLM Utah Aviation Program Objectives

The BLM Utah aviation program's prime objective is the safety of personnel and the public working with BLM operational controlled aviation activities. An indicator of a healthy safety program is one that incorporates principles that are pillars of a safety culture as described in Safety Management Systems –

1. Effective aviation operating policy at the State and District level.
2. Continual use of operational risk management for all stages of aviation activities.
3. A reporting culture; where small seemingly insignificant events are identified and reported.
4. Promote training, the sharing of aviation safety information, and safety awards.
 - Risk Management will remain incorporated into all aviation operations.
 - Line Managers are responsible to maintain the commitment to aviation safety and efficiency for all aircraft missions.
 - Planning for flight operations must include: safety, risk management, supervision, organization, and evaluation.
 - Aviation personnel will be qualified and appropriately trained to standards.
 - Aviation personnel will be provided emphasis and consideration for individual development, employee wellness and workforce diversity.

1.4 National Fire Aircraft Management Strategy

Aviation resources are one of a number of tools available to accomplish land management objectives. The proper utilization of aircraft in support of resource management programs serve as a force multiplier when dealing with issues of time, remoteness, terrain, large areas and distances.

This national strategy will:

- Optimize overall aviation capability.
- Apply effective management controls to suppression costs.
- Ensure that aviation assets are assigned to areas of greatest risk and/or highest probability of success.
- Maximize operational flexibility and mobility.
- Contribute to interagency suppression efforts.

The BLM national fire aircraft fleet composition is based on the National Interagency Aviation Council (NIAC) Aviation Strategy document, 2008, and is outlined in detail in the BLM Fire Aircraft Acquisition Plan (reference BLM *NAP Appendix 2*). Any changes in aircraft type or capability must be supported and approved by the Assistant Director of the BLM Fire and Aviation Directorate (FA-100).

In order to maximize effectiveness and efficiency, aviation resources should be centrally controlled, and operations must be locally executed. National strategy considers all BLM

fire aircraft and assigned personnel to be national resources available for immediate assignment to areas of greatest national need regardless of their status in the Resource Order and Status System.

The BLM national aircraft management strategy is predicated on the NAO providing oversight to all BLM fire aircraft acquisition, coordination and allocation of aircraft between states. The NAO tracks tactical aircraft utilization along with monitoring fire activity, fire danger levels and forecasted weather. The NAO will modify contract terms (designated base, MAP, etc.) as required to ensure maximum utilization and effectiveness of firefighting aircraft.

The NAO facilitates aircraft pre-positioning with funding charge codes. During fire season, BLM exclusive use aircraft will be activated and mobilized to meet BLMs fire needs to the extent possible. Once authorized and acquired, all BLM exclusive use and severity funded aviation resources will be considered national resources subject to pre-positioning by SFMOs within their states, and by the national office on a national basis. This includes aviation personnel such as single engine air tanker (SEAT) managers and Air Tactical Group Supervisors (ATGS). The NAO will coordinate with SFMOs and State Aviation Managers (SAM) prior to any movements. Supplemental fire aircraft acquisition will be in accordance with BLM *NAP 3.10*.

The NAO facilitates aircraft pre-positioning with funding charge codes. During fire season, BLM exclusive use aircraft will be activated and mobilized to meet BLMs fire needs to the extent possible. Once authorized and acquired, all BLM exclusive use and severity funded aviation resources will be considered national resources subject to pre-positioning by SFMOs within their states, and by the national office on a national basis. This includes aviation personnel such as single engine airtanker (SEAT) managers and air tactical group supervisors (ATGS). The NAO will coordinate with SFMOs and State Aviation Managers (SAM) prior to any movements. Supplemental fire aircraft acquisition will be in accordance with BLM *NAP 3.9*.

1.4.1 BLM Utah Aircraft Management Strategy

Exclusive use contracted fire aircraft are funded through the BLM National Aviation Office (NAO FA-500), and coordinated by the State Fire Management Officer (SFMO). The aircraft are intended primarily for initial attack. Discretion to utilize the aircraft for non-initial attack operations is at the District Manager (DM) level with coordination with the State Office Duty Officer. Assignment of exclusive use and supplemental aircraft outside of the state for extended attack or large fire requires notification with the State Office Duty Officer. The State Office Duty Officer shall coordinate with District FMO's/ Duty Officer related to the movement of aircraft within the administrative boundaries of BLM Utah based on established priorities, anticipated critical fire weather.

1.5 Authority

This plan fulfills the departmental manual requirements outlined in *350 DM 1, Appendix 3*, and *BLM Manual 9400.3* Directives. This plan has been developed to provide policy standardization for all BLM aviation programs during 2015.

1.5.1 Authority

This operational plan meets BLM policy requirement as described in BLM Manual 9400 and BLM NAP.

1.6 Policy

BLM aviation management and operations will be conducted within policies contained in the Federal Aviation Regulations, DOI 350-354 Departmental Manuals (DM), Operational Procedures Memorandums (OPM) and Handbooks (HB), and BLM Manual 9400. In addition, the current version of the following Handbooks, Plans and Guides constitute BLM Aviation policy as specified in the BLM Manual 9400.

Exemptions/Waivers: Exemptions/waivers to federal aviation regulations and DOI regulations must be requested in writing to the BLM Aviation Division Chief. Final approval will reside at the OAS Director level (reference 350 DM 1.10).

1.6.1 Policy

The BLM Utah State Aviation Plan (SAP) sets forth policy, procedures, and guidance for aviation program/operations under BLM Utah operational control. The BLM Utah SAP is issued under State Instruction Memorandum (IM).

1.6.1 Handbooks

- Aerial Capture, Eradication and Tagging of Animals Handbook (ACETA)
- Aviation Life Support Equipment Handbook (ALSE)
- BLM Wild Horse & Burro Aviation Management Handbook (WH&B)
- Interagency Aviation Transport of Hazardous Materials Handbook
- Law Enforcement Short-Haul Policy
- Military Use Handbook

1.6.2 Plans

- BLM National Aviation Plan
- BLM State Aviation Plans
- BLM District/Unit Aviation Plans

1.6.3 Guides

- Interagency Aerial Ignition Guide (IAIG, PMS 501)
- Interagency Aerial Supervision Guide (IASG, PMS 505)
- Interagency Airspace Coordination Guide (IACG)
- Interagency Airtanker Base Operations Guide (IATBOG, PMS 508)
- Interagency Helicopter Operations Guide (IHOG, PMS 510)
- Interagency Helicopter Rappel Guide (IHRG)
- Interagency Single Engine Airtanker Operations Guide (ISOG, PMS 506)
- Interagency Smokejumper Pilots Operations Guide (ISPOG)
- Interagency Standards for Fire and Fire Aviation Operations (Redbook)
- Interagency Aviation Training Guide (IAT)

2.0 Aviation Management Organizations

2.1 Department of the Interior (DOI)

Office of Aviation Services (OAS): The OAS is responsible for Departmental functions related to aircraft services. The OAS provides service offerings that include; aviation safety services, aviation technical services, fleet management, fleet property accountability, aviation user training services, and flight scheduling and coordination services (reference *350 DM 1* for a complete list of functions and responsibilities).
<https://www.doi.gov/aviation>

Interior Business Center (IBC) Acquisition Services Directorate (AQD): The Aviation Acquisition Services Directorate provides department-wide centralized contracting for aviation flight services for DOI and DOI customers. Other acquisition management activities include property accountability and small purchase service in support of OAS and Bureau operations including DOI fleet aircraft <https://www.doi.gov/aviation/aqd>

2.2 National Aviation Groups/Committees

Executive Aviation Board (EAB): The EAB is responsible for the Department of Interior aviation program. The Board provides executive oversight and performance accountability and assures that Department-wide strategies and initiatives are developed collaboratively and implemented consistently. Additionally, the Board provides final review and approval of policy, when needed. The EAB is chartered under the direction of the Assistant Secretary for Policy, Management and Budget. The EAB has authority over all aviation related boards/committees/groups within the Department. The BLM permanent member of the EAB is the Bureau Deputy Director.

Executive Aviation Committee (EAC): The EAC is chartered under the direction of the EAB. The Committee follows guidance and directives from the EAB and ensures full collaboration among members to ensure that EAB and Department objectives are met. The EAC also provides Bureau and Department level aviation program performance measurement metrics to the EAB. The EAC is responsible for establishing a Bureau Aviation Managers working group to be the primary surrogate of the Committee to engage in all DOI aviation related issues at the operational Bureau level. The BLM permanent member of the EAC is the Assistant Director, Fire and Aviation.

Executive Aviation Sub-Committee (EAS): The EAS is an advisory group for the EAC. The BLM representative to the EAS is the Division Chief, Aviation.

National Wildfire Coordinating Group (NWCG): The purpose of NWCG is to coordinate programs of the participating wildfire management agencies so as to avoid wasteful duplication and to provide a means of constructively working together. Its goal is to provide more effective execution of each agency's fire management program. The group provides a formalized system to agree upon standards of training, equipment, qualifications, and other operational functions. Agreed upon policies, standards, and procedures are implemented directly through regular agency channels.

- Membership: NWCG is made up of the USDA Forest Service; four Department of the Interior agencies: BLM, National Park Service (NPS), Bureau of Indian Affairs (BIA), and the Fish and Wildlife Service (FWS); the National Association of State

Foresters and the Intertribal Timber Council. Membership is limited to one individual organization representative, except the Forest Service will be represented by two representatives – one from fire and aviation management and one from fire research.

<http://www.nwcg.gov/index.htm>

National Interagency Aviation Committee (NIAC): The Committee is established to serve as a body of resident aviation experts, assisting NWCG with realizing opportunities for enhanced safety, effectiveness, and efficiency in aviation related operations, procedures, programs and coordination. NIAC is chartered under the Equipment and Technology Branch of NWCG.

- Membership: Committee membership will reflect a mix of people who are knowledgeable in the subject area and who are from NWCG member agencies and organizations, including representation from OAS.

<http://www.nwcg.gov/branches/et/niac/index.htm>

NIAC Sub Committees:

- Interagency Aerial Supervision Subcommittee (IASS)
 - ATGS Cadre
 - Leadplane Cadre
 - ASM Cadre
- Interagency Airspace Subcommittee (IASC)
- Interagency Airtanker Base Operations Subcommittee
- Interagency Airtanker Board (IAB)
- Interagency UAS Subcommittee (IUAS)
- Interagency Aviation Training Subcommittee (IATS)
- Interagency SEAT Board
- Smokejumper Aircraft Screening and Evaluation Board Subcommittee (SASEB)
- Interagency Helicopter Operations Subcommittee (IHOpS)
 - Aerial Capture Eradication and Tagging Animals Unit (ACETA)
 - Interagency Aerial Ignition Unit
 - Helitorch Subunit
 - Interagency Helicopter Operations Guide Unit (IHOG)
 - Interagency Helicopter Rappel Unit
 - Rappel Equipment Subunit
 - Helicopter Short-Haul Unit

BLM Aviation Management Group (AMG): AMG is chartered under the BLM Fire Leadership Team to provide BLM leadership and expertise in all areas of aviation management. Promote aviation safety, standardization and efficiency in support of fire management and natural resource activities. Provide representation in the development of aviation policy, acquisition plans and operational procedures.

- Membership: BLM; NAO Program Managers, State Aviation Managers, Liaison from Fire Operations (FA-300) and FLT.

BLM Air Attack Committee: The BLM Air Attack Committee is formed under the authority of the AMG with the concurrence of the BLM Fire Leadership Team (FLT) to

provide national leadership in all areas of BLM air attack operations. Promote and coordinate safe, effective and efficient fire operations in order to accomplish Bureau of Land Management (BLM) fire management objectives. This will be done in collaboration with the AMG in coordination with the BLM National Air Attack Program Manager.

- Membership: The AMG designee (Co-Chair), The BLM National Air Attack Program Manager, one liaison from the Fire Operations Group (FOG), one voting representative each from those states with exclusive use air attack aircraft (ID, MT, NV, OR, UT, AK).

2.2.1 National and Geographic Area Aviation Groups/ Committees

The BLM Utah State Aviation Manager (SAM) is a member of the BLM Aviation Management Group (AMG). The group reviews and develops: aviation management/operations procedures, policy and acquisition plans. As the BLM Utah representative to the AMG, the SAM can take forward BLM Utah aviation issues.

The BLM Utah SAM will participate in other national level groups and committees as requested by NAO and approved by the State FMO.

Great Basin Aviation Working Committee: The Great Basin Coordinating Group (BLM, USFS, NPS, USFWS, BIA, and States within the Great Basin Geographic Area) charters an aviation working committee to consider any aviation issue germane to the Great Basin interagency aviation operations, and develop recommendations. Fire aviation issues can be brought forward through the Great Basin Operations Group or to the GBAWC representative. The BLM Utah SAM serves as the BLM Utah representative to this committee.

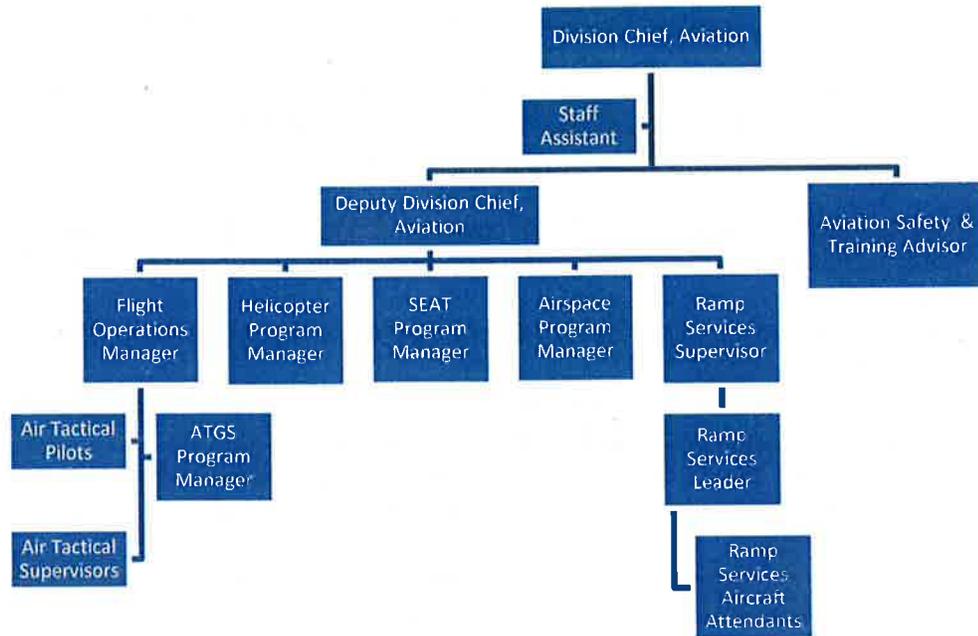
BLM Utah representatives to other National BLM and Interagency Committees and Groups will be assigned based on requests from NAO, and with the concurrence of the employee's supervisor.

2.3 Bureau of Land Management (BLM)

BLM Director: The Director is responsible for the aviation management program. This responsibility is exercised through the Assistant Director for Fire and Aviation (FA-100).

Assistant Director, Fire and Aviation (FA-100): This position is responsible for aviation policy and program oversight. This responsibility is delegated and accomplished through the Division Chief, Aviation (FA-500).

2.4 National Aviation Office - NAO (FA-500): (reference BLM *NAP Appendix 1* for the NAO Staff contact information)



Division Chief, Aviation (FA-500): This position serves as principle aviation advisor to the Assistant Director for the BLM Fire and Aviation Directorate (FA-100), and other staff, BLM state office, and Departmental aviation programs. This position supervises the Deputy Division Chief, Staff Assistant and Aviation Safety & Training Advisor.

- Identifies and develops Bureau aviation policies and procedures, as well as standardized technical specifications for aviation missions for incorporation into the directives system.
- Coordinates aviation-related activities and services between the Washington Office (WO), and states with other wildland firefighting, regulatory, investigative, and military agencies.
- Represents the BLM at interagency meetings, on interagency committees developing government-wide aviation policies, requirements, procedures and reports, at aviation industry meetings and conventions.
- Plans and conducts technical and managerial analyses relating to the identification of aviation organization and resources appropriate for agency use, cost-effectiveness of aviation, other specialized missions, aircraft acquisition requirements, equipment developmental needs, and related areas.
- Provides oversight of aircraft acquisition and fleet management, contract administration, aviation operations, aviation safety, security and risk management, reviews and evaluations of state aviation programs.

Deputy Division Chief, Aviation: This position serves as the Deputy to the Division Chief and has responsibility for direction of all phases of the Aviation Division's program of work. This position supervises and provides program guidance and technical direction to the Flight Operations Manager, Helicopter Program Manager, SEAT Program Manager, Airspace Program Manager, Air Attack & UAS Program Manager, Assistant Aviation Management Specialist/Pilot and the Ramp Services Supervisor.

- Develops the BLM *National Aviation Plan*.
- Prioritizes and coordinates national allocation/reallocation of BLM fire aircraft.

- Manages the BLM NAO Operations, Labor and fire exclusive use contract budgets.
- Coordinates contracting and cooperator aircraft requests with AQD/OAS.
- Reviews states aircraft severity and preposition funding requests; coordinates with BLM Fire Operations.

Flight Operations Manager: This position provides oversight and supervision for the Aerial Supervision Module (ASM) program and standardization of all BLM flight operations.

- Serves on the Interagency Aerial Supervision Subcommittee (IASS) and leadplane cadre.
- May function as a qualified ASM, Smokejumper and PC-12 check pilot.
- Develops guidance for BLM aircraft and pilot standards.
- Develops and coordinates ASM operational procedures/training/certification.
- Provides guidance on light and medium fixed-wing aircraft operations and standards.
- Provides equipment and pilot procedures standardization and technical oversight for transport aircraft.
- Primary Point of contact for BLM Fleet (WCF) aircraft
- Assigns BLM representative on the Smokejumper Aircraft Screening Equipment and Evaluation Board (SASEB) and Interagency Smokejumper Pilots Operation Guide Steering Committee.
- Coordinates primary relief for the Fleet Smokejumper aircraft.
- Coordinates oversight of BLM Smokejumper Pilot Flight Standards.

Aviation Safety & Training Advisor: This position provides leadership and technical expertise for aviation safety management systems, risk management and accident prevention programs. Has oversight of aviation training for BLM, providing training/certification guidance (curriculum, course materials, and instruction) for BLM fire and resource management aviation personnel.

- Serves as the BLM liaison to National Transportation Safety Board (NTSB) and OAS accident investigation teams.
- Oversees the BLM SAFECOM System and Management Roles
- Compiles BLM aviation safety statistics and analysis.
- Serves on accident review boards.
- Develops and/or coordinates aviation training in support of BLM aviation programs.
- Serves as a member of the Interagency Aviation Training Subcommittee (IATS) and other interagency training working groups.
- Coordinates the development of web based training for both vendor and government communities.
- Point of contact for OAS Aviation Program Evaluations.

Helicopter Program Manager: This position provides oversight of the BLM Helicopter program.

- Reviews requests for exclusive use contracted helicopters, and coordinates with AQD, OAS and State Aviation Manager.
- Develops and establishes agency helicopter operational standards.
- Develops helicopter position requirements and training.

- Conducts site visits, reviews and inspections.
- Serves as a member of the Interagency Helicopter Operations (IHOpS) and BLM Helitack Steering Committees.

Single Engine Airtanker (SEAT) Program Manager: This position provides oversight and guidance to the SEAT and Scooper programs.

- Develops and coordinates requirements and training for the SEAT program.
- Performs site visits and inspections of SEAT operating bases.
- Develops contract specifications in coordination with both AQD and industry representatives.
- Chair of the Interagency SEAT Board. Attends Interagency Airtanker Board meetings as SEAT Advisor.
- Develops the *Interagency SEAT Operations Guide*.
- Coordinates with the BLM State Office Managers, SEAT contract activation and allocation of aircraft.
- Functions as national liaison with State SEAT programs.
- Supervises the National SEAT Coordinator (SECO) when activated.
- BLM advisor to the Interagency Airtanker Base Operations Subcommittee.
- BLM national lead for fire chemicals development and implementation. Maintains and updates fire chemicals policy, plans and direction. National COR for fire chemical contracts, BPAs, and EERAs. Wildland Fire Chemicals Systems interagency technical contact and DOI liaison. DOI (except BIA) representative on the Fire Chemicals Board. Organizes and conducts national level training in fire chemical application and use.

Air Attack & UAS Program Manager: This position provides national guidance and standardization for the BLM Air Attack and UAS programs.

- Develops and reviews exclusive use and on-call Air Attack and UAS contract specifications, coordinates with AQD, OAS and State Aviation Managers.
- Coordinates the BLM national ATGS training program (S-378, CRM, and associated flight training) in conjunction with interagency partners.
- Develops, coordinates, and implements strategic and tactical utilization of air attack aircraft, UAS, and associated personnel in conjunction with State Aviation Managers, Geographic Area Coordination groups, and interagency partners.
- Provides BLM direction for the *Interagency Aerial Supervision Guide* and relevant UAS policy/operations documents.
- Coordinates with Geographic Area Coordinating groups regarding the activities of the ATGS Cadre and the BLM Air Attack Committee.
- Serves as a qualified ASM/ATGS Instructor/Check Airman and coordinates staffing for the BLM national ATGS training platform.
- Serves as a member of the Interagency Aerial Supervision Subcommittee (IASS).
- BLM National point of contact for UAS Operations and UAS COA requests.
- Maintains a list of qualified BLM ATGS Instructors, ATGS Check Airman, and UAS operations personnel.

Air Tactical Supervisors (ATS): These positions serve as Air Tactical Supervisors on Aerial Supervision Modules.

- Develop and review ASM procedures, make recommendations to the Aerial Supervision Program Manager.

- Instruct NWCG S-378 ATGS and ATS courses and mentor trainee ATGS and ATS personnel.
- Serve as subject matter experts (SME) for aerial supervision, airspace coordination, SEAT and airtanker operations.

Air Tactical Pilots (ATP): These positions serve as ASM and/or leadplane pilots.

- Serve as a contract project inspector for the BLM contracted ASM planes.
- Serve as an SME for aerial supervision, airspace coordination, SEAT and air tanker operations.
- Develop and review ASM/Leadplane procedures, make recommendations.
- Provides aircraft and mission training for tactical resources as assigned.

Airspace Program Manager: This position provides program management and leadership on airspace coordination issues directly impacting aviation safety in BLM and U.S. Forest Service and Department of Defense (DOD) operations.

- Is an active member of the Interagency Airspace Subcommittee.
- Develops and implements the Interagency Airspace Coordination Guide as part of the committee.
- Coordinates directly with FAA headquarters airspace managers, FAA service area managers, and Air Route Traffic Control Center (ARTCC) Supervisors in developing cooperative efforts towards solving airspace conflict issues, including the Notice to Airmen (NOTAM) Entry System (NES) and temporary flight restriction (TFR) coordination.
- Initiates and maintains professional contacts with DOD DC Command, Air Combat Command, Air Mobility Command, Northcom, Southcom and Military Base Commanders in order to coordinate military operations with user agencies, and FAA in eliminating airspace conflicts. Participates in Airspace/Range Council meetings to heighten awareness of airspace issues. Provides leadership and expertise to US Forest Service (USFS), BLM and OAS aviation safety managers regarding airspace issues. Participates in investigations when requested and assists in determining programmatic solutions to reducing near mid-air collisions.
- Provides leadership for national development of airspace instruction, field office aviation airspace techniques and procedures including the design and implementation of airspace training courses, participating as guest speaker and providing lecture material.
- Assists other agencies with specific airspace issues when requested.
- Manages the airspace coordination web site.
- Manages the development of the Airspace Coordinators (THSP) for assignments to support regional and geographical airspace coordination.
- Assists with airspace issues involving Unmanned Aircraft Systems when requested.

Aviation Staff Assistant: This position provides a full range of administrative support to the national aviation staff.

- Prepares and approves travel authorizations and vouchers, processes payroll, monitors budget reports and credit card statements to ensure expenditures are correctly made.
- Works with FBMS to create purchase requisitions for interagency agreements, contracts and requisitions.
- Prepares all formal office correspondence, including memorandums, Instruction Memorandums and Information Bulletins.
- Coordinates meetings and conferences for local and national-level events.

Ramp Services Supervisor (FA-510): This position oversees and directs aircraft ramp operations providing ground aviation management and ground support services to based and transient aircraft, air crews, transient personnel and cargo on the NIFC Aircraft Ramp.

- Insures compliance with FAA, OSHA, EPA, BLM, OAS and airport aviation and security regulations.
- Develops the NIFC Ramp Services Operation Plan
- Manages interagency flight helmet repair service through the NFES for participating agencies and cooperators.

Assistant Aviation Management Specialist/Pilot: This position is developmental and provides the incumbent with the skills and background to compete for vacancies at the State and National levels, GS-12 and above. This position works under the guidance of national program managers as assigned, but is supervised by the Deputy Chief, Division of Aviation.

- Provides assistance to Aviation Program Managers within the National Aviation Office.
- Serves as a Developmental Pilot functioning as a Pilot Trainee and Pilot-In-Command of single and multi-engine reciprocating and turbine powered airplanes under visual and instrument flight rules.

2.5 BLM State/District/Field Office Organizations

State Directors, District/Field Manager: Aviation responsibilities are outlined in 350 DM 1 Appendix 4.

- State Directors are responsible for all aviation activities within their respective jurisdiction.
- Each state will assign a State Aviation Manager (SAM). The SAM position provides oversight of the state aviation program and support to the state/district/field offices on all aviation matters.
- District/Field Managers are responsible for all aviation activities within their respective jurisdictions.
- Each District/Field Manager will assign a Unit Aviation Manager (UAM) to provide oversight and staff assistance on all aviation matters.
- District/Field Managers are responsible for review and approval of Project Aviation Safety Plans, when required, for aviation activities within their respective jurisdictions.

State Fire Management Officer (SFMO): The SFMO is responsible for providing oversight and approval of the acquisition and use of BLM fire aircraft within their state.

- Provides state strategic direction and guidance.
- Has the authority to prioritize the allocation, reallocation, pre-positioning and movement of all fire aircraft assigned to the BLM within their state.
- Coordinates with Districts/Units, Geographical Area Coordination Centers (GACC), and NAO to maximize the utilization of Exclusive Use aircraft assigned to their state.

Ensure all state assigned aerial resources are managed to maximize initial attack effectiveness.

State Aviation Manager (SAM): The SAM serves as the principal aviation professional for the State Director and is responsible for providing aviation program management, oversight and support to district/field office aviation operations within the state. The SAM has functional responsibility in the following areas and should have a delegation of authority for each area of responsibility:

- Develops and implements the state aviation management plan, and establishes aircraft safety and accident prevention measures.
- Reviews all Project Aviation Safety Plans (PASP) with a Final Risk Rating of "High" prior to implementation.
- Serves as the Contracting Officer's Representative (COR) on all BLM aviation exclusive use contracts assigned to the state.
- Nominates candidates to the Contracting Officer for potential appointment as Alternate CORs (ACOR) and assigns Project Inspectors (PI) for all BLM exclusive use aviation contracts in their state.
- Authorized to order aircraft and ensures all aircraft ordering and dispatching occurs via a dispatch office.
- Provides aviation training support to the state office, field/district offices, and other cooperative agencies.
- Provides statewide statistical analysis and [A-126](#) reporting.
- Coordinates with the NAO specialists regarding aviation issues.
- Coordinates with other interagency partners on regional and state levels.
- Is a member of a geographic area(s) coordinating group aviation committee.
- Designates and assigns an alternate SAM when needed.
- Reviews all potential End Product contracts that could conceivably utilize aircraft (reference BLM NAP 3.8.1).
- Collects annual BLM aviation statistics for the state to include: fire and resource flight hours and associated costs. Desired delivery to the NAO by November 1st annually. <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Administration.html>
- Reference the [Interagency Airspace Coordination Guide](#) (Chapter 2, Roles and Responsibilities) for specific responsibilities.
- Reviews request for UAS projects to ensure agency compliance.

Zone/District Fire Management Officer (FMO): This position is responsible for hosting, staffing, supporting, providing daily management and dispatching all BLM fire aircraft assigned to their unit.

- Authorized, through a line officer delegation, to request additional fire aircraft; establish priorities; and allocate all fire aircraft assigned to the BLM within their unit or zone.

- Ensure that all BLM Exclusive Use aircraft and affected Airbases assigned to their unit are staffed for seven day coverage throughout the contract period barring adverse weather conditions and one hour callback provisions.
- Ensure status of all BLM fire aircraft assigned to their unit is reported each day to the GACC as either “Committed” or “Available”. Aircraft will not be designated as available “local only”.
- When directed by the state office, will mobilize BLM fire aircraft and assigned personnel as requested.
- Ensure BLM fire aircraft and aircrews are ready for potential long term assignments off-unit.
- Ensure that when dispatched off-unit, assigned aircraft managers and aircrew will accompany the aircraft to provide appropriate staffing.

Delegates or performs the function of the UAM when this position is not assigned.

Unit Aviation Manager (UAM): Field offices (district/center/zones) must designate a UAM, either full time or collateral duty, to provide program oversight at the local level. Some Units may utilize Service First or similar agreements with interagency partners to provide the UAM (Unit Aviation Officer (UAO), Forest Aviation Officer (FAO)). The UAM is the principal local aviation professional and is responsible for managing and supporting the aviation program for the unit. The UAM has functional responsibility in the following areas and should have a delegation of authority for each area of responsibility:

- Ensures district/unit flight compliance with DOI/BLM/state and district policies and regulations.
- Confirms that a qualified flight manager is assigned to all project/resource flights.
- Ensures that visiting aircrews, pilots and incident management teams receive a Unit aviation briefing.
- Develops and implements the District/Unit aviation management plan (Interagency aviation management plans if applicable), as well as specific operating plans for other aviation programs (helitack, SEAT, airbase, and air tactical).
- May serve as the ACOR or PI on BLM exclusive use aircraft.
- Interagency Aviation Manager may also function as a COR for USFS contracts.
- Authorized to order approved aircraft utilizing agency procurement documents and processes. See NAP 3.7.3 for DOI On-Call and USFS Type 1 and 2 helicopters CWN and NAP 3.8.4 for DOI Aircraft Rental Agreement.
- Assists in development, review and briefing the appropriate level of signatory authority for PASP’s per BLM NAP 4.3.2
- Ensures that airspace coordination procedures with the military airspace schedulers at the local dispatch center are current and that coordination with military airspace schedulers is completed prior to commencing project flights.
- Identifies unit flight hazards and coordinates the creation and annual updating of flight hazard map products (reference *Interagency Standards for Fire and Fire Aviation Operations*, Chapter 16, *IHOG*).
- Reviews unit SAFECOM reports and facilitates corrective actions.
- Ensure units’ Aviation Mishap Response Guide and Checklist is updated in accordance with NAP5.12, and functional.

- Facilitates, tracks unit aviation training, and coordinates with unit training manager and SAM.
- Conducts reviews and inspections of aviation facilities, aircrews and field operations.
- Coordinates arrangements for land use agreements/leases of aviation operations facilities.
- Ensures Aviation Security Plan is current and implemented.
- Collects and compiles aviation activity statistics and makes reports.
<http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Administration.html>
- Coordinates with SAM all Senior Executive Service (SES) flights, and use of cooperator aircraft.
- Coordinates with SAM any aircraft flight service contracting needs.
- Designates and assigns an alternate UAM when needed.
- Coordinates with SAM on all potential End Product contracts that could conceivably utilize aircraft.
- Will submit as required to the SAM, the BLM Law Enforcement Aviation Statistics form for all law enforcement aviation operations within their unit (reference BLM NAP 5.28).
- Reference the [Interagency Airspace Coordination Guide](#) (Chapter 2, Roles and Responsibilities) for specific responsibilities.
- Reviews request for UAS projects to ensure agency compliance.

First Line Supervisors of BLM Pilots: Duties for this position are outlined in [350 DM 1 Appendix 3](#). Duties include:

- Ensure employee pilots meet training requirements set forth by the Bureau as well as those outlined by [351 DM 3](#) and [OPM-22](#).
- Ensure employee pilots maintain personal documentation of required training.
- Maintain an employee pilot training file.
- Pilot training records documentation will be submitted to the Alaska SAM for BLM Alaska pilots and to the BLM NAO for all other BLM employee pilots by May 15 annually.

BLM Pilot – Fleet (2101, 2181 position series) & Incidental/Dual Function: The pilot is in command of the aircraft and has ultimate responsibility, under both Federal Aviation Administration (FAA) and DOI policy, for the safety of the aircraft and personnel onboard. Other responsibilities include the following:

- Duties outlined in [350 DM 1 Appendix 3](#).
- Meet training requirements set forth by the BLM as well as those outlined by [351 DM 3](#) and [OPM-22](#).
- Maintain personal documentation of required training.
- Submit training records documentation to immediate supervisor by May 1 annually.
- Comply with all requirements of [351 DM 3](#) and any other applicable policy, including pilot qualification carding for authorized missions.
- Incidental/Dual Function pilots must have a letter of authorization issued by the BLM state office in coordination with the NAO. The letter describes the pilots'

duties and restrictions to include any special use requirements (reference [351 DM 3.2C](#)).

- Operates the aircraft in accordance with applicable federal aviation regulations (FAR) and DOI/BLM guides, policy and procedures, and within aircraft contract specifications.
- Develops, activates and closes FAA or agency flight plans.
- Wears and uses personal protective equipment as required (reference [Aviation Life Support Equipment Handbook](#) (ALSE) and applicable operations Handbooks).
- Conducts mission planning, performs a thorough pre-flight inspection of the aircraft and briefs all passengers in accordance to [351 DM 1.5](#).
- Does not deviate from flight plan or mission profiles unless agency authorization is received or as directed by air traffic control.
- Completes all flight records (OAS-AURM or [AMD-23](#)), completes OAS procedures as authorized.
- Arranges for aircraft maintenance as needed.

2.5.1 BLM Utah

The BLM Utah aviation program is managed at two organizational levels within the state; State Office and Districts. The State Office Fire and Aviation (UT-914) is responsible for the statewide aviation program. Districts are responsible for aviation activities conducted under BLM operational control within the District. The BLM Utah has four districts: West Desert, Color Country, Canyon Country, and Green River. The districts are responsible for:

- Staffing aviation resources and equipping aviation managers/crews.
- Allocating funds to meet required aviation training (labor, flight time, travel).
- Allocate funds for non-fire aircraft contracts.
- Developing Project Aviation Safety Plans (PASP) for projects within the districts that utilize aircraft.

BLM Utah State Director (SD)

The SD has overall responsibility for the state aviation program, which is delegated to the State FMO. Specific responsibilities are listed in the [BLM NAP Section 2.5](#) and [350 DM 1 Appendix 3](#).

- Disseminate Departmental and Bureau aviation policy and information.
- Promote the [BLM Aviation Safety Management System \(SMS\)](#).
- Assign a liaison for any BLM Utah aviation incident/accident investigation.
- Ensure adequate aviation management staff and funding in partnership with FA-500.

BLM Utah State Fire Management Officer (FMO)

The State FMO supervises the State Aviation Manager (SAM), and has the authority to prioritize allocation and pre-positioning of fire aircraft assigned to the BLM within the state. Aviation management authorities and responsibilities are described in the

delegation of authority from the SD. Specific responsibilities are described in the BLM NAP Section 2.5.

- Direct the statewide aviation program.
- Approves assignment of Utah exclusive use aircraft outside of the state, coordinates with the NAO.
- Correct unsafe fire suppression, aviation and fuels management activities.

BLM Utah State Aviation Manager (SAM)

The SAM serves as the focal point for the state aviation program by providing technical and management expertise regarding the use of aviation resources.

The SAM has functional responsibilities in the following areas in addition to those described in the BLM NAP 2.5:

- Conducts or coordinates SMS based assurance checks of aviation programs and activities under BLM Utah operational control.
- Serves as a member of the Great Basin Aviation Working Committee (GBAWC) which is chartered under the Great Basin Coordinating Group.
- Serves as a member of the Aviation Management Group (AMG) which is chartered under the BLM Fire Leadership Team.
- Serves as a Contracting Officer Representative for BLM Utah exclusive use aircraft and a Project Inspector for the Cedar City Full Service Retardant Base contract.
- Coordinate State Office flight requests with the appropriate Dispatch Center.
- Serves as the statewide point of contact for airspace coordination issues. Coordinates with the NAO National Airspace Program Manager, and Hill Air Force Base.

BLM District Manager (DM)

The DM has overall responsibility for aviation activities conducted within the district under BLM operational control. Aviation management and operational authorities and responsibilities are delegated to the District FMO, Unit Aviation Manager (UAM) and Dispatch Center Manager.

- See BLM NAP 2.5 and 350 DM 1 Appendix 3 for list of major duties.
- Approves—Unit Plans, PASPs, and requests for new aviation contracts or programs.

Field Manager

This position may be responsible for aviation activities supporting non-fire projects within the FO if delegated the authority by the District Manager.

- Review and/or approve requests to use aircraft for resource projects.
- Review and/or approve PASPs.
- Coordinate projects using aircraft with the UAM.
- Coordinate aviation training needs of FO personnel as detailed in OAS (Office of Aviation Services) Operational Procedures Memorandum (OPM)-04 with the UAM.

District Fire Management Officer (FMO)

This position is responsible for hosting, staffing, supporting, providing daily management and dispatching all BLM aircraft assigned to their unit. The District FMO supervises and delegates the aviation program management to the UAM.

District/Zone Unit Aviation Manager (UAM)

The UAM serves as the focal point for the district aviation program.

- West Desert District – The West Desert District provides a standalone UAM and services for West Desert District Office, Salt lake Field Office, and Fillmore Field Office.
- Color Country District – The Color Country District provides a standalone UAM and services to Color Country District Office, Cedar City Field Office, St George Field Office, Kanab Field Office, Grand Staircase-Escalante NM, Richfield Field Office, Hanksville Field Station, and the Arizona Strip District.
- Canyon Country District – The Canyon Country District provides a collateral duty UAM in conjunction with its Helicopter Manager position. It also provides Aviation Management services for Green River District.
- Green River District- The Canyon Country District UAM provides aviation management services for Green River District.

The UAM has functional responsibilities in the following areas:

- See BLM NAP 2.5 for list of major duties.
- Serves as the Primary Project Inspector for assigned Exclusive Use contracts.
- Ensures all aircraft ordering and dispatching occurs through the dispatch office.
- Coordinates with the SAM any requests for exclusive use aircraft contracting and performance requirements, contract modifications, extensions, change of start dates, request for new Aircraft Rental Agreements (ARA) vendor or aircraft.

2.5.2 Color Country District

The Cedar City, St. George, Richfield, Kanab, and Grand Staircase-Escalante National Monument Offices are all managed collectively as the Color Country Fire Zone.

2.6 Aviation Positions

Aircrew Members: Government (BLM, USFS, other federal/state) employees which perform an active mission function during a flight on aircraft under BLM operational control are considered to be Aircrew Members (not passengers). Aircrew Members include, but are not limited to:

- ATGS , ATS
- Smokejumpers (jumpers and spotters)
- Helitack crew (crew members and manager)
- Designated observers - spotters
- Personnel conducting surveys or mapping
- Photo/video operators
- Loadmasters and flight attendants

Aircraft Dispatcher: Dispatch personnel trained in aviation mission operations, policies, and procedures who receive process and place orders for aircraft, provide flight following and other aviation support services. Duties include:

- Confirms that a BLM Flight Request Form ([9400-1a](#) (or equivalent)) is utilized, completed for BLM operationally controlled non fire flights (point-to-point and mission flights).
- Provides flight following and coordinates with other agencies on flight following when air operations cross jurisdictional boundaries.
- Maintains a current [Aviation Mishap Response Guide and Checklist](#) and initiates emergency search-and-rescue procedures for overdue, missing, or downed aircraft. Required to test the plan at least annually through a simulation exercise. (See also *BLM NAP 5.12*)
- Follows the procedures established in the *Geographic* and *National Mobilization Guides*.
- Utilizes required boundary plan checklist (reference [IACG](#) Chapter 7) when dispatching any aircraft into identified dispatch boundary zones.
- Provides appropriate notification to assist in airspace coordination and de-confliction and meet any applicable airspace coordination agreements that BLM has with military airspace scheduling authorities (FAA, bordering dispatches, and military).
- Authorized to order and/or hire approved aircraft utilizing DOI AQD aircraft contract sources for non-fire and fire flights. Cooperator aircraft (USFS, state, and National Guard) can be ordered per fire master agreements and Unit Aviation Plan.
- Reference the [Interagency Airspace Coordination Guide](#) (Chapter 2, Roles and Responsibilities) for specific responsibilities.

Airspace Coordination Specialist (THSP): An Airspace Coordinator may be ordered to assist or assume airspace coordination duties. The Airspace Coordinator may be located at a GACC, local unit, Area Command, or State Office. Individual must have extensive experience coordinating airspace issues. Duties could include airspace deconfliction, Temporary Flight Restriction, coordination with DoD and FAA, activating airspace agreements, Pilot briefings and conflict resolution. For additional information, consult Chapter 2 “Agency Organizations, Roles and Responsibilities and Airspace Committees” of the [Interagency Airspace Coordination Guide](#). Currently, Airspace Coordinators are Technical Specialists (THSP).

Aircraft Manager: Aircraft managers supervise tactical aircraft operations. Each manager complies with their appropriate *Interagency Operations Guide*, and is responsible for the following:

- Plans, coordinates, and supervises aircraft operations according to DOI/BLM policy.
- Directs pilots and crews, and provides operational and safety briefings to aircrews, project leaders, and passengers.
- Conducts and completes flight time reports, daily diaries, and all related documentation.
- Conducts mission planning and risk/hazard analysis with the pilot.

Flight Manager: A flight manager is a government employee that is responsible for coordinating, managing, and supervising flight operations, and will be designated for

point-to-point flights transporting personnel. The flight manager is not required to be on board for most flights, however for complex multi segment flights a flight manager is recommended to 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 (IAT) Guide. The flight manager is supervised by the sending unit dispatcher until the destination is reached.

- Reference Interagency Aviation Training (IAT) Guide for specific responsibilities.
- Non-fire Special Use fixed wing missions (as defined by OPM-29) require oversight by a Fixed Wing Flight Manager-Special Use.

A helicopter flight manager is utilized to supervise missions limited to point to point transport of personnel from one helibase/airport to another helibase /airport, low and high level reconnaissance, and landings or takeoffs at unimproved sites; the helicopter flight manager is **not** expected to fulfill all the duties of a qualified resource helicopter manager. Rather, he/she is the government representative who coordinates with the pilot regarding the safety and efficiency of the flight.

Resource (Non-Fire) Helicopter Manager: A resource helicopter manager is utilized to supervise operations involving transport of groups of personnel or cargo from/to unimproved landing sites, external load operations, or other complex special-use project operations.

BLM has adopted S-271 and S-372 with the addition of the Interagency Resource Helicopter Manager task sheet (reference in *BLM NAP Appendix 11*). These requirements must be met in lieu of IAT training stipulations.

Interagency Resource Helicopter Manager Position Task Sheet (PTS) Implementation:

All Resource Helicopter Managers will be responsible for meeting specific BLM training requirements as well as the Resource Helicopter Manager PTS.

All required training must be completed prior to the initiation of the Resource Helicopter Manager PTS. The individual tasks required for completion of the PTS must be evaluated by a qualified helicopter manager. A PTS is valid for 3 years from the day it is initiated. Upon documentation of the first task in the PTS, the 3 year time limit is reset from that new date. If the PTS is not completed in 3 years from the date of the PTS initiation (or first task being evaluated) the PTS will expire. A new PTS may be initiated. Prior experience documented in the expired PTS may be taken into account in completion of the new PTS at the discretion of the certifying official. All current qualification standards identified in this document must be applied at the time of the new PTS initiation.

Current trainees: In the past, some employees have used unofficial Resource Helicopter Manager task sheets/task books to document skills and experience. The use of unofficial task books/sheets is no longer allowed. In those instances where an employee has initiated and not completed an unofficial task sheet/task book, those individuals can transfer similar tasks to the new task sheet. The appropriate State Aviation Manager will adjudicate all issues arising from the change in task sheets. Completed tasks that mirror tasks in the official task sheet need not be completed again. The employee is responsible for the completion of remaining tasks in the officially recognized position task sheet within the allowed PTS time frames.

Roles and responsibilities in implementing this PTS are outlined on pages 3 & 4 of the Resource Helicopter Manager Task Sheet.

Documentation: Tracking the unit's or states qualified Resource Helicopter Managers will be the responsibility of the Unit Aviation Manager and the State Aviation Manager respectively. Qualification records will be maintained within the Interagency Aviation Training (IAT) website/database.

Vendor Pilot: All vendor pilots must conform to the procurement document requirements they are operating under.

2.6.1 Aviation Positions

Aircrew Members

Aircrew members are classified for BLM aviation operations as those persons who are trained, qualified to perform an active mission function during the flight on an aircraft under BLM operational control. Aircrew members are not classified as passengers. Typical aircrew members include, but are not limited to:

- Aerial supervision – Air Tactical Group Supervisor (ATGS), Air Tactical Supervisor (ATS).
- Smokejumpers (Spotters and jumpers).
- Helitack/Rappel (Manager and crew).
- Resource Helicopter Manager (Certification requirements listed in BLM NAP 2.6)
- Designated observers (fire detection, resource observer, fire recon).
- Law enforcement during non-covert operations.

Aircraft Manager

The aircraft managers include fixed wing, helicopter, airtanker base, single engine airtanker (SEAT), air tactical and detection personnel. Each manager manages operations per contract and appropriate agency guides.

Flight Manager

The flight manager is the government representative who ensures compliance with procurement document requirements and is responsible for coordinating the flight(s), and for completing the flight invoice.

Passengers

Any person aboard an aircraft who does not perform the function of an aircrew member is considered a passenger.

Contracting Officers Representative/Project Inspector

Each aircraft contract has a Contracting Officers Representative (COR) designated by the Contracting Officer (CO). The COR for BLM Utah exclusive use contracts is the SAM. The COR duties for DOI On-Call contracts is performed by DOI-AQD. CORs designate Alternate CORs or Project Inspectors (PI) to assist in the day to day administration of the contract.

3.0 Administrative Requirements

3.1 General

This section establishes: definitions, management responsibilities, policies, and procedures for administration of the aviation program in BLM.

New program requests involving aerial assets, not already approved by established Bureau policy, must be routed through the State Director to the Division Chief Aviation for approval.

3.2 Reporting and Documentation Requirements

General administration policy for BLM Aviation is found in 350 DM 1.

- The approval and documentation of senior executive travel in agency and agency procured aircraft is as required by *OMB Circular A-126*. States shall forward biannual reports (April and October) to the NAO, who will forward to OAS.
- Documentation requirements for aviation activities shall follow requirements in *BLM Manual 1220 Records and Information Management Appendix 2, Combined Records Schedules, Schedule 10/8 and 9.*
- Each office will maintain an aviation reference library and aviation files (these may be paper copies and/or electronic documents) per BLM Preparedness Review Checklist #4 "Aviation Management" located at: http://www.blm.gov/nifc/st/en/prog/fire/fireops/preparedness/preparedness_review/checklists.html
- Documents must be retained for at least three years. The designated aviation manager at the unit, state and national levels must be responsible for maintaining and updating all aviation related references, files and records.

3.2.1 Reporting and Documentation Requirements

General administration policy for BLM Aviation is found in 350 DM 1 and BLM NAP 3.2.

- Aviation Safety Communiqué (SAFECOM) reports will be submitted within 24 hours of any event.
- Accidents and Incidents-With-Potential will be reported to: (1) OAS Safety (1-888-4MISHAP), (2) SAM/State FMO/SD. For accident notification (see Section 4.5).
- Contract Daily Diary aircraft payment documents will be maintained by contract Field Project Inspectors for each exclusive use contract. Copies of these documents will be forwarded to the SAM every 2 weeks. Significant contract performance events are to be documented and forwarded to the SAM. Contract related documents are to be maintained for 6 years and 3 months after the final payment for the fiscal year.
- Each District and Field Office will maintain an aviation reference library and aviation file(s).

3.3 Aviation Plans: National, State, Unit, and Project

BLM Manual 9400, Aviation Management specifies national aviation management policy. The national, state and district/field offices aviation plans describe procedures that implement policy direction in the *9400 manual*. State and unit plans supplement national policies and procedures. State and field offices must not implement policy or procedures less restrictive than national policy. If a state or unit plan must contain more restrictive procedure, a written request, prior to implementation, is to be sent to the NAO.

National Aviation Plan (NAP): The BLM *NAP* provides comprehensive information regarding BLM aviation organization, responsibilities, administrative procedures and policy. The BLM *NAP* is intended to serve as an umbrella document that state aviation plans can follow for formatting and describe procedures applicable to the organizational level. The BLM *NAP* will be updated and issued annually prior to March 1 by the NAO. The *NAP* is approved by the Assistant Director of the BLM Fire and Aviation Directorate (FA-100).

- **NIFC Ramp Services Operation Plan:** The Ramp Services Operation Plan defines the mission, provides checklists, orientation outlines and instruction for employees and contractors and standardizes operating procedures at NIFC Ramp Services.

State Aviation Plans: Each state must publish an aviation plan that implements national policy and describes protocols specific to each state's aviation program. The State Aviation Plan serves as an umbrella document for Unit Aviation Plans. However the State Aviation Plan may also be designed to serve as an overall Unit Aviation Plan provided that the local unit administrative and operational procedures are incorporated along with the aircraft supplemental plans that are specific to each unit aviation program (see identified procedures listed under Unit Aviation Plans). State Aviation Plans are approved by the State Director. State Aviation Plans shall be updated annually prior to April 1 and submitted to the NAO for inclusion to the BLM Aviation web site: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Administration.html>

Unit Aviation Plans: Units (districts/field offices/zones) are required to maintain and update Unit Aviation Plans annually, which implement national and state policy and establish local procedures and protocol. Unit Aviation Plans are approved by the District/Field Office Manager. Unit Aviation Plans must address local administrative and operational procedures to include:

- Unit/state organizations
- Aviation facilities
- Radio use
- Repeater locations
- Phone and computer use
- Airspace coordination to include boundary zone deconfliction (reference [IACG Chapter 7](#))
- Flight hazards
- Aircraft ordering
- Dispatching and flight following procedures
- Administrative procedures

- Identification of typical aviation missions
- Risk assessment and mitigation specific to the Unit or not addressed in State/National Aviation Plan (reference BLM *NAP 4.4*)
- Unit Aviation Plan, Supplemental Operational Plans or Project Aviation Safety Plans must address recurring aircraft operations.. Examples include:
 - Airbase operations
 - Helitack operations
 - Smokejumper operations
 - Airtanker operations
 - Aerial Supervision.
 - Light Fixed Wing (Fire Detection and Recon, Logistical, etc.).
 - WH&B
 - ACETA
 - Law Enforcement operations
 - Non-Fire Aviation Activities

Project Aviation Safety Plans (PASP): A PASP will be developed and approved at appropriate levels depending on project/flight complexity and risk as required for specific non-fire flights/projects (reference BLM *NAP 4.3.2* for specifics regarding PASP requirements).

3.3.1 Aviation Plans: State and Local Unit

The *BLM Manual 9400*, Aviation Management specifies national aviation management policy. The national, state and unit aviation plans describe procedures that implement policy direction in the *BLM 9400 Manual*. State and unit plans supplement national policies and procedures. State and district offices must not implement policy or procedures less restrictive than BLM national aviation policy. If more restrictive procedure is required, a written request from the State Aviation Manager is to be sent to the BLM National Aviation Office (FA-500).

State Aviation Plan (SAP)

The SAP serves as an umbrella document for unit aviation plans. The State plan will be updated annually 30 days after issuance of the *BLM NAP* or prior to March 1. It will be issued, at the state level, by Instruction memorandum (IM), and then submitted to the NAO for inclusion in the *BLM Aviation web site*. The BLM Utah State Aviation Plan will be disseminated to the field in electronic format.

Unit Aviation Plans

Each BLM Utah District will develop a Unit Aviation Plan. Unit Aviation Plans describe the District aviation management procedures, organization and responsibilities (See *NAP section 3.3* for plan components). The plans are to be updated annually within 30 days of BLM Utah State Aviation Plan issuance or prior to April 1. A copy of these plans will be forwarded to the SAM when approved. Utah Unit Aviation Plans must be converted to this tiered format, with the NAP and SAP included, by the 2016 field season.

3.4 Aircrew Orientation Briefing Package

Each state and unit will create an Aircrew/Pilot Orientation Briefing Package. Ultimately, the format of this package will be standardized throughout the states. Unit aviation managers are responsible for providing visiting pilots, aircrews and Incident Management Teams with a briefing. The orientation briefing package serves as a source of information about local administrative and operational procedures (copy of the unit aviation plan, frequency sheets, repeater locations, flight following procedures, hazard map, known landing zones, fire behavior information, recommended lodging/dining list, maps, etc.).

3.4.1 Aircrew Orientation Briefing Package

The SAM will distribute the Great Basin Pilot and Aircrew Orientation Guide to which the districts should attach pertinent information about their district/area. Unit Aviation Managers are responsible for providing visiting pilots, aircrews and Incident Management Teams with a briefing. The orientation briefing package serves as a source of information about local administrative and operational procedures (copy of the unit aviation plan, frequency sheets, hazard map, fire behavior information, recommended lodging/dining list, maps, etc.).

3.5 Land Use Policy for Aviation Activities

The regulation of aviation activities on or above BLM managed lands is typically dependent on resource management plan (RMP) direction, wilderness management regulations and any applicable federal aviation regulations.

Temporary aviation operations on BLM lands may be restricted due to resource management plan direction. UAMs should coordinate with resource managers to identify areas of restriction when developing district/field office level operating plans, unit aviation plan, and PASP. For information regarding implementing invasive species control measures for aviation activities reference BLM NAP 5.14. The local resource advisor is the focal point for coordinating the reporting of any fire chemical aerial application in or near waterways.

3.5.1 Land Use Policy for Aviation Activities

Regulation of aviation activities on BLM land is described in resource management plans and wilderness management plans. The BLM aviation managers serve as technical advisors only to the State Director, District Manager or Field Office Manager.

Temporary Aviation Operations

Those operations under BLM operational control and supporting BLM fire or resource management operations on BLM land should be coordinated with the local resource advisor. Restrictions should be identified in a PASP or District Aviation Plan.

3.6 Budget

BLM exclusive use contract fire aircraft daily availability is budgeted by the NAO (FA-500). All exclusive use availability guarantees and fixed government ownership costs for fire aircraft are held at the NAO.

Non-Fire exclusive use contract and fleet aircraft are budgeted outside the NAO through a variety of sources.

3.7 Aircraft Flight Service Ordering

Only flights with a scheduled air carrier on a seat fare basis and with payment utilizing their federal government credit card are initiated by individual BLM employees. Aircraft acquisition and procurement for all other flights are approved to be arranged only by IBC (AQD), (Exceptions - 353 DM 1.2.A & OPM-15). These flights are scheduled, managed and arranged by qualified aviation and dispatch personnel in their respective BLM offices and approved at the appropriate management level (reference state and unit aviation plans).

Aviation services under DOI contract or rental agreement are paid through the IBC. Contractors are responsible for final submission, for payment, through the processes defined by IBC. Assigned Flight/Aircraft Managers are responsible for submission of the AMD-23E. COTRs and CORs are designated by the CO to monitor aviation services contract performance and technical provisions of the contract.

When ordering aircraft, no modification of contract requirements are authorized, except by the CO.

Ratification of Unauthorized Commitments: Unauthorized commitments (orders with vendors without a current and valid DOI ARA or On Call contract) could be subject to the ratification procedures set forth in the Federal Acquisition Regulation 48 CFR 1.602-3 (reference 353 DM 1.8).

Each type of On-Call contract or the ARA has specific ordering procedures. The procedures are found on the OAS web site: <https://www.doi.gov/aviation/aqd/contracts>

An ordering official is a person who places an order directly with a vendor. They must have the knowledge to conduct and document a cost comparison/ Contractor selection rationale. For BLM the only personnel that have Bureau authorization to order aircraft are qualified aircraft dispatchers, UAMs and SAMs.

Orders for service shall be placed with the Vendor who is determined to represent the best value to the Government, using tradeoff analysis. In selecting an aircraft, the ordering official shall evaluate Vendors by trading-off the differences in capability and price. If one Vendor has both the better capability and the lower price, then that Vendor will be the best value. If one Vendor has the better capability and the higher price, the requestor will decide whether the difference in capability is worth the difference in price. If the requestor considers the better capability to be worth the higher price, then the more capable, higher priced Vendor will represent the ultimate best value to the Government.

When selecting a vendor with the better capability but a higher price, the ordering official must provide a short explanation to support this decision on the cost comparison.

Criteria evaluated are:

- Aircraft or contractor capability.

- Price (flight time, guarantees, mobilization, per diem, service truck mileage)
- Availability of the contractor to meet time frames.

Once the selection is made, it is the Bureau personnel's responsibility to ensure the aircraft and pilot offered by the vendor are approved for the mission.

Procedures for placing orders against the DOI On-Call/ARA for all "Non-Fire" and "Non-Emergency" aircraft services: The ordering unit shall complete a Request Form for DOI Flight Services ([AQD-91](#)) for all flights and submit the completed form to: aqd91@ibc.doi.gov

If utilizing the ARA and your estimate exceeds \$25,000.00, contact your OAS Flight Coordination Center or the Contracting Officer.

The ordering official shall document the vendor price analysis on the second tab of the Flight Services Request Form ([AQD-91](#)). Selection of three sources within the local area to compare best value criteria will meet this competition requirement. When selecting a Vendor with the better capability but a higher price, the requester shall place a short explanation to support this decision on the [AQD-91](#).

3.7.0.1 Aircraft Flight Service Ordering

Only the UAM or dispatchers are authorized to order aircraft from the various DOI flight service contracts. Individual Project Coordinators must not order aircraft direct from DOI contractors.

3.7.1 Inter-Agency Agreements (IAA)

DOI AQD Contract/ARA aviation services procured by BLM can be funded via an Interagency Agreement with AQD. This will require a substantial amount of lead time for Non-Fire aviation services to ensure the agreements for funding are in place before any flight activity takes place. The user of the aircraft must ensure that an Interagency Agreement (IAA) has been completed by their agency and accepted by DOI. That document will identify the amount, purpose, period of performance and source of the funding.

- Identifying the need for a non-fire flight.
- Completing an [AQD-91 Flight Services Request Form / Best Value Comparison](#) to identify a particular aircraft and associated cost.
- Completing a PR request with appropriate funding from benefiting activity.
- Creating a new IAA or modifying an existing IAA as needed, and referencing the existing IAA on the [AQD-91](#).

BLM Exclusive Use contract aircraft can perform BLM non-fire project work without the need to create an AQD-91 specific to that aircraft and mission. If no [AQD-91](#) exists, the Aircraft Manager would just include the appropriate charge code for the BLM non-fire costs on their normal payment document and the benefiting activity will be expensed. If an [AQD-91](#) has already been created and the Unit wishes to utilize those dollars already obligated on the [AQD-91](#) then the Aircraft Manager will need to submit a separate payment document specific to just that project that references the Task Order created for the [AQD-91](#). If this process does not occur, the unit could in effect be double billed if the Unit does not de-obligate the [AQD-91](#) prior to year end fiscal blackout.

DOI Contract/ARA Aircraft Services Acquired in Support of Fire Management

Activities: The Department has provided direction to create miscellaneous obligations for intra-agency agreements with AQD. These obligation numbers will be disseminated by the National Aviation Office each fiscal year after the agreements for fire exclusive use availability and BLM fire management activities are executed.

A National IAA is established for BLM fire management activities (suppression, severity, prescribed fuels, emergency stabilization, burned area rehabilitation, and preparedness). The IAA obligation number for BLM Fire Management Activities is:

- 4500063379

A separate National IAA is established for BLM fire exclusive use aircraft availability and BLM NAO Fleet aircraft (N190PE, N49SJ, N618, N700FW) monthly rate. The IAA obligation number for BLM fire exclusive use aircraft availability and BLM NAO Fleet aircraft monthly rate is:

- 4500065208

3.7.2 Cross Servicing with AQD for Contract/ARA Aviation Services Acquired in Support of Non-Fire Activities

Cross Servicing functionality in FBMS affords Bureaus 100% financial transparency of funding from requisition to award by eliminating the need for Interagency Agreements as well as the burden of managing IPAC's. The functionality allows requesting Bureaus to create requisitions in their business area of SAP that flow directly to AQD's area of PRISM for award. When awards are released in PRISM the obligation flows directly to the requesting Bureaus business area of SAP. Aviation users must work with local UAM to assure Non-Fire aviation services are ordered in accordance with State/District protocols to include:

- Identifying the need for a non-fire flight.
- Completing an AQD-91 Flight Services Request Form / Best Value Comparison to identify a particular aircraft and associated cost.
- Create a PR with the appropriate funding from benefiting activity.
 - The PR must be completed in accordance with the cross servicing instructions provided by AQD.
- Document the PR number in the block provided on the AQD-91.

3.7.2 .1 Cross Servicing with AQD for Contract/ARA Aviation Services Acquired in Support of Non-Fire Activity

Utah BLM will utilize cross servicing for all non-fire aviation services acquired under DOI's On-Call Contracts and Aircraft Rental Agreements.

3.8 Aircraft Contracts

Aircraft flight services in excess of \$25,000 require an Exclusive Use aircraft contract or the use of: DOI On-Call or USFS Call When Needed (CWN) contract. Short term projects (< \$ 25,000) may utilize the DOI Aircraft Rental Agreement (ARA) or the On-Call contract.

The DOI On-Call and USFS CWN contracts are competitive bid contracts that do not have a \$25,000 limit like the ARA.

3.8.0.1 Aircraft Contracts

Aircraft flight services in excess of \$25,000 require an exclusive use aircraft contract, or an On-Call (DOI AQD) or USFS call when needed (CWN) contract. Short term use with costs under \$ 25,000 can use the DOI AQD ARA system or the DOI AQD On-Call contracts. The Unit Aviation Manager (UAM) will decide which type of contract is to be used.

3.8.1 Non-Fire Exclusive Use Aircraft Contract Process

- State, field and district offices are required to submit a "Request for Contract Services" Form ([AQD-13](#)) to the SAM for all potential or desired contracted flight services. The SAM will review and approve/disapprove all [AQD-13](#). The SAM will work with the appropriate AQD Contracting Officer (CO) and NAO personnel to provide coordination, technical input, solicitation review, and decision making for each contract award.
- A "Pre-Validation of Funds for Contract Award/Renewal" Form ([AQD-16](#)) will be authorized by an appropriate budget officer prior to awarding or renewing Non-Fire aircraft contracts.
- The SAM will provide the NAO program manager with a copy of any [AQD-13](#), [AQD-16](#), "Notice to Proceed" ([AQD-19](#)), Request for Amendment/Modification and/or Request for Contract Extension for any Non-Fire Exclusive Use aviation contract at the same time the original request is forwarded to the AQD CO.

3.8.2 Fire Exclusive Use Aircraft Contract Process Any changes in aircraft type or capability that would significantly increase fixed costs must be supported and approved by the Assistant Director of the BLM Fire and Aviation Directorate (FA-100).

- State offices are required to submit Form [AQD-13](#) to the appropriate NAO program manager for approval of all requested exclusive use aircraft. The NAO program manager will review all [AQD-13s](#) and work with the appropriate contracting officer in providing coordination, technical input, solicitation review, and decision making for each contract award.
- SAM will provide the NAO program manager with a copy of any [AQD-19](#) and/or Request for Amendment/Modification for any Exclusive Use/On-Call aviation contract at the same time the original request is forwarded to the AQD CO.
- All [AQD-16](#)'s will be authorized by the NAO prior to awarding, renewing, or extending fire aircraft contracts.

Changing the Contract Start Date: The aircraft start dates can be changed to accommodate the government work or training schedules. If the start date is altered from that shown on the original [AQD-16](#), the COR will notify the Deputy Division Chief, Aviation (FA-500). The start date of the exclusive use period may be adjusted up to 14 days prior to, or 14 days after the normal start date (as stated in the aircraft contract). The start date is established by a Notice to Proceed Form ([AQD-19](#)) issued by the COR. Adjusting the start date does not alter the length of the use period.

Funding through the following code; **LLFA540000LF1000000.HT0000** begins on the new start date and is available continuously for the total number of exclusive use days (excluding contract extension) specified in the contract.

Contract Extension: Mutual Extension - The exclusive use period may be extended on a day by day basis after the Mandatory Availability Period (MAP), provided that such extension is agreeable to both parties in writing prior to the extension. An extension on the use period creates use "outside" of the normal exclusive use period and requires early planning, coordination and a contract modification by the CO. It also requires a dedicated funding source approved by the NAO. Daily availability and subsistence/per diem are entitled to the contractor. Extensions are not guaranteed; they require written mutual agreement (contract modification). They are normally used when additional work is anticipated and other funding sources are available. Funding for extensions may be through BLM (i.e. suppression, severity, rehab, resources, etc.) or from another agency which requires a reimbursable agreement to be in place.

- Funding from **LLFA540000LF1000000.HT0000** is limited to the number of days specified in the contract and **is not** to be utilized during contract extension.
- Use Rates for Pay Item Codes (FT, SM, PD, EP, ET, SC, etc.) - All Use Rates will be charged to the appropriate office and benefiting activity, but not to the NAO code.
- SAM will make a request for any Exclusive Use contract extension a minimum of five working days prior to end of exclusive use period to the Deputy Division Chief, Aviation.
- Contract extension on Severity Funding must be requested by the State and approved by the National Office through the standard severity request process.

3.8.2.1 Fire Exclusive Use Aircraft Contracts

- The SAM serves as the Contacting Officers Representative (COR) for all BLM Utah exclusive use aviation contracts.
- At the SAM discretion, alternate COR designations may be requested in writing to the AQD Contract Officers.
- If a District wants to change the type or capability of their hosted exclusive use contracted aircraft, a request is required to be submitted to the State FMO. Upon concurrence, the State FMO will submit a request to Deputy Assistant Director, FA-100.
- If an existing contract expires, the host District will coordinate with the SAM and NAO, and submit a new AQD-13.
- Start dates: The Districts determine the start dates for their exclusive use contracts. The COR will coordinate with the State AFMO, State FMO, host unit FMO and UAM, NAO, OAS Western Region and AQD/Acquisition Services Directorate Contracting Officer.
- The COR submits a Notice to Proceed AQD-19 to the contractor a minimum of 20 days prior to the operational start date. The start date can be varied on either side of the contract published start date by 14 days.
- Contract extension: The contract exclusive use period can be extended on a day-by-day basis. Extensions must be agreeable by the BLM and the contractor. Funding the extension can be done through severity, suppression, fire rehab, project or another agency with an exchange of funds agreement with BLM. Contract extension on Severity Funding must be requested by the District and approved by the National Office through the standard BLM severity request process.
- A request to extend the contract is sent by the District through the COR to the NAO no later than 2 weeks prior to the exclusive use period termination.

3.8.3 On-Call/Call When Needed (CWN) Aircraft Contracts

AQD administers the DOI On-Call aircraft contracts and the USFS administers the Type 1 and Type 2 Helicopter CWN contract. Authorized BLM personnel (UAM, Aircraft Dispatcher) can hire aircraft using these contracts through the Resource Ordering and Status System (ROSS) as described in the contracts and the *National/Geographic Area Mobilization Guides*. Funding for these aircraft is made through specific incident emergency fire suppression, approved severity funding or approved non-fire activity funding. The emergency fire suppression funding is only available until the specific incident is controlled/out. Resource ordering procedures are described in the *Geographic Mobilization Guide*. The types of DOI On-Call and USFS CWN aircraft contracts available to BLM are:

DOI On-Call Contracts: Reference OAS web site for contract details and ordering procedures: <https://www.doi.gov/aviation/aqd>

There are separate contracts for:

- Small helicopters (ICS Type 3) – 4 to 6 seat helicopters.
 - Used for Fire Operations and Resource Management Projects.
 - DOI On-Call C17.4.2.2 NON-FIRE and ONE-DAY FIRE missions can be hired on a daily availability and fixed flight rate basis or a project flight rate basis. Orders placed and accepted on the basis of payment for daily availability and the fixed flight rate will be subject to contract clause C17.4.2.1.
 - Reference DOI On-Call C16.1.1 “...individual project cost comparisons and contractor selection rationale.” is required.
- SEAT – Fire suppression.
- Air Tactical Fixed Wing – Fire Suppression or Non-fire missions.
- Wild Horse and Burro (WH&B) – Inventory/Census, herding and capture. WH&B DOI On-Call contract will be incorporated in the DOI On-Call ACETA contract starting in 2016. Herding and capture in-house operations must be accomplished under the ACETA contract. Census and classification may be accomplished under other DOI aircraft contracts.
- Aerial Capture, Eradication and Tagging of Animals (ACETA) – Inventory/Census, Herding, Marking/Eradication/High Velocity Darting, Net-Gunning/Low Velocity Darting, and Wild Horse and Burro (WH&B) herding and capture.

USFS CWN Aircraft Contracts: Reference USFS web site for contract details and ordering procedures: http://www.fs.fed.us/fire/contracting/helicopters_cwn/helicopters_cwn.htm

There are separate contracts for:

- USFS National Type 1 and 2 Helicopter CWN contract - Medium to heavy lift helicopters. Project flight rates apply for non-fire projects.
- USFS Regional Type 3 Helicopter CWN contracts – Light, multi-purpose helicopters.
- USFS Exclusive Use and CWN contracted aircraft are available for DOI use per requirements of [OPM-39](#).

3.8.3.1 On-Call/Call-When Needed (CWN) Aircraft Contracts

The DOI –OAS & AQD administers the On-Call contracts that provide aircraft for Small Helicopters, Aerial Supervision, SEAT, Aerial Capture, Eradication and Tagging of Animals, and Wild Horse and Burro Operations. The use of the DOI On-Call contracts is prioritized over use of the USFS CWN contracts; however, BLM can use USFS contracted aircraft per compliance with procedures described in the OAS OPM-39. For non-fire suppression projects an Interagency Agreement (IAA) is required to be in place with the US Forest Service unit providing the aircraft. OPM-39 describes several tests that must be met before USFS contract aircraft can be used in place of DOI-AQD contracted aircraft.

Forest Service National Type 1 and 2 CWN Helicopter Contract

The USFS CWN contract for Types 1 and 2 helicopters is available for use by BLM. See the National and Utah Mobilization Guide for specific ordering procedures. Aircraft hired by BLM for a BLM operational controlled project or fire incident are to use the Department of Interior AQD (DOI AQD) Task Order system and flight invoicing system (AMD-23e). For fire suppression, helicopters will be ordered through normal dispatch processes and NICC (National Interagency Coordination Center) will complete and process the OAS-91 Order Request Form / Best Value Comparison. The DOI Fire Suppression Task Order #, valid for the individual vendor will be documented on the OAS-23 Flight Invoice in the contract # block. It is preferable that the Task Order # be noted on the ROSS order.

For project use, local units include at least 3 vendors or provide reason that less than 3 were evaluated. The local unit can contact the preferred vendor and coordinate needs with them. The local unit must ensure that the helicopter and vendor personnel are carded for the anticipated missions. DOI AQD is authorized to place Task Orders directly with the contractor in accordance with the terms and conditions of the CWN Contract to support non suppression activities (projects). These orders will be placed by the DOI AQD Contract Officer and coordinated with the National Interagency Coordination center (NICC) when the resource order is placed with the contractor. DOI AQD will provide copies of the Task Order to the vendor and local unit.

3.8.4 DOI Aircraft Rental Agreements, Non-Fire – (ARA)

The ARA must NOT be utilized to obtain direct fire suppression aircraft and tactical fire support aircraft. Non-tactical operations that an ARA aircraft may be used for include; fire monitoring, fire detection, personnel or cargo transportation (non-Initial attack) etc. The ARA is used to procure flight services requested under a blanket purchase agreement (BPA), and are acquired under the authority of Federal Acquisition Regulations (FAR), Part 13, and BPA. These are not competitive contracts, thus have limitations of \$25,000 total expenditure per ordered project. Project requirements of more than \$25,000 shall not be separated into several transactions to avoid expenditure limits. The OAS Regional Offices administer the ARA program through the Flight Coordination Centers. The AQD web site has a link to the Aircraft and Pilot Source List:
https://www.doi.gov/aviation/aqd/aviation_resources

Resources are displayed by state and the database is searchable by: vendor, type of aircraft, special use qualification. The availability of ARA helicopters is limited as most helicopters are ordered, depending on project needs, from the DOI On-Call contracts: Small Helicopter, Wild Horse and Burro, or the ACETA. The airplanes available on the ARA Source List typically do not have the same level of avionics that the On-Call contracted planes have. ARA aircraft have a minimum flight hour daily guarantee.

The numbers of approved rental aircraft must be consistent with program objectives. Requests from the field to add new vendors must be carefully reviewed at the state and national level. All "Request for Rental Services" ([AQD-20](#)) will be reviewed and submitted by the SAM to the NAO. The appropriate NAO program leader (fixed wing, helicopter) will review the request and, if approved, forward to the OAS for processing. Some criteria for assessing need for additional rental aircraft are:

- Type of aircraft.
- The number of same type of aircraft available locally to the field offices.
- The estimated annual usage of that type of aircraft.
- Special services/equipment provided by the contractor.

3.8.4.1 DOI Aircraft Rental Agreement (ARA)

Most DOI ARA aircraft are qualified only for point-to-point flights. Check the OAS web site under [Source Lists](#) to determine aircraft qualifications. ARA aircraft cannot be used for tactical fire suppression missions, but can be used for logistical support, fire monitoring or detection. For fire monitoring, detection or non-point-to-point resource management types of missions the aircraft will need to be equipped with an FM radio and AFF (automated flight following). When ARA aircraft are hired for fire support they can be hired under the BLM National Aviation Office Interagency Agreement for fire suppression – IAA # L13PG00035 which allows for immediate hiring using the fire suppression Task Order number issued pre-season to the vendor. ARA aircraft for non-fire missions require a project specific IAA.

3.8.5 Contractor Evaluations

In accordance with Federal Acquisition Regulation 42.1502, past performance evaluations shall be prepared at least annually and at the time the work under a contract or order is completed.

The [AQD-136A](#) Form (Evaluation Report on Contractor Performance (Exclusive Use, On Call, CWN and ARA)) is used for documenting contractor performance for aviation services performed in support of DOI customers. This form is located at: <https://www.doi.gov/aviation/library/forms#aqdfoms>

The CO will register each contract by submitting the contract information to the agency's CPARs office. For both exclusive use and on-call contracts, the Project Inspector (PI)/Flight Manager is responsible for completing the contractor evaluation form. The evaluations for the exclusive use contracts will be forwarded to the Contracting Officer Representative (COR) for review and entry into the CPARs system.

On Call includes; Small Helicopters, Air Attack, SEAT, ACETA and WH&B. The on-call contract evaluations shall be forwarded to the SAM. The SAM will review and forward the on-call evaluations to the respective Contracting Officer for entry into CPARs.

National Call When Needed (CWN) USFS Type1 and Type 2 helicopter contract. The PI/Helicopter Manager shall complete the USFS Contractor Performance Assessment Report and submit to the USFS CWN Contracting Officer with a courtesy copy to the SAM. The form is available in the vendors copy of the contract and at the following link: http://www.fs.fed.us/fire/contracting/helicopters_cwn/helicopters_cwn.htm

The CO will review and submit the evaluation to the Contractor for their review and signature. The contractor has 30 days to either accept the rating or provide comments. After agreement of both parties, the evaluation becomes an official past performance record which may be used in future source selections.

The PI/Flight Manager should discuss the evaluation with the contractor's representative before submission. If during the performance of a contract there are negative performance issues the PI should attempt to resolve issues with the contractor's representative and inform the UAM and COR of issues. If any issues cannot be resolved locally, then the COR will facilitate contacting the contractor and/or the CO.

3.8.5.1 Contractor Evaluations

The AQD-136A Form is to be used for the contractor performance evaluation. The completed form is to be routed to the SAM, who will route a copy to the appropriate DOI AQD Contracting Officer. Evaluations are required:

- CPARS Compatible Contractor Evaluations will be completed each time an aircraft is hired from the ARA, On-Call or CWN Contract. After release of the aircraft, the aircraft manager will complete and send to the SAM.
- Exclusive Use Contracts- End of season performance evaluations will be completed by the aircraft manager and submitted to the SAM (COR) for input into the CPARS database.

3.9 End Product Contracts

End Product Contracts are not aircraft flight service contracts. They are used to acquire a product for the BLM (i.e., per-acre, per-unit or per-area, or per head basis). The intent of this type of procurement is for the contractor to supply all personnel and equipment in order to provide a "service" or "end-result." Many contractors utilize aircraft to meet the performance objectives of End Product contracts for activities such as: animal capture, seeding, spraying, survey, photography, etc. Since these are not flight services contracts, the AQD does not perform any acquisition service. End Product contracts are administered from the state office or BLM National Operations Center (Denver NOC) procurement units. All contracts with cost estimates greater than \$100,000 are administered from the NOC.

These contracts will be conducted in accordance with OPM-35. OPM-35 aids in determining whether an operation is being conducted as either "end-product" or "flight service" and supplements existing DOI policy regarding End Product contracts found in 353 DM 1.2A (3). If the provisions of 353 DM 1.2A (3) and OPM-35 are met, the aircraft will be operating as a civil aircraft and the aviation management principles normally required for public aircraft under BLM operational control do not apply.

3.9.0.1 Service/End Product Contracts

Other than the providing of contact information the BLM will have no operational control of the aviation activities. The BLM can not specify any aircraft performance or equipment standards or pilot qualifications.

3.9.1 End Product Contract Specifications

Specifications in the contract must only describe the desired quantity or quality of the service or contracted end-result. BLM contracting officers, procurement specialists and aviation managers at all levels must be aware of these requirements. BLM contracting officers and resource specialists must consult with BLM aviation managers if the acceptable language guidelines do not address a specific project requirement or the contract solicitation does not follow the guidelines in OPM-35. State End Product contracts where contractors could conceivably utilize aircraft must be reviewed by the BLM SAM prior to solicitation to ensure that specifications and language do not unintentionally imply or determine aircraft operation control. Bureau-wide End Product Contracts (i.e. Wild Horse & Burro) must be reviewed by the BLM National Aviation Office prior to solicitation.

The following list describes acceptable contract language for BLM End Product Contracts.

- No contract language describing aircraft or pilot capabilities, standards, requirements or aircraft specific payment provisions.
- The area of work should be described in terms of: scale of area, general topography, elevation, slope, vegetation, and accessibility by roads or off-road vehicles, land use restrictions for mechanized equipment, etc.
- Aviation Regulations -Acceptable Language: "The Contractor must comply with all applicable federal, state and local regulations."
- Airspace Coordination – In areas of military airspace it is acceptable to describe any BLM coordination agreements with military airspace scheduling or range control authorities and that it is the contractors' responsibility to coordinate their activities with the scheduling office or Range Control. Close coordination is necessary to ensure compliance with applicable airspace coordination agreements that states have with military authorities.
- Aircraft Equipment Specifications -Acceptable Language: Delete all reference to aircraft/equipment. Suggested example clause: "...Contractor is required to demonstrate to the government that the application equipment can be calibrated and will evenly distribute the designated seed at rates specified in the Project Area Narratives."
- Radio/Communication Requirements - Acceptable Language: "Contractor must provide a communication system so that contractor personnel engaged in the project at different locations can communicate at all times with each other, and so that government Project Inspectors may communicate with the contractor at any time to discuss performance matters." (The government VHF-FM radio system may have to be described.)
- Application validation: Marking/GPS - Acceptable Language: "Application equipment will be capable of physically marking or electronically mapping application routes to ensure that seed/fertilizer is applied evenly and completely and at the specified rates."

- Transporting, Passengers and Equipment - Acceptable Language: "Only approved contractor personnel, contractor equipment and government-provided equipment required for performance ... will be transported by contractor vehicles, trailers, animals or equipment."
- Safety Hazards - Acceptable Language: "Any ground or aerial hazards that would pose a danger to Contractor's personnel or operating equipment must be identified and mitigated by the Contractor prior to commencing operations".
- Aircraft Use Reporting - Acceptable Language: Do not mention or require flight hour/aircraft usage reports.

3.9.2 End Product Project Management

Operational Control: During the performance of End Product contracts, BLM will not exercise operational control of the aircraft in any way. BLM will not direct the contractor as to flight profiles, flight following, landing areas (Except for areas that are off limits due to land management restrictions), fueling/loading procedures, use of personal protective equipment, etc. BLM personnel assigned to administer End Product contracts will have no aviation management responsibility or authority. Any directions to the contractor must be in terms of the service or end-result being specified; e.g. desired seed application coverage, number and disposition of animals captured, etc. It is acceptable to inform military airspace scheduling authorities or range control that the contractor plans on performing work during specified time periods and provide the military authorities the contractor contact information. BLM dispatchers will not perform the airspace scheduling service for the contractor.

BLM Passengers or Aircrew: BLM personnel are not allowed to board any aircraft that is being provided by the contractor **during performance of the End Product contract**. Furthermore, BLM personnel must not become involved in any way with aircraft ground operations such as take-off and landing areas, loading, fueling, etc.

Aircraft Use Reporting: Since aircraft utilized by the contractor under BLM End Product contracts are operating entirely within the applicable 14 CFR as a civil aircraft, and procurement is not through AQD, the Bureau will not submit any billing invoice to AQD in conjunction with BLM End Product contracts. Any flight time incurred by the contractor will not be recorded or reported as DOI or Bureau aviation statistics.

Aircraft Incidents and Accidents: Although aircraft utilized by the contractor under BLM End Product contracts are operating entirely within the applicable 14 CFR as a civil aircraft, to continue to promote aviation safety the Bureau will report aviation incidents or accidents incurred by these contractors through the DOI Aviation Mishap Information System. These events should be noted in the Contract Daily Diary and reported through BLM channels as normally required for End Product contracts.

Reconnaissance/Observation Flights: Before, during or after the performance of an End Product contract it may be necessary for Bureau employees to aerially survey or inspect the project area. When flights transporting BLM personnel are required, an AQD aviation "flight service" procurement (completely separate from the End Product contract) is required. Aircraft and pilots must have current OAS approvals for the intended mission and a current DOI contract or Aircraft Rental Agreement must be in place. When a DOI

procurement is utilized all DOI and Bureau aviation management policy, procedures and requirements must be applied.

Operations within Military Airspace: If an "End Product" contract project using aircraft is being conducted within Military Airspace (MOA, RA, MTR) it is the responsibility of the contractor to coordinate with the Military Airspace Scheduling Office. BLM Contracting Officers and CORs should inform the contractor of any BLM agreements with the Military organizations regarding airspace. The UAM may contact the Scheduling Office to alert them of the project and general time frames and provide contractor contact information.

3.10 BLM Supplemental Fire Aircraft Acquisition

When exclusive use aircraft cannot meet all demands, supplemental aircraft will be requested and acquired using the following procedures:

Fire Aircraft Needed Immediately for Initial Attack

- Obtain Bureau or cooperator aircraft from adjacent units under existing mutual aid agreements.
- Coordinate with BLM state office to obtain the BLM Exclusive Use aircraft from other locations within the state.
- Coordinate with the NAO to reassign BLM Exclusive Use aircraft from out of state.
- Hire On-Call/CWN aircraft available locally.

Fire Aircraft Needed to Fill Large Fire Orders: Aircraft will be obtained through normal dispatch procedures. The BLM exclusive use aircraft are primarily initial attack resources. Assignment of these aircraft to ongoing large fires will be the exception and require:

- Unit FMOs will consult with the appropriate SFMO.
- SFMOs will consult with NAO and/or the Division of Fire Operations.

Severity Fire Aircraft: Statewide needs will be met with existing aircraft within the state whenever possible. When state offices determine that supplemental aircraft are needed, they may submit a request for fire severity funding to the Fire and Aviation Directorate. Fire severity funding is the authorized use of suppression operations funds (normally used exclusively for suppression operations and distinct from preparedness funds) for extraordinary preparedness activities that are required due to an abnormal increase in fire potential or danger, or to fire seasons that either start earlier or last longer than planned in the fire management plan.

Specific direction is stated in Chapter 10 of the Interagency Standards for Fire and Fire Aviation Operations, which may be found at: http://www.nifc.gov/policies/pol_ref_redbook.html

- The NAO will consolidate and adjudicate all state office supplemental aircraft requests and determine the number/type/configuration and procurement method of aircraft. If there is a possibility to re-position a BLM aircraft from other areas, the NAO will coordinate the re-positioning of the aircraft. NAO then will make recommendations of severity funded aircraft needs to FA-300 Fire Operations, which makes final approvals of states' requests.
- Severity funding covers the following costs: aircraft mobilization, daily availability, per diem, proficiency/mission currency, rental vehicle, relief crew transportation,

additional aviation management personnel base pay (non - BLM Fire employee), travel and per diem.

National Preposition Funding: Units may request national preposition funding to acquire supplemental fire operations assets. National preposition funding may be used to mobilize resources when BLM units:

- Do not have available preparedness funding
- Do not have available short-term severity funding; or
- Do not meet the criteria for use of national severity funding

Approved national preposition funding may be used only for travel and per diem costs for the duration of the assignment, and overtime labor costs associated with the original move. The Preposition Request Process can be referenced at:

http://web.blm.gov/internal/fire/fire_ops/toolbox_preposition_process.htm

3.10.1 BLM Supplemental Fire Aircraft Acquisition

Fire Aircraft Needed to Fill Large Fire Orders: The BLM exclusive use aircraft are intended for initial attack operations. If there is a request through the Resource Ordering Status System (ROSS) program for exclusive use aircraft to fill orders for a “large or extended attack fire”, typically Type 1 or 2 IMT assignments, notification with the State Duty Officer, SFMO or SAM is required before filling the order.

3.11 Cooperator Aircraft

Cooperative aircraft operations and partnerships are encouraged for the purpose of efficiency and standardization in procedure. The NAO and the states shall make a concerted effort to establish cooperative structures to increase capability and avoid duplication and conflicting procedures.

Use of Cooperator aircraft and pilots; affiliate, state/local government, military, or other federal agency aircraft by BLM employees may require prior inspection and approval by OAS, usually in the form of a Letter of Authorization (LOA) and/or Memorandum of Understanding (MOU). Proposed use of these aircraft must be requested through the SAM to the NAO. Current list of cooperators with MOU's and corresponding IB's are located at: <https://www.doi.gov/aviation/library>

Any employee who is asked to accompany personnel from another agency on other agency's aircraft must consult their respective aviation manager to ensure approvals are in place. States are encouraged to obtain necessary letters of authorization in advance of intended use period (reference [351 DM 4](#)).

When BLM utilizes other governmental agency aircraft and aircrews, the aircraft are considered to be under operational control of BLM. Annual Operating Plans or Interagency Agreements (IAA) specifies how re-imbursment for flight services is managed. Note: When using aircraft under USFS contracts reference [OPM-39](#).

3.11.0.1 Cooperator Aircraft

Use of state/local government, military or other federal agency aircraft by BLM employees will require prior inspection and approval by OAS unless the aircraft and pilot have already been approved. Proposed use of these aircraft must be requested by the SAM to the FA-500 for concurrence and forwarding the request to OAS West Region Director.

Any BLM Utah employee who is requested to participate in mission type of aircraft operations by another agency shall coordinate with their respective Unit Aviation Manager (UAM) or State Aviation Manager (SAM) prior to participation.

3.11.1 Non-Federally Approved Aircraft

Reference *Interagency Standards for Fire and Fire Aviation Operations, Chapter 16* for protocols regarding utilization of non-federally approved aircraft in response to federal wildfire: http://www.nifc.gov/policies/pol_ref_redbook.html

3.12 Senior Executive Service (SES) Flights

An aircraft may be used to transport SES personnel to meetings, administrative activities, or training sessions when it is the most cost effective mode of transportation. Prior approval is required by the solicitor's office for employees above the GS/GM-15 level, members of their families, and all non-federal travelers on the flight. These flights are typically requested through the SAM however some of the responsibilities may be delegated to UAMs (refer to applicable State Aviation Plan for specifics). DOI requirements and procedures are outlined in *OMB Circular A-126* and *OPM-07*. The OPM and OAS Forms may be found at the OAS document library: <https://www.doi.gov/aviation/library>

- Coordination with the BLM Aviation Manager prior to any SES flight activity is mandatory.
- All government aircraft use (including SES flights) must be requested and arranged at the local level (where the flight is to occur) utilizing a BLM Aircraft Flight Request, [9400-1a](#) (or equivalent).
- The SES flight requests require seven days advance notice.
- All mission flights (non point-to-point transportation), including the SES mission flights, will be approved by a local line manager. Special Use mission flights require the completion of a Project Aviation Safety Plan (PASP) and local line manager approval. Mission flights do not require prior approval from the DOI Solicitor's Office.
- All point-to-point SES transportation in government aircraft must be evaluated and approved by the Department of the Interior (DOI) Solicitor's Office.
- An [AQD-91](#)/Best Value Comparison Form is completed prior to using DOI contract aircraft (reference BLM NAP 3.17).

Reference BLM NAP Appendix 3 for SES Flight Scheduling Guide

3.12.1 Senior Executive Service (SES) Flights

Aircraft may be used to transport SES personnel to meetings, administrative activities or conduct mission type of flights. These flights are requested through the UAM and usually arranged by the appropriate local dispatch.

- Mission type of flights can be arranged without DOI Solicitors immediate involvement. Coordination prior to the flight with the SAM is required.
- Transportation type of flights will require coordination and approval from the DOI Solicitors office by the SAM.

3.13 BLM Law Enforcement Flights

- The state and/or unit plan should describe all procedures related to BLM law enforcement aviation that occur at that level. A request to use, for BLM operational control projects, non-DOI contracted aircraft and personnel requires, prior to use, a fiscal agreement for the exchange of funds (reference 351 DM 4 & OPM-39).
- Utilizing aircraft that are not approved by DOI-OAS or USFS (DEA, National Guard, etc.) will require a Letter of Authorization (LOA) for those missions not identified in current MOU's.

3.13.1 BLM Law Enforcement (LE) Flights

LE personnel involved in any aviation operation will adhere to DOI and bureau aviation policy. LE personnel that are required to utilize aircraft to support LE operations shall discuss all aspects of the operation with the UAM or SAM, well in advance of operations. The UAM will review all LE PASPs prior to commencing operations. Line officers shall be informed of LE aviation activities within their area of responsibility.

LE personnel involved with aviation activities must receive and be current in required aviation training (NWCG and/or IAT) commensurate with the aviation position they will fill, prior to any aviation operations.

LE personnel will utilize aircraft and pilots that have been approved by OAS for the intended use.

Aircraft contracted for fire/resource operations are not mandated to participate in potentially hazardous or threatening LE operations. Missions outside of the scope of these contracts must not be undertaken.

- Certain LE operations could lead to actions in conflict with DOI policy; (reference BLM NAP 5.6 Emergency Exception to Policy).
- Certain exceptions to policy for operations of a covert nature are addressed in 351 DM 1.6.D.

3.14 Search and Rescue (SAR) Flights (see also BLM NAP 5.6 & 5.16)

- The use of BLM aircraft and aviation personnel for SAR operations are not considered normally planned BLM operations. DOI policy (900 DM 1.10 and BLM H-1112-1.40.C) and the Federal Land Policy and Management Act (43.U.S.C.

1742) provide authority to incur expenses and to take a temporary lead role in any SAR emergencies in which immediate and quick response can save lives.

- Request for BLM aircraft to respond to a SAR mission is coordinated through the UAM, FMO/Duty Officer/IC and the responsible Line Officer.
- Documentation of the request can be made on a BLM Flight Request [9400-1a](#) (or equivalent) on a resource order or in WildCad or equivalent dispatch program..
- Sheriff's Office SAR: Request for BLM aircraft to assist is typically routed through BLM law enforcement officials to the responsible Line Officer. If a request for assistance is made directly to the Dispatch Center, the authority to dispatch BLM aircraft and personnel is at the District/Field Office Manager level.
- BLM Exclusive Use contracted aircraft should not be released from their contract for non-agency search and rescue operations. If the local unit deems that exigent circumstances exist, and they are unable to provide funding, the COR will work with the CO to facilitate release. The NAO Program Manager should be notified of any release from contract after the fact.

3.15 National Guard and United States Military Aircraft Flights

- U.S. Military – Requests for U.S. military aircraft support is per agreement between Department of the Interior and Department of Defense. The National Interagency Coordination Center is authorized to coordinate (for fire and large Incident activations). The Military Use Handbook describes procedures.

Additionally, there are MOU's for non-fire and LE Counterdrug joint missions between DOI and DOD. Proposed use of these aircraft must be requested through the SAM. Refer to OAS website for current MOU's and corresponding IB's: <https://www.doi.gov/aviation/library>

- National Guard – Each state typically has an agreement between the State and the National Guard for fire support resources. A request for National Guard aviation support is coordinated with the Geographic Area Coordination Center (reference *National and Geographic Area Mobilization Guides*, [Military Use Handbook](#), and [OPM-41](#)). A Cooperator Letter of Approval is required be in place prior to utilizing National Guard aircraft for those missions not identified in current MOU's. Additionally, there are MOU's for non-fire and LE Counterdrug joint missions between DOI and DOD. Refer to OAS website for current MOU's and corresponding IB's: <https://www.doi.gov/aviation/library>
Proposed use of these aircraft must be coordinated through the SAM. Requests for approval for those missions not identified in current MOU's must be submitted through the SAM to the NAO.

3.16 Unmanned Aircraft Systems (UAS) flights (see also BLM NAP 5.29)

Departmental guidance for UAS operations is addressed in OPM-11, which is based on FAA regulations regarding UAS operations. UAS are flown under a variety of options which are identified at the FAA's website: <http://www.faa.gov/uas/>

FAA policy for UAS operations is that no person may operate a UAS in the National Airspace System without specific authority. For UAS operating as public aircraft the authority is the Certificate of Authorization (COA) or through a Memorandum of Agreement with the FAA. For UAS operating as civil aircraft the authority is special airworthiness certificates, and for model aircraft the authority is AC 91-57. For those UAS flight operations occurring in Special Use Airspace such as Military Operations Areas (MOA's) or Restricted Areas (RAs), written approval and permission must be obtained prior to conducting flight operations by the controlling or using agency assigned to manage the airspace.

A Certificate of Authorization (COA) or compliance with the DOI/FAA Memorandum of Agreement is required for all UAS operations prior to flight. Emergency use of Unmanned Aircraft Systems will not be allowed without an approved COA in place (reference *OPM-11 "DOI Use of Unmanned Aircraft systems (UAS)"*):

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

A Memorandum of Agreement (MOA) between the FAA and DOI regarding operation of UAS in Class G airspace has been approved. The MOA can be referenced at:

<https://www.doi.gov/aviation/uas>

OAS coordinates the purchase of UAS and authorizes BLM UAS crew positions (Pilot/Operator and Observer). Personally owned model aircraft are to be flown for recreation or hobby purposes and are not to be used for agency purposes. **Agency employees are not authorized to purchase UAS with federal funds.** For further information, refer to: *OPM-11* or

http://www.faa.gov/uas/publications/model_aircraft_operators/

Presidential Memorandum, February 15, 2015, *Promoting Economic Competitiveness While Safeguarding Privacy, Civil Rights, and Civil Liberties in Domestic Use of Unmanned Aircraft Systems* require that:

- Data not essential to the mission of the BLM should be destroyed within 180 days.
- UAS will only be used to collect data consistent with the authorized mission of the BLM. Any data-sharing agreements or policies, data use policies, and record management policies applicable to UAS shall conform to applicable laws, regulations, and policies.
- UAS collected information can only be shared outside of BLM if it helps to meet the authorized mission of this agency.
- It is prohibited to use UAS to collect, use, retain, or disseminate data in any manner that would violate the First Amendment or in any manner that would discriminate against persons based upon their ethnicity, race, gender, national origin, religion, sexual orientation, or gender identity.
- Program evaluations, per *NAP 4.5.3*, will include review of the unit's compliance with UAS policies and regulations.

Agency Performed UAS Project Approval – In addition to Departmental guidance, all UAS operations will be approved by BLM Line Management and the National Program Manager. A signed and approved PASP is required for all UAS operations. The National Program Manager will review all UAS PASPs prior to operations.

Agency Performed UAS Project Coordination – The BLM UAS Working Group will coordinate agency performed UAS projects in conjunction with the project requestor and State/Local aviation management. The BLM UAS Working Group is comprised of NAO and National Operations Center (NOC) UAS/Remote Sensing experts.

Considerations for Agency Performed UAS Projects/Operations:

- Feasibility: Initial feasibility discussions are conducted between the local unit proponent, UAM/SAM, and the BLM UAS Working Group. The Local unit line officer will make the decision to go forward with request.
- Request by BLM Unit: The Local unit (project requestor) will submit a request through the National Remote Sensing Request [website](#). This site captures the information required to plan a project such as background, objectives, data product, and timeframes. The request will be reviewed by the BLM UAS Working Group and consultation/planning with the Local unit will commence. The BLM UAS Working Group receives email here: BLM_FA_UAS@BLM.gov
- **Requests must be initiated well in advance of the project which could be at least six months prior to the anticipated UAS project start date.**
- Request for Certificate of Authorization (COA), if needed: If the Bureau proposal is approved, the OAS UAS Coordinator will work directly with Bureau requestor and aviation manager to develop the FAA application for a COA. Collaboration and agreement will occur prior to official commitment of the application. The OAS UAS coordinator will keep the Bureau informed on the status and issuance of the COA.

Cooperator Agency UAS Project Coordination:

- Any other federal agency operating UAS within BLM jurisdiction will coordinate with the Line Officer and UAM prior to project commencement/UAS flight.
- A PASP must be reviewed by the UAM and signed as approved by the Line Officer prior to any UAS project commencement/UAS flight.
- The Line Officer will determine the need for a land use permit.

Commercial UAS Flights: These operations are permitted with the following authorizations:

- The operator has a current FAA Section 333 Exemption.
- The operator has a current FAA COA. The COA may be integrated into the Section 333 Exemption.
- The Operator obtains a land use permit approved by the Line Officer.
- The National Program Manager will be notified of all commercial UAS operations or end product contracts which utilize UAS.

Further information and an updated list of approved Section 333 operators can be accessed on the FAA website located here: https://www.faa.gov/uas/legislative_programs/section_333/

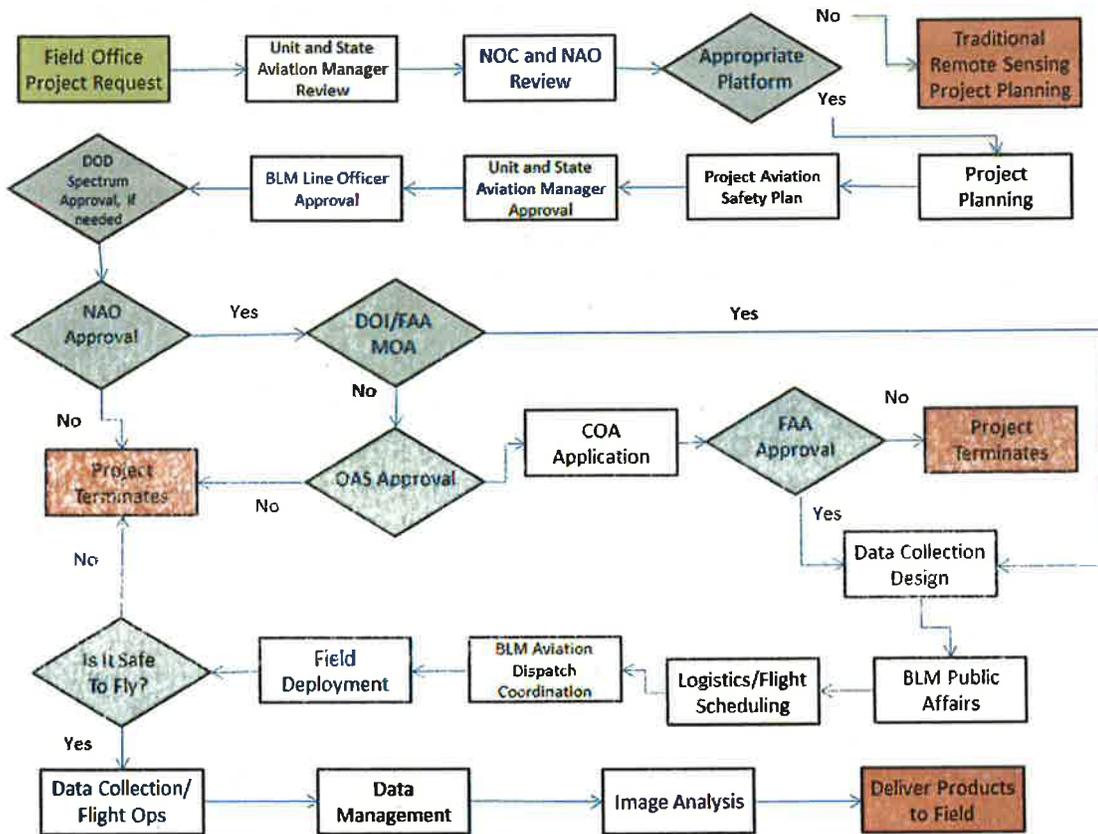
Note: NEPA has been categorically exempted for aerial photography and is referenced in 45 CFR 46.210e.

For additional information regarding minimum operational requirements, qualifications, emergency operations and interagency fire use of UAS reference *NAP 5.29* and *OPM-11*.

UAS Mishaps and SAFECOMS

- UAS mishaps must be reported as per DOI policy. Refer to BLM NAP 4.5.2.
- Cooperator UAS mishaps on BLM jurisdiction will be reported to the Local UAM and the National Program Manager. DOI mishap reporting policies also apply.

BLM UAS Resource Project Workflow



3.17 Dispatching - Flight Requests

All flights will be arranged by aviation dispatchers and/or appropriate aviation manager with the exception of:

- Flights with a scheduled air carrier on a seat fare basis (Part 121 or 135 scheduled flights open to the general public on a ticket sale basis). Seat fare is defined as the cost for a DOI employee to occupy one seat between two different airports/heliports when the aircraft is not under the exclusive control of the DOI. It does not include any charter or on-demand operation.
- Transactions to acquire an End Product contract.

All BLM flights must:

- Be approved at the appropriate management level.
- Be authorized and documented **prior** to takeoff.
- Use approved pilots and aircraft as directed by the DMs.
- Allow only authorized passengers.
- All passengers shall be given a preflight safety briefing by the pilot or qualified aircrew member as per 351 DM 1.5.B.
- For all non-fire flights utilizing DOI contract aircraft, the user must assure that there is an Interagency Agreement in place with AQD that includes approved funding for the flight. (reference *NAP 3.17*)

A BLM Aircraft Flight Request 9400-1a (or equivalent) is required to be completed for all non-fire flights that do not require a PASP (reference BLM *NAP 4.3.2*). The 9400-1a Form (Aircraft Flight Request) can be accessed at:

<http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Administration.html>

The UAM must review the 9400-1a (or equivalent) and obtain approval by appropriate level of authority as determined by the Unit's Line Management and documented in the Unit Aviation Plan.

3.17.0.1 Dispatching - Flight Requests

For all non-fire flights, the user must assure that there is appropriate funding for the mission and that necessary supervisory approval has been granted. A BLM Aircraft Flight Request 9400-1a is required to be completed for all non-fire flights when a PASP is not completed. A Project Aviation Safety Plan (PASP) may be required depending on the project/flight complexities. The UAM will review the BLM Aircraft Flight Request 9400-1a and obtain line officer approval.

3.17.1 Categories of Flight with specific procedures regarding Flight Requests:

Life Threatening Emergency Flight Requests (See also BLM *NAP 3.14, 5.6 & 5.16*)

- Requests for aircraft to meet life threatening emergency needs should be filled with the closest available aircraft with the appropriate capability for the mission.
- Normal protocols associated with ordering/hiring of aircraft can be addressed as time allows after the initial response.
- Local Line Officers are responsible for all aviation activities within their jurisdiction. The response to a life threatening emergency must be coordinated with the UAM, FMO/Duty Officer and Line Officer.

Non-Fire Point to Point Flight Requests (see *NAP 5.7 Categories of Flight*)

- Prior to hiring or arranging for the flight: Complete a cost analysis comparing costs of using a chartered or government owned aircraft versus commercial airline or driving, time frame requirements, other associated costs. An example Travel Cost Analysis Form (OAS-110) is located at: <https://www.doi.gov/aviation/library/opm>
- Prior to flight: 9400-1a (or equivalent) is completed. UAM reviews and appropriate approval obtained (state or local unit determination).
- AQD-91 and Best Value Comparison forms are not required for exclusive use aircraft but are required when comparing rentals to fleet, etc. (reference BLM *NAP 3.17*).
- Flight Manager designated.
- Resource tracking method determined.

Non-Fire Special Use Flight Requests (see *NAP 5.7 Categories of Flight*)

- Lead time for flight request, IAA & Task Order issuance, as described in Unit Aviation Plan.
- UAM to assess project/mission complexity; determine whether a PASP is required (reference BLM *NAP 4.3.2*).
- 9400-1a (or equivalent) is approved by the appropriate level of authority for low complexity one time types of missions.
- If a PASP is required (reference BLM *NAP 4.3.2*), a 9400-1a Form may be used for dispatch office internal flight tracking purposes.
- AQD-91/Best Value Comparison Form is not required for exclusive use aircraft but is required when comparing rentals to fleet, etc. (reference BLM *NAP 3.17*).

Fire Point to Point Flight Requests (BLM Operational Control)

- Dispatch office receives a request, completes a resource order per dispatch procedures.
- The BLM Fire IAA # is used, and the DOI Fire contract Task Order # for the hired vendor is used.
- A flight manager is designated and resource tracking method determined (reference National and Geographic Mobilization Guides for details).
- The Dispatcher/UAM is responsible for conducting and documenting a cost comparison and Contractor selection rationale prior to hiring aircraft.

Fire Tactical, Direct Suppression, Logistical and Training Flight Requests

- Requests come from:
 - Incident commander (IC) or designated incident personnel (i.e., AOBD, ASGS, ATGS/ATS).
 - FMO or duty officer.
 - Per unit dispatching plan.
- The ordering official is responsible for conducting and documenting a cost comparison and Contractor selection rationale prior to hiring aircraft.
- The BLM Fire IAA # is used, and the DOI Fire contract Task Order # is used.

- Initial Attack aircraft requests can be documented on a Resource Order and/or Aircraft Dispatch form.
- Minimum dispatch information to be provided on forms sent to pilots, aircrews is: Destination latitude – longitude coordinates(Degrees and Decimal Minutes (DDD MM.MMM)), Radio frequencies - air to air/air to ground/flight following, Incident name/contact (if any), Airspace hazards and dispatch boundary concerns, other aircraft being dispatched.
- The BLM standard format for aviation operations is Degrees and Decimal Minutes (DDD° MM.MMM'). Reference BLM *NAP Appendix 4* for additional details. Utilization of the correct format must be discussed between dispatch and the flight crew to assure accurate navigation.
 - Note: The format for the US NOTAM OFFICE for Temporary Flight Restrictions issued by the FAA and in ROSS will be in a Degree, Minutes and Seconds, input with NO punctuation (ddmmssN/ddmmssW).
- Training: Fire training flight requests are made by the supervisor/manager (Helitack, SEAT, and Aerial Supervision) to the FMO, duty officer, UAM and coordinated with the aircraft dispatcher.
- Contractor directed training flights are coordinated with the PI, airbase manager, or UAM. These flights are the responsibility of the contractor.

3.18 Aircraft Use Payment Systems

Aviation Management System (AMS): AMS is an IBC web based system utilized for generating and processing flight use invoices.

- BLM-AK currently renders payment to non-fire vendors via the BLM-AK Pilot Project.

AMS training - AMS training -

https://www.iat.gov/Training/modules/Flight_Payment/flight_payment_training.asp

AMS - <https://ams.nbc.gov/maximo/webclient/login/login.jsp>

Internet Payment Platform (IPP): The Internet Payment Platform (IPP) is a comprehensive electronic invoicing and payment information service made available to all Federal agencies and their suppliers by the U.S. Department of the Treasury's Financial Management Service (FMS). IPP centralizes transaction processing in the order-to-payment notification cycle, including purchase orders, invoices and payments:

<https://www.ipp.gov/>

Aircraft Use Report Manager (AURM): The AURM is used within DOI for government owned "Fleet" aircraft billing to create aircraft use report data files which are emailed to OASfleetmanager@ios.doi.gov for uploading into the FBMS system. OAS Technical Services has also developed a "next generation" Aircraft Use Report Manager application for iPads.

Forest Service Aviation Business System (ABS): Flight time, daily availability, and other authorized charges or deductions shall be recorded on a Flight Use Report in ABS for all USFS contracted aircraft. The data shall be entered and reviewed by the

government and the contractor's representative. BLM employees (including BLM AD employees) that are flight or aircraft managers with responsibility to input flight use data into the USFS ABS will need to register with the USFS ABS program. ABS can be found at: <http://www.fs.fed.us/business/abs>

3.19 Coding for Flight Use Reports

Documentation of all non-fleet flight services is accomplished on an [AMD-23E Aircraft Use Report](#) form, which is then entered into the Aviation Management System (AMS). The hard copy form acts as the 'Field Receiving Report' which provides evidence that the flight information is accurate. Until further notice, AMS will be the Government's "Electronic Receiving Report", which supports Contractor payments that are invoiced and paid through IPP.

BLM SAMs serve as the COR for exclusive use contract aircraft in their state. As such, they are responsible for ensuring that designated alternate CORs and aircraft managers are informed of all coding requirements and that flight invoices are properly completed. BLM pilots, in coordination with the SAM, are similarly responsible for proper flight invoice coding for fleet aircraft.

3.19.0.1 Cost Coding for Flight Use Reports

UAM's will ensure that coding on flight use reports is correct and invoices are properly completed for all exclusive use, [On-Call and ARA](#) contracted flights prior to submission into the payment system.

The following business rules apply to all BLM contracted aircraft:

3.19.1 Task "Order" Number: The contract number to be identified on the AMD-23E forms is the appropriate **order number** that was issued by the CO for the applicable contract.

- Reference <https://www.doi.gov/aviation/aqd> for On-Call Fire Suppression Task Order Number for specific type of contract being utilized.

3.19.2 Billee Code: [Billee Codes](#) are a required field, for payment by AQD, on either the AMD-23E or AMS. The [Billee Code](#) is still the best method to query reports in AMS and should continue to be utilized for that purpose.

- For Exclusive Use contract aircraft, the "Home Unit" [billee code](#) will be used regardless of the operating location for all Pay Item codes when utilizing a BLM Task Order number.

3.19.2.1 Billee Codes

All exclusive use contracted aircraft will use the "home unit" [Billee code](#) regardless of the operating location for all pay item codes. The only exception is when a non BLM entity uses the aircraft for a non-fire mission and the entity has an already established [Billee code](#). The non-BLM user that uses their [Billee code](#) will need to have an Interagency Agreement (IAA) established with DOI AQD. For all On-Call contracted aircraft, the host unit's [Billee code](#) will be utilized.

3.19.3 Cost Strings:

Exclusive Use aircraft: All BLM fire Exclusive Use aircraft will charge all AV during the exclusive use period (excluding contract extension) to the following NAO cost string:

LLFA540000LF1000000.HT0000

- Do not use this cost string for anything other than AV during the exclusive use period.
- All other pay item codes (FT, SM, PD, EP, ET, SC, etc) will be charged to the appropriate office and benefiting activity, **not** to the NAO code.
- All BLM Fire Exclusive Use aircraft approved by the NAO for contract extension will charge all AV during the extension period to an approved Severity code or the benefiting activity when appropriate.

On Call/ARA or Severity Funded aircraft: All Pay Item codes including AV (AV, FT, SM, PD, EP, ET, SC, etc) will be charged to the appropriate office and benefiting activity. Severity codes will not be utilized for any charges that should be charged to a suppression code. Suppression and severity formats are listed below:

- Fire suppression – **LLxxxxx000LF200000.HU0000LFSpzxxx0000**; where **xxxxx** is the BLM Cost Center and **zzzz** is the “Fire Number”.
- All other severity aircraft – **LLxxxxx000LF2100000.HT0000LFSRyyyy0000**; where **xxxxx** is the BLM Cost Center and **yyyy** is the Severity charge code.

Mission Use Codes: Mission Codes apply only to AMS line entries for flight time. Each specific type of flight will have the unique mission use code recorded. Example: A helicopter flies a total of 2.1 hours, but does 1.1 hours of bucket work; 0.5 hours initial attack delivery of firefighters, and 0.5 hours of recon. Each type of flight will be shown on its own line entry with the specific mission use codes.

3.20 FEPP: Reserved

3.20.1 FEPP Aircraft

This is a USFS administered program for providing government entities military excess aircraft. Not all FEPP aircraft are approved for BLM use. The entity that operates the aircraft must be approved by OAS prior to use by BLM (See NAP - Cooperator Aircraft).

3.21 FBMS

All BLM financial activities are managed through the DOI FBMS program. All fire retardant expenditures (Full service contract and bulk purchase) are entered into FBMS by the district or state level designated officials (reference state and unit aviation plans).

End of Year financial procedures are announced via the Departmental and Bureau instruction memorandum (IM) system.

3.21.1 FBMS

All flight use payments are done by DOI AQD and the AMS program interfaces with FBMS. All fire chemicals (retardant, foams and gels) expenditures/invoices (full service contract invoices and bulk product invoices) are entered into FBMS at the District level.

3.22 Aviation Program Reviews

Details about aviation program evaluations and fire preparedness reviews are described in BLM *NAP* 4.53.

3.23 New Program Requests

New program requests involving aerial assets, not already approved by BLM, must be routed through the State Director to the Division Chief, Aviation for approval. Upon NAO approval, new program requests will be forwarded for consideration of approval to the Associate Director, OAS. This request shall include a copy of the NAO approval, and a proposed Operations Plan (reference *NAP Appendix 12; BLM Aviation Enhancement Application Form*).

4.0 Aviation Safety Management Systems

4.1 General

The BLM Aviation Safety program is modeled after the aviation industry and FAA Safety Management Systems (SMS). Each BLM employee and contractor involved with aviation has the responsibility to plan missions thoroughly, conduct missions with a conservative attitude, and respect for the aircraft and environment in which the missions operate.

The BLM NAO Aviation Safety & Training Advisor is the focal point for the BLM national level program. SAM's are the focal point for state aviation programs, and the unit aviation manager (UAM) is the focal point for district/field office aviation program.

4.2 Safety Management Systems (SMS)

SMS serves to structure the BLM existing safety initiatives and provides a review process for how well those initiatives function. SMS is not a safety program; rather it is a system which organizes existing safety processes around the concept of system safety. SMS incorporates a proactive approach using hazard identification and risk management to achieve accident prevention. Additional information regarding SMS is available at the Lessons Learned website:

<http://www.wildfirelessons.net/Home/>

SMS is divided into 4 components: Policy, Risk Management, Assurance, and Promotion.

4.3 Policy

SMS is a critical element of management responsibility in determining the agency's safety policy and SMS also defines how the agency intends to manage safety as an organizational core function.

- Policy guides aviation safety doctrine, philosophy, principles and practices.
- Policy provides framework for aviation plans (reference BLM NAP 3.3).
- Policy assists in the development of local standard operating procedures.
- Policy will foster and promote doctrinal principles and safety management systems within the states.

Aviation management policies describe; authorities, responsibilities, acceptable operating practices, and administrative procedures. These directives provide the structure for the SMS to effectively function. Safety is a product of effective policy and management processes. All aviation safety standards and policy requirements identified in the BLM NAP 1.6 must be followed.

4.3.1 Aviation Life Support Equipment (ALSE)

All personnel engaged in aviation activities must wear appropriate Personal Protective Equipment (PPE), depending on the mission (reference NAP5.4 and 350 DM 1.2.C regarding flights on foreign aircraft in foreign countries. Requirements are listed in 351 DM 1.7 and outlined in the ALSE Handbook and mission specific guides and handbooks. Reference BLM NAP 5.22 and 5.27.51 for additional PPE requirements utilized for helicopter operations and low level (less than 500' AGL) fixed-wing flight operations. Any questions concerning the requirements and procedures for obtaining PPE are directed to

the local aviation manager. Project leaders must ensure that appropriate and adequate ALSE, including PPE, is available and worn by individuals. If required ALSE is not available, all flights will be canceled or postponed.

4.3.1.1 Aviation Life Support Equipment (ALSE)

See the *DOI ALSE Handbook*. **If required ALSE is not available, all flights will be cancelled or postponed until such time the required ALSE becomes available.**

Non-fire suppression helicopter flights require that all passengers and aircrew wear approved flight helmets.

Wildland firefighters assigned to wildland fire incidents may wear approved hardhats with chinstraps in lieu of flight helmets when being transported as a qualified non-crewmember during fire operations from an established and managed helibase/helispot to another established and managed helibase/helispot. A managed helibase/helispot is established when there is a helicopter crewmember or helibase/helispot manager on the ground at the helibase/helispot before the passengers are transported to these locations. All other fire suppression helicopter flights such as reconnaissance, PSD, Infrared, cargo missions etc., require all passengers to wear flight helmets.

Initial attack helicopter operations require flight helmets for all on board during the initial attack deployment phase of the operation until a landing area meeting IHOG (Interagency Helicopter Operations Guide) standards for operations and helispot management are met.

4.3.2 Project Aviation Safety Planning (PASP)

Accident prevention is paramount when planning individual aviation projects. Flights may not deviate from Department and Bureau policy and procedures, except for safety of flight considerations. A PASP is required for non-fire Special Use projects. A 9400-1a (or equivalent) may be completed in lieu of the PASP for a low complexity/one-time non-fire mission flights. The PASP or 9400-1a (or equivalent) must be reviewed by the UAM and approved by the appropriate level of authority per the state/unit aviation plan. Managers must be briefed by the UAM prior to their approval of the plan.

- PASP's that have a final risk assessment of high will require a SAM review prior to line manager approval.
- A courtesy copy of all PASP's will be routed to the SAM prior to implementation.

Projects that occur periodically over a season or fiscal year can have one PASP prepared and approved. In this situation a 9400-1a form will be required for each periodic flight. The 9400-1a approval level would be at the UAM level with a courtesy notification to the SAM.

For projects that are conducted by a units' aviation operations group (helitack, aerial supervision, smokejumpers); if the missions are typical and routine to the operational group with mission risk assessment documented in the groups' annual operations plan and the state and unit plan allows; then project/flight can be conducted, without a specific PASP, after completion of 9400-1a documentation.

- PASPs developed for reoccurring projects will be reviewed, updated and signed annually as per required elements of a PASP

Required elements of a PASP include:

- Project name/Objectives/Supervision
- Justification
- Project date and location
- Projected cost of aviation resources
- Desired aircraft, make/model, pilot skills (Included if available and/or specific N# and pilot to be noted on [9400-1a](#))
- Communication Plan, Flight following and emergency search and rescue
- Flight routes/areas and altitudes
- Hazard identification (e.g., weather, takeoff or landing weights, landing areas, wire hazards, etc.)
- Wire Strike Prevention ([351DM1.9.C&D](#))
 - Flight Environment Considerations: Bureau projects often dictate that flights be conducted in close proximity to the ground where wires are prevalent
 - Risk Assessment/Hazard Maps: To reduce wire strike potential, it is critical that a risk assessment be conducted prior to all low level flights. A low level flight hazard map shall be constructed for the local operational area. All preplanned low level flights require a thorough map reconnaissance of the route to be flown
- Description of take-off and landing areas
- Pre-flight briefings/After Action Reviews
- Participants: List individuals involved in flights, their qualifications (HMGB, Aircrew Member, Passenger, etc.) dates of last aviation training and include individual's project responsibilities
- Aircraft and equipment approval
- Airspace Coordination and Aerial hazard identification
- Risk assessment utilizing the SMS worksheets as appropriate
- Personal protective clothing/equipment (if required)
- Load calculations and/or weight and balance information requirements
- Unit Aviation Managers review and signature (annually if reoccurring project)
- Project Lead Supervisor's and line officer's approval signature (annually if reoccurring project)

A good resource for aviation project planning can be found in the [IHOG Chapter 3](#). Personnel needing assistance with mission flight or project planning requirements should contact their unit/state aviation manager. Risk assessments of the relevant project hazards can utilize maps, aerial photos, Google Earth photos, [SkyVector.com](#) maps to help identify and map out where the hazards are located. Particular attention in the risk assessment is essential when determining how to mitigate the risk by reducing exposure to hazards in: flight profiles, method of operations, external load operations, winter weather, and high/hot/heavy operations.

4.3.2.1 Project Aviation Safety Plans (PASP)

All non-fire suppression projects (mission type of flight) require project planning prior to implementation. The level of planning and approval depends on complexity and scale of

the project and level of risk. Fire suppression aviation operations are documented in the Unit Aviation Plan.

Project Aviation Safety Plans (PASP) will be reviewed and approved by a Line Officer (State Director, Associate State Director for State Office projects or high risk projects, District Manager, Field Manager or acting). The District Manager may delegate approval, as described in the Unit Aviation Plan, of low complexity projects to the UAM or other designated position.

- Low complexity, low risk projects that are planned for completion in one day, can be documented on a BLM Flight Request 9400-1a.
- Higher complexity or risk projects will be documented on a PASP.

Project area maps can be completed utilizing GIS with an Aeronautical Sectional Chart background or using Google Earth with overlay of the Project area. This will assist the identification of hazards and determining of logistics.

PASP's and Risk Assessments will be reviewed and approved before implementation.

<u>Final Risk Level</u>	<u>Review Level Required</u>	<u>Approval Level Required</u>
Low	Unit Aviation Manager	District/ Field Office Manager
Medium	Unit Aviation Manager	District/ Field Office Manager
Serious	State Aviation Manager	District Manager
High	State Aviation Manager	State Director or Associate State Director

A courtesy copy of all approved PASP's will be forwarded to the State Aviation Manager at least 3 business days prior to project implementation.

4.3.3 Aircraft Accident Investigation Process

The National Transportation Safety Board (NTSB) has the responsibility to investigate all aviation accidents except for military (49 CFR Parts 830 and 831, Public Law 106-181, and Federal Management Regulation 102-33.185). OAS Chief of Aviation Safety is typically invited by the NTSB to be a party to the investigation. NTSB is still the controlling authority. Policy, including responsibilities and procedures concerning DOI aircraft mishaps are contained in 352 DM 3. Two Bureau positions may be established to assist the DOI Investigation Team: 1) as a selected member of the investigation team working directly for the OAS Safety Investigator-In-Charge (IIC), or 2) as the Bureau-designated on-site liaison to coordinate with the OAS Safety Investigator-In-Charge. NOTE: In many cases, the Bureau will provide only one representative to the investigation team and that individual will perform only as a liaison, or as both a team member and a liaison. OAS Chief of Aviation Safety, as the Departments representative to the NTSB, will determine who will participate. The NTSB IIC will then either accept or deny the individuals proposed by the Chief, or OAS IIC.

The BLM investigation team member:

- Must be requested by OAS to be an investigation team member.
- Will be appointed by the BLM Aviation Division Chief.
- Will normally be BLM NAO staff members or SAM.

- Must not have a personal interest in the mishap.
- Will work directly for the OAS Safety Investigator-In-Charge (IIC).
- Is bound by confidentiality regarding all aspects of the investigation and preliminary findings and conclusions.
- Will at no time express opinions of their own or recite opinions of others on the team.

The BLM Liaison:

- Will be appointed by the BLM Aviation Division Chief (FA-500).
- Will provide on-site coordination and support to the OAS Safety IIC for personnel, resources, transportation, office space, communications, etc.
- Will coordinate and facilitate in and out-briefings with local BLM management.
- Will serve as liaison between the investigation team and local BLM management, BLM specialists and/or incident management team.
- Will provide the IIC with technical expertise and Bureau organizational information.
- Will make arrangements for interviews, site visits, document review, etc.
- Will **not** conduct interviews or investigative actions unless requested by the IIC.
- Will be bound by confidentiality regarding all aspects of the investigation and preliminary findings and conclusions.
- Will at no time express opinions of their own or recite opinions of others on the team
- Must not have a personal interest in the mishap.

4.4 Risk Management

Risk management enables personnel at all levels to do exactly what the term implies: manage risks. The process of risk management applies to programs and operational missions. The risk management process is designed to mitigate risk to acceptable levels by the identification, assessment, and prioritization of risks followed by coordinated application of resources to minimize, monitor, and control the probability and/or impact of unfortunate events.

These basic decision making principles must be applied before any anticipated job, tasks, or mission is performed:

- **Accept no unnecessary risk:** Unnecessary risk does not contribute to the safe accomplishment of a task or mission. The most logical choices for accomplishing a mission are those that meet all the mission requirements while exposing personnel and resources to the lowest possible risk.
- **Make risk decisions at the appropriate level:** Making risk decisions at the appropriate level establishes clear accountability. Those accountable for the success or failure of a mission must be included in the risk decision process. Supervisors at all levels must ensure subordinates know how much risk they can accept and when they must elevate the decision to a higher level.
- **Accept risk when benefit outweighs cost:** Weighing risks against opportunities and benefits helps to maximize unit capability. Even high-risk endeavors may be undertaken when there is clear knowledge that the sum of the benefits exceeds the sum of the potential costs.

- **Integrate risk management into planning and execution at all levels:** To effectively apply risk management, leaders at all levels must dedicate time and resources to incorporate risk management principles into the planning and execution phases of all operations. Integrating risk management into planning as early as possible provides the decision maker with the greatest opportunity to apply risk management principles.

Risk assessment can be divided into three levels:

1. **Time Critical:** This method is an “on-the-run” mental or verbal review of the situation using the risk management process without necessarily recording the information. The process is used to consider risk while making decisions in a time limited situation. Rapid risk assessment requires effective training of personnel, effective operational practices and a thorough understanding of objectives of the mission.
 - Note that “time critical” does not mean “hasty” or “uninformed.”
2. **Deliberate:** This type is used when planning time permits. It involves systematic risk identification, risk assessment/analysis, consideration of control options and risk decision making, implementation of controls, and supervision. Note that all of these may be applied to time critical risk management; however, the time frame in which the rapid examination is performed is extremely compressed by the urgency of the situation. This will involve documentation of the process and actions.
3. **Strategic:** Strategic Risk management is conducted at the highest levels of the organization and is typically applied to multiple systems type complexity, and requires professional reviews. This method should be used in instances where new technology, change, or development of new programs or activities. It involves an analysis of cost/benefit of mitigations. The strategic process produces a more permanent record of findings and decisions used for long term planning, organizational decision-making and as authoritative training resources.

Risk Management Process: The process by which risk is managed is ongoing throughout the mission. It starts in the planning stage, continues to the approval and scheduling phase, is evaluated and adapted during the execution phase and is analyzed and collected as lessons learned in the post flight phase.

1. **Identify Hazards:** The first step in risk management is to identify hazards. The hazards are the potential sources of danger that could be encountered while performing a task or mission. Hazards include, **but are not limited to**, weather, time of flight, terrain, equipment, training, and proficiency level of personnel.
2. **Assess Hazards:** Hazard or risk assessment is part of the risk management process. Risk assessment can range from simple to complex, but must be detailed. The process of assessing hazard causes personnel to analyze the degree of risk associated with each threat, and place these in perspective relative to the objectives of the mission and organization.
3. **Develop Controls/Make Risk Decisions:** Starting with the highest threat, identify the risk control options that reduce exposure to the threats for all of those identified in the previous steps that exceed an acceptable level of risk.
4. **Implement Controls/Execute and Monitor:** Implement the plan and ensure that the risk controls are known by all and are utilized. Ensure that people know and do what is expected of them. A high level of risk that cannot be effectively controlled should be reported to the person supervising the operation. Continually evaluate the effectiveness of the controls and ensure that the risk remains in balance with the benefits.

5. **Supervise and Evaluate:** Note any changes to the operation, equipment, environment, and/or people and how they may affect your plan. It is important to remember that risk management is a continuous process! Adjust to changes in the situation in real time by remaining vigilant and maintaining your situation awareness to identify unexpected as well as planned threats. Track your progress by taking note of intermediate accomplishments that will denote and add up to the completion of your objective. Additionally, after action reviews are a good way to assure that the supervision and monitoring of the mission are effective and that lessons learned are captured for the future.

Risk Assessment Tools: As discussed previously, the second step of risk management is assessment of the threats/hazards. There are several tools that may be used to document the risk involved in the operation. A good source for a variety of risk assessment tools can be found in the *IHOG* Chapter 3:
http://www.nwccg.gov/pms/pubs/pms510/23_Chapter03.pdf

The Aviation Risk Management Workbook as well as several completed aviation assessment are located at the BLM Aviation Safety website:
<http://www.blm.gov/nifc/st/en/prog/fire/Aviation/safety.html>

4.5 Assurance

The safety assurance component involves processes for quality control, mishap investigation, and program reviews. Assurance emphasizes:

- Continuous monitoring and evaluation
- Standards for evaluations
- Internal/external audits and evaluations
- Investigations
- Emergency preparedness and response
- Reporting and feedback

Quality assurance (QA) techniques can be used to provide a structured process for achieving objectives. BLM efforts to date have concentrated on the development and implementation of comprehensive policy revision, risk management processes, SMS promotion and training.

4.5.1 Assurance

The BLM Utah Aviation Safety Management System Assurance Program consists of monitoring of aviation activities by employees, UAMs, SAM and NAO program managers.

- BLM Utah employees are encouraged to notify their supervisor or Unit Aviation Manager when they observe non-standard aviation activity/ events.
- UAM and Aircrew supervisors conduct after action reviews (AAR) of projects, fire suppression operations, SAFECOM events.
- UAMs will forward any significant AAR findings to the SAM.
- Morning fire aviation operational briefings will include discussion of the following: previous day aviation operations, today's planned operations, 6 minutes for safety aviation topic or SMS risk assessment topics, and other topics as appropriate.
- UAMs will review PASP and risk assessments that are prepared by project aviation operations personnel.

- The SAM will review all serious and high risk rated PASPs, and will monitor all PASPs.
- The SAM will make site visits to airbases, projects and fire incidents, coordinating with and reporting results to the State FMO, District FMO and UAM.

4.5.1 Aviation Safety Assistance Team (ASAT)

During high levels of aviation activity it is advisable to request an Aviation Safety Assistance Team (ASAT). An ASAT's purpose is to enhance risk management, efficiency, effectiveness and provide technical assistance while reviewing aviation operations. If an ASAT cannot be filled internally, the request may be placed with NICC through established ordering channels using individual overhead requests. An ASAT should operate under a Delegation of Authority from the appropriate State/Regional Aviation Manager(s) or Multi Agency Coordinating Group. Formal written reports shall be provided to appropriate manager(s) as outlined at the in-brief. A team should be developed to fit the need of the requesting unit and may consist of the following:

- Aviation Safety Manager;
- Operations Specialist (helicopter and/or fixed wing);
- Pilot Inspector;
- Maintenance Inspector (optional);
- Avionics Inspector (optional);
- Aircraft Dispatcher (optional).

4.5.1.1 Aviation Safety Assistance Team (ASAT)

The *Great Basin Mobilization Guide* describes ordering procedures. Coordinate with the SAM for facilitation of ASAT requests.

4.5.2 Aviation Safety Communiqué - SAFECOM

The SAFECOM system is used to report any condition, observance, act, maintenance problem or circumstance which has the potential to cause an aviation-related mishap. **The SAFECOM system is not intended for initiating punitive actions.** Mission personnel are encouraged to collaborate on SAFECOM development prior to submission to avoid any punitive implication, submission duplication and to increase the narrative accuracy of events. Submitting a SAFECOM is **not** a substitute for "on-the-spot" correction(s) to a safety concern. It is a tool used to identify, document, track and correct safety related issues. All personnel involved in aviation activities are encouraged to submit SAFECOMs. A SAFECOM can be submitted via:

- Website: <https://www.safecom.gov/>
- Mobile application: <https://www.safecom.gov/mobile/#/>
- Phone: 1-888-464-7427

Personnel in doubt about completing a SAFECOM should contact their UAM. Reference the BLM *NAP Appendix 5* for BLM SAFECOM management roles.

- Elevated SAFECOM's will not be made "Public" until a determination/ investigation has been completed. The National Aviation Safety Manager (FA-500) will assign a liaison to OAS-Safety on a case by case basis.

4.5.2.1 Aviation Safety Communiqué (SAFECOM)

Aviation operations under BLM Utah operational control that have reportable events will be reviewed at the SAM level. The SAFECOMs are reportable by anyone who witnesses or has specific knowledge of an event. Reports should be sent to the UAM. SAFECOM events for BLM Utah aircraft/aircrews that occur under other operational control should have a courtesy copy sent to the SAM.

4.5.3 Program Evaluations, Readiness Reviews, Site Visits

Aviation program evaluations/reviews are an integral part of the System Safety Assurance program.

BLM aviation program reviews are conducted at two levels within the Department to insure that safety standards, policy compliance and Bureau efficiency objectives are being met.

BLM Fire Preparedness Reviews: Aviation functional operations and facilities are reviewed as part of the total Fire Preparedness review of field/district operations. Reviews are conducted every three years by a national level review team. District or state level fire readiness reviews are conducted annually. The SAM will be responsible for coordinating annual readiness reviews of the state's aviation crews/personnel, project and base site visits, and developing guidelines for UAM oversight of district/field office aviation activities. The SAM has the responsibility to ensure the reviews are being conducted for aviation operations within the required time frame and to identify well qualified individuals to conduct the review (reference *Interagency Standards for Fire and Fire Aviation Operations*, Chapter 18 for information).

OAS Aviation Program Evaluation: OAS will administer an aviation program evaluation of each BLM state and the NAO every five years. The purpose of these evaluations is primarily to review non-fire aviation activities as they relate to administration, operations, safety, training and security. The NAO will identify qualified individuals to assist with the review (reference *BLM NAP Appendix 6* for schedule). The SAM will assist with the review and provide scheduling and logistical support. Additional reviews may be conducted if a need is identified by the aviation division chief.

4.5.4 National Fire and Aviation Operations Alert System

The BLM Office of Fire and Aviation has established an "Operation Alert" system designed to provide field units and personnel with critical ground or aerial operational information in a timely manner. The system is intended to respond to emerging issues as identified through such means as SAFECOMS, SAFENETS, investigation reports, after action reviews, etc. This system is not a replacement for any existing formal notification and alert system such as Interagency Safety Alerts or Aviation Accident Prevention Bulletin. In fact, the intent is for the operations alerts to complement these existing systems in those instances where it is appropriate. These alerts will also complement the department and Bureau manual process. The operations alert system will provide time sensitive information to state and unit FMOs and aviation managers. It is anticipated that these individuals will provide the information to appropriate parties through established channels and processes. The Office of Fire and Aviation, Operations (FA-300) and Aviation (FA-500) groups will manage the program.

4.6 Promotion

The BLM must promote safety as a core value with practices that support a positive safety culture. BLM Aviation Managers are encouraged to promote aviation safety and accident prevention at every opportunity, within all fire and non-fire programs. Line Managers play a critical role in establishing a just safety culture at the State and Field levels. Safety promotion can be accomplished through:

- Training
- Communication
- Reporting and Feedback
- Safety and Mishap Information
- Safety Awards

4.6.1 Lessons Learned

National and State level aviation program managers are responsible for providing input into training curriculum development, lessons learned messages, development of new procedures and operational methodologies.

SAM's are responsible for disseminating pertinent aviation safety information, actively engaging resource and fire managers during annual work plan development.

Additional information regarding Lessons Learned is available at the Lessons Learned website: <http://www.wildfirelessons.net/Home>

4.6.1.1 Lessons Learned

The UAM should submit to the SAM any aviation lessons learned from After- Action Reviews (AAR's) or events. The SAM will coordinate development of the lessons learned document and submit it to FA-500 Safety.

4.6.2 Aviation Safety Awards Program

Aviation safety awards are a positive part of the aviation program and are provided to all organization levels. National awards are given following the guidelines in [352 DM 4](#) for pilots and employees. Airward recommendation narratives are submitted through the SAM to the NAO Safety and Training Advisor.

4.6.2.1 Aviation Safety Awards

The UAM is the focal point for [Airwards](#) for events occurring on their District. The UAM will coordinate with the SAM who will sponsor the award with the NAO Safety and Training Advisor.

5.0 Aviation Operations

5.1 General

As a bureau, we are often challenged with working in high-risk and dynamic environments that are not always predictable. It is the responsibility of each employee, cooperator and contractor to conduct aviation operations that have been planned properly, approved by management, that utilize the correct equipment and personnel and are carefully executed per SOP to minimize risk. Safety is the first priority and leadership at all levels must foster a culture that encourages employees to communicate unsafe conditions, policies or acts that could lead to accidents without fear of reprisal. The four components of SMS (policy, risk management, assurance, and promotion) are critical to the success of safe operations.

State and local units are required to staff exclusive use aircraft assigned to their jurisdiction throughout the contract period and any extensions. Additionally local units will ensure that support functions (i.e. airtanker bases and local dispatch centers) necessary for the mobilization of national assets (i.e. large airtankers, lead planes, SEAT's, ASM's and fire helicopters) are staffed to support local dispatch as well as GACC to GACC and national mobilization.

5.1.1 General

BLM Utah engages in many aviation operations supporting fire and resource management programs. The BLM law enforcement may also be engaged in aviation operations typically with cooperator agencies such as County Sheriff Departments, Utah Highway Patrol, US Drug Enforcement Agency (DEA), and National Guard. The work and environment is dynamic in nature and requires attention to standard operating procedures, good mission planning and continual evaluation and control of the inherent hazards/risks.

BLM Utah has exclusive use contracted aircraft, crews, management, and support facilities for fire management. The Fire and Aviation personnel at the State Office and at the Districts provide aviation guidance and management for all BLM Utah programs.

5.2 Policy, Operational Guides and Handbooks

A list of all of the BLM aviation policy documents can be found in the [BLM 9400 Manual](#) and BLM *NAP 1.6*.

5.3 Public/Civil Aircraft Operations

DOI aviation activities include both "civil" and "public" operations. Civil aircraft operations must comply with 14 CFR (Federal Aviation Regulations) in the operation and maintenance of public aircraft with the few exceptions outlined in [DM 350-353](#). Operators under contract to DOI are bound by that contract to conduct operations in accordance with their FAA-approved commercial operator or airline certificate specifications, unless otherwise authorized by the contracting officer.

Interagency standards for pilot duty days and flight time are 14 hours duty per day and 8 flight hours per day for both contractor and government pilots. If these standards are exceeded, the following time off requirements will be followed.

- 11 consecutive hours of rest if the duty day or flight time limitations are exceeded by not more than 30 minutes
- 12 consecutive hours of rest if the duty day or flight time limitations are exceeded by more than 30 minutes, but not more than 60 minutes
- 16 consecutive hours of rest if the duty day or flight time limitations are exceeded by more than 60 minutes

There will be no impact to the contractor's daily availability for these additional time off requirements. Notification through the contracting chain of command should occur and a SAFECOM should be submitted.

Maintenance Test and Ferry Flights by Government Pilots on contracted aircraft:

Government Pilots may perform functional maintenance check-flights and ferry aircraft to and from the Contractor's maintenance facilities when it is in the best interest of the Government and the following conditions are met:

- Flights are not being paid for by the Government and the operational control remains with the Contractor.
- The test flight does not follow any installation, overhaul, major repair, or replacement of any engine, propeller or flight control system.
- The aircraft is operating under an approved and current OAS Inspection.
- Notification and approval from OAS and the NAO.

5.4 BLM Employees on Non-BLM Aircraft

All agency employees will comply with Bureau and DOI aviation policies when performing agency employment-related duties on board any organization's aircraft and/or aircraft operated under any other organization's operational control. These policies include, but are not limited to: approved aircraft and pilot (by carding or cooperator letter of approval), project aviation safety plans, flight following, PPE, appropriate flight management, etc. (Reference 351 DM 4). Exceptions are:

- Flights in foreign countries (351 DM 4.1.E.(4)), (350 DM 1.2.C). Parts 350 - 354 of the DM do not apply to international DOI operations (except for fleet operations). However, BLM employees are expected to use good judgment and should attempt to follow DOI aviation policies to the extent practical.
- Undercover Law Enforcement missions (351 DM 1.6.D)
- Flights with a scheduled air carrier on a seat fare basis (Part 121 or 135 scheduled flights open to the general public on a ticket sale basis). Seat fare is defined as the cost for a DOI employee to occupy one seat between two different airports/heliports when the aircraft is not under the exclusive control of the DOI. It does not include any charter or on-demand operation (353 DM 1 & OPM-15)

5.5 Passengers

A passenger is any person aboard an aircraft, when traveling on official BLM business, who does not perform the function of a flight crewmember or Aircrew member.

Unauthorized passengers will not be transported in any DOI aircraft. For official, unofficial and unauthorized definitions, reference [350 DM 1.8](#).

All passengers will:

- Use appropriate personal protective equipment (reference [ALSE Handbook](#)).
- Report aviation incidents, operations deviating from policy to the UAM and/or through the SAFECOM system.
- Emphasize personal safety as well as the safety of others involved in the flight.
- Meet the requirements of DOI [OPM-04](#).

Agency employees in off duty status: Federal employees cannot utilize annual leave/LWOP or “volunteer” in order to circumvent agency policy. If any aspect of the employee’s activity is related to their official duties, they are conducting agency business, irrespective of their pay status.

Reference the regulations regarding off-duty activities in accordance with the *Standards of Ethical Conduct for Employees of the Executive Branch* (5 CFR. Part 2635.802-803).

Non Federal passengers: (reference [IHOG 10-2, F](#))

- General: A qualified Helicopter Manager or Flight Manager must be assigned to the mission. All requirements regarding use of personal protective equipment, flight following, load calculations, and hazard analysis must be followed.
- Resource/Project Missions: If the mission is special use, a Project Aviation Safety Plan must be required and approved by line management prior to the flight. It must show that the carriage of Non-Federal passengers aboard the aircraft is of an official nature and is advantageous to the agency. Since the Non-Federal passengers are designated official passengers, no flight release waiver is necessary
- Incident Missions: As a general rule, the Incident Commander on type I or II Incident Management Teams may authorize all flights with Non-Federal passengers on board. On local unit fires, the line manager or their designee is usually the approving authority. Flights on government aircraft with Non-Federal passenger aboard must be in the interest of the government. No flight release waiver is required. This general guidance may be further restricted by agency local unit policy. The air operations staff should check with the local area to ascertain any additional restrictions or necessary approvals.
- Restricted Category Helicopters: Carriage of Non-Federal passengers aboard restricted category aircraft is specifically prohibited.
- Local Unit Aviation Manager and State Aviation Manager must be notified prior to any flights with Non-Federal passengers aboard.

Volunteers: Volunteers when traveling on official business, are official passengers, within the terms of [350 DM 1.8.A.\(3\)](#) and BLM [9400.67.A](#). Volunteers are not permitted to operate aircraft or serve as an aircrew member on any DOI aircraft. Volunteers aboard DOI aircraft performing mission flights must be pre-approved by the appropriate BLM line manager. During fire mission flights, the incident commander with delegation of authority or the local line officer are the appropriate levels of approval.

5.6 Emergency Exception to Policy:

Federal employees who are involved in an event in which there clearly exists an imminent threat to human life, and there is insufficient time to utilize approved methods, may deviate from policy to the extent necessary to preserve life (reference 350 DM 1.3.B). The following provisions and follow-up actions apply:

- Personnel involved are expected to use good judgment.
- Personnel involved in the decision making associated with deviating from policy must weigh the risks versus benefit.
- Any deviations must be documented on a SAFECOM.

5.7 Categories of Flight

The following terminology is used throughout this section under these definitions.

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 require the aircraft and pilot to be only carded and approved for point-to-point flight. A point-to-point flight is conducted higher than 500 feet above ground level (AGL). Point-to-point missions, when flown in Department owned or contracted aircraft, shall be considered civil aircraft operations and must be flown in full compliance with applicable provisions of 14 CFR.

NOTE: A developed airport is one that is listed in the FAA Sectional or FAA supplement for the geographic area.

A “**Special Use flight**” is defined as any flight other than point-to-point, conducted with the express purpose of performing (or directly supporting) an agency or resource management related task or tactical job such as fire suppression, wildlife census, reconnaissance, etc. These missions require special techniques, procedures and considerations due to increased risks inherent in such operations.. Aircraft and pilots must be approved for each specific activity prior to use. Special Use flights require additional agency planning, active flight following, additional pilot and aircraft inspections and carding, and operational supervision by agency personnel (reference OPM-29).

5.8 Flight Planning Unless exempted by 351 DM 1.4, all flights will be conducted with an approved flight plan. (See also National Interagency Mobilization Guide Chapter 20)

Point-to-Point Flights will be tracked by a FAA - visual flight rules (VFR) or instrument flight rules (IFR) flight plan or on an international Civil Aviation Organization (ICAO) flight plan; or in accordance with a Bureau approved flight plan program; or in accordance with an OAS Director approved vendor flight program specified in a DOI procurement document. FAA flight plans may be supplemented by agency flight plans and the administrative tracking and notification procedures specified in the *National and Geographic Area Mobilization Guide*. A qualified flight manager (per OPM-04) will be assigned to perform the administrative functions and assure a briefing is given to the pilot and a pre-flight safety briefing is given to the passengers. A 9400-1a Form or other Aircraft Flight Strip (per Dispatch SOP) will be utilized to provide dispatch with the

appropriate aircraft and pilot information, a passenger manifest, and an estimated time of departure and arrival.

Special Use Flights: Agency flight plans for fire/emergency mission flights will be documented on the Aircraft Flight Strip (per Dispatch SOP) and/or Resource Order. Agency flight plans for non-fire/non-emergency mission flights will be documented on the [9400-1a](#) Flight Request/Schedule (or equivalent), Aircraft Flight Strip (per Dispatch SOP) and/or PASP. The flight manager and the pilot will plan the mission together. Approval to conduct non-fire/non-emergency mission flights is required prior to flight (see *NAP* 4.3.2). Elements to be considered are:

- Type of mission
- Environmental conditions – departure point, route, destination
- Time frames
- Logistics – fuel, landing areas, equipment, support crew
- Communications
- Airspace, flight hazards
- Aircraft and/or Pilot carding requirements (i.e ACETA, Low-Level, etc. reference [OPM-29](#))

5.9 Flight Following (See also [National Interagency Mobilization Guide](#) Chapter 20 and [Interagency Standards for Fire and Fire Aviation Operations](#) Chapter 16)

Sterile Cockpit All Aircraft: Sterile cockpit rules apply within a 5-mile radius of the airport. The flight crew will perform no 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 Air Traffic Control (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 panels 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 CTAF frequency if feasible while engaged in firefighting activities. Monitor CTAF as soon as practical upon leaving the fire and returning to the uncontrolled airport. When conducting firefighting missions within Class B, C, or D airspace, notify dispatch that ATC communications will have priority over dispatch communications.

Point-to-Point Flight following is accomplished by an authorized flight plan as outlined in *NAP* 5.8. Aircraft on FAA IFR flight plans are continuously tracked via radar. Radar tracking for VFR traffic is not guaranteed, but is available when requested if the controller workload, terrain, and operating altitude allow coverage. The designated flight manager will confirm that the pilot has filed and activated an authorized flight plan and performs several functions associated with the agency flight plan. When utilizing an agency flight plan, the pilot or flight manager will notify Dispatch upon departure, arrival at any interim stops, and arrival at the final destination. The flight following method is documented on the Flight Strip or [9400-1a](#) Form.

Mission Flight Following is accomplished by flight crews and agency dispatchers using positive two-way communication (agency radio systems, satellite telephones, satellite

texting), via the internet-based Automated Flight Following (AFF) system, or by agency personnel on the scene of an incident or project where the aircraft is operating.

The method of flight following for fire incidents is documented on an aircraft resource order or in a *Dispatch Center's Mobilization/Operating Guide*. The method for flight following non-fire missions will be documented in a PASP and/or 9400-1a (or equivalent).

Agency Flight Following: Begins with providing the departure time, souls on board (total personnel on the aircraft), quantity/duration of fuel, and heading to next check-in point. Position reports during a mission normally include the aircraft call sign, latitude, longitude, and heading. The default standard check-in for flight following is 15 minutes. If this is not possible, reporting frequency must be established and briefed prior to the mission and position reporting shall not exceed one hour intervals under normal circumstances (reference 351 DM 1.4.B). If the 15 minute time limitation is to be exceeded, prior approval by the SAM is required (reference 9400.45.C.2.a).

- In certain circumstances, a position report may be given by some other descriptive location, such as reference to a mission grid-square map, a prominent known landmark, etc.
- Flight following may be conducted by FAA air traffic control if the mission flight is operating within Class B, C, or D airspace, and with prior notification to dispatch.
- Position reports and tactical radio transmissions should not be given when operating within five miles of an airport in the "sterile cockpit" environment.

The BLM standard format for aviation operations is Degrees and Decimal Minutes (DDD° MM.MMM'). Reference BLM *NAP Appendix 4* for additional details. Utilization of the correct format must be discussed between dispatch and the flight crew to assure accurate navigation.

Local/on-scene Flight Following: Local flight following by incident or project personnel may be implemented and utilized only when certain requirements are met and in place: (reference IHOG 4.II.E.2):

- Local flight follow procedures pre-identified and approved in the 9400-1a or PASP for project operations and in conjunction with Dispatch for tactical operations.
- Flights following procedures and responsibilities have been addressed in pre-flight briefings.
- Methods of flight following are in place and tested, including mandatory communication between designated flight following personnel and dispatch before flight operations begin. Positive communication with Dispatch must be maintained continuously during the operational period.
- A positive, clean "hand-off" must occur between dispatch and the project site when local flight following begins and ends.
- Backup/alternate communication devices are in place, available and tested.
- A reporting interval not to exceed fifteen minutes (or continuous visual contact) is maintained, and the location/status documented on a field radio log.
- Emergency accident and lost communication procedures must be briefed and understood by project flight following personnel, the pilot, flight manager, and dispatch.

Automated Flight Following (AFF): AFF is the preferred method of agency flight following by Dispatch Centers since the aircraft N-number/identifier, position, speed, and heading of each AFF-equipped aircraft is graphically depicted every two minutes. The

ability to resume radio flight following will be maintained and utilized in the event the AFF system ceases to function (i.e. agency network internet connection failure or aircraft AFF transmitter failure). Reference the [National Interagency Mobilization Guide](#), for specific direction regarding AFF.

5.9.1 Flight Following

Districts or Dispatch Centers that use a local Flight Following frequency shall note the frequency, any applicable tones and the frequency identifier on the Aircraft Dispatch form, ROSS and Project Aviation Safety Plans.

5.10 Radio Frequency Management/Communications

Agency specific policies for radio communications may be found in the [DOI Radio Communications Handbook \(377 DM\)](#).

Do not use any frequency without proper authorization from the authorized radio frequency management personnel at the local, state, regional or national level.

5.11 Overdue, Missing or Downed Aircraft

An aircraft is considered “overdue” when it fails to arrive within 30 minutes past the estimated time of arrival (ETA) and cannot be located. An aircraft is considered “missing” when its fuel duration has been exceeded, it has been reported as “overdue” to the FAA and the FAA has completed an administrative search for the aircraft without success. If an aircraft is overdue, missing, or downed, initiate the [DOI Radio Communications Handbook \(377 DM\)](#). (NFES 2659). It is critical that the response plan is implemented, followed and documented throughout the duration of the event.

5.12 Mishap Response

The [Interagency Aviation Mishap Response Guide and Checklist](#) outlines appropriate response to a loss of flight following, or an aircraft incident or accident. The plan describes procedures and requirements, including initiation of SAR, fire and medical response, notification of OAS Safety (1-888-4MISHAP) and BLM management. This guide (or equivalent) is specific to each Unit and shall be available in all Dispatch Offices (Reference [352 DM 3.5](#)). The guide must be updated annually by the date established in the state aviation plan. Dispatch Centers are encouraged to augment the the [Interagency Aviation Mishap Response Guide and Checklist](#) with additional local protocols and notification procedures and are required to test the Plan at least annually through a simulation exercise.

- Timely upward reporting of any confirmed or potential accident or incident is critical. If there is any doubt on how any occurrence might be classified contact your: State Aviation Manager, National Aviation Safety Advisor or the National Division Chief, Aviation (in that order) for clarification.

The [Interagency Aviation Mishap Response Guide and Checklist](#) is available at: <https://www.doi.gov/aviation/library>

5.12.1 Mishap Response

Each District and Aviation Base will have an *Interagency Aviation Mishap Response Guide and Checklist* updated annually and with complete BLM notification information.

5.13 Transportation of Hazardous Materials

Transportation of hazardous materials aboard agency contracted aircraft must meet the requirements set forth in the *Interagency Aviation Transport of Hazardous Materials Guide* (NFES1068). The *Interagency Aviation Transport of Hazardous Materials Guide* is available at:

<http://oas.doi.gov/library/handbooks/library/hazmathb0105.pdf>

Transport of hazardous materials aboard commercial aircraft must be in accordance with that company's policy.

5.14 Invasive Species Control

Aquatic invasive species are easily transported in a variety of ways (i.e. helicopter buckets, scoopers, fixed tank helicopters and SEATs utilizing open water sources, fire engines and water tenders, and other water handling equipment). Agency personnel should become knowledgeable in the preventive measures associated with mitigating the spread of aquatic plants and invertebrates. Aviation managers should consult with local unit resource advisors to acquire information associated with: contaminated water sources, approved water sources, cleaning of equipment exposed to contaminated water requirements, and other pertinent information.

Work is underway to develop additional guidance and procedures in the cleaning of equipment that has been exposed to aquatic invasives. Additional operational guidelines for aquatic invasive species can be found in the *Interagency Standards for Fire and Fire Aviation Operations*, Chapter 2.

5.15 Fire Chemicals and Aerial Application Policy near Waterways

Interagency policy only allows the use of a product that is qualified and approved for intended use. A qualified products list (QPL) is published for each wildland fire chemical type and maintained on the Wildland Fire Chemical Systems (WFCS) web site:

<http://www.fs.fed.us/rm/fire/wfcs/index.htm>

Personnel involved in handling, mixing and applying fire chemicals or solutions shall be trained in proper safe handling procedures and use the personal protective equipment recommended on the product label and material safety data sheet (MSDS). The MSDS for each approved fire chemical can be found on the WFCS web site.

Airtanker bases shall have appropriate spill containment measures in place. Consult with the local safety officer on requirements.

Products must be blended or mixed at the proper ratio by approved methods prior to being loaded into the aircraft by authorized personnel.

For operational guidelines on use of fire chemicals and the Policy for Delivery of Wildland Fire Chemicals near Waterways, reference the *Interagency Standards for Fire and Fire Aviation Operations*, Chapter 12.

5.15.1 Fire Chemicals and Aerial Application Policy Near Waterways

Any time aerial application of fire retardants and suppressants (gels and foams) into waterways or inside the 300 foot buffer zone (i.e., 300 feet either side of a stream) occurs, a report by the Unit Aviation Manager to the District FMO of the application is required. The District FMO is responsible for reporting to the Line Officer responsible for the affected area.

The *2009 Policy for Aerial Delivery of Retardant or Foam near Waterways* defines waterway as: "Any body of water, including lakes, rivers, streams and ponds whether or not they contain aquatic life".

- The responsibility to submit the Fire Chemicals Report is the Field Manager or designated position.
- References: *The Interagency Standards for Fire and Fire Aviation Operations*, Chapter 12
- The US Forest Service has new avoidance areas for any aerial fire retardant application. Dispatch Centers should have maps of the local USFS avoidance areas. A link to the Environmental Impact Statement and the USFS Record of Decision is at:

USFS Aerial Application of Retardant

5.16 Search and Rescue (SAR) (See also BLM NAP 3.14)

Agency line officers, managers or an incident commander may direct agency personnel to participate in SAR aviation missions on or over public lands.

- All personnel involved with SAR operations should remain within the scope of their employment.
- Proper planning, risk assessments, and briefing the mission prior to an event will significantly reduce risk and improve the odds of success.
- SAR operations could lead to actions in conflict with DOI policy (reference BLM NAP 5.6 Emergency Exception to Policy).
- DOI policy (900 DM 1.10 and BLM H-1112-1.40.C) and the Federal Land Policy and Management Act (43.U.S.C. 1742) provide authority to incur expenses and to take a temporary lead role in any SAR emergencies in which immediate and quick response can save lives.

5.16.1 Search and Rescue (SAR)

If BLM aircraft will be utilized for Search and Rescue activities, the local unit must ensure that a cooperative agreement is in place that specifies how the aircraft will be used and how billing will be done.

5.17 Large Airtanker (LAT), Very Large Airtanker (VLAT) and CL-215/415 (Scoopers) Operations

Airtankers are a national resource and their primary mission is initial attack. GACCs mobilize these aircraft according to *National and Geographic Area Mobilization Guides*. In addition to federally contracted airtankers, military airtankers with the Modular Airborne Fire Fighting System (MAFFS) and cooperator aircraft may be utilized to supplement the federal fleet through established agreements.

Operational considerations concerning LAT, VLAT and Scoopers can be referenced in the *IASG*.

5.17.1 Large Airtanker (LAT), Very Large Airtanker (VLAT) and CL-215/415

Large airtankers are coordinated nationally through the GACC's (Geographic Area Coordination Center).

MAFFS: The C-130 MAFFS are only activated by NICC. The MAFFS require a lead plane for all drops. Canadian airtankers can be activated by NICC and when that occurs, all aircraft and pilots are approved for operations on federal lands.

5.18 Airtanker Base Operations

The airtanker base manager and/or fixed base manager supervise ground operations in accordance with *Interagency Airtanker Base Operations Guide (IATBOG)*.

The *IATBOG* establishes qualifications, certification and currency requirements for BLM.

5.19 SEAT Operations

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

SEAT Manager (SEMG) responsibilities are outlined in the *ISOG*, and their training and currency requirements are contained in *NWCG PMS 310-1*.

Utilization of remote/satellite SEAT bases must be in compliance with *ISOG* requirements.

5.19.1 SEAT Operations

BLM Utah utilizes SEATs mainly through Exclusive Use and *On-Call Contracts*. Utah also closely coordinates with neighboring BLM states for additional SEAT support. The DOI has contracted 33 SEATs that are controlled by NMAC and NICC but managed by the GACC and local Dispatch Centers when they are within the GACC. If BLM Utah has a need for additional SEATs they are ordered through normal procedures.

SEATs are primarily an initial attack resource with diminishing effect when operated more than 75 miles from the support base. They are most effective when operated in multiple plane groups. They can drop long term retardants, fire suppressant gels, foam or water. The contracts require a contractor provided mix and loading unit, which allows for temporary site set up. The BLM provides all retardant, gels, foams and water. SEAT operations will not be conducted from roads and dirt/gravel airstrips.

Individual Units may utilize the GACC assigned Preposition and Staging Fire Codes to support SEAT operations. The local UAM should work with their local Dispatch Center and GACC to establish the appropriate Incident/Project Order Number and Financial Codes. These codes can be used to cover required seven day staffing, additional personnel, and extended staffing for SEAT Operations as requested by the GACC.

5.20 Foreign Airtanker Operations

The [National Interagency Mobilization Guide](#) identifies procedures for ordering foreign airtankers. Requests for foreign airtankers will be ordered through the GACC and forwarded on to NICC. In accordance with [351 DM 2.3.C](#) all airtanker make and models, regardless of nationality, must be Interagency Airtanker Board approved. Each aircraft and pilot(s) will be issued Letters of Approval per the procedures outlined in [351 DM 4.1](#) and [351 DM 4.4](#) and the [National Interagency Mobilization Guide](#). Operations of foreign airtankers will be consistent with the procedures outlined in the [IASG](#).

5.21 Air Attack, ASM, and Leadplane Operations

These air tactical resources conduct operations in accordance with the [IASG](#) and the policies and procedures prescribed in the [Interagency Standards for Fire and Fire Aviation Operations](#). Dispatch and ordering procedures are accomplished in accordance with the [Geographic Area and National Interagency Mobilization Guide](#).

The [IASG](#), Aerial Supervision Logbook and associated forms are located on the NWCG website: <http://www.nwcg.gov/publications>

Aerial supervision resources will be dispatched, when available, for initial and extended attack to enhance efficiency and safety of ground and aerial operations. The rapid response speed of aerial supervision aircraft is critical to maximizing initial attack safety, effectiveness, and efficiency. This includes responding to incidents outside of the dispatch zone and GACC boundaries.

The ROSS status of BLM exclusive use air attack aircraft and personnel will be updated daily as GACC available. Aircraft and personnel will be released from incident at the end of each day to be available for IA the following day.

In accordance with [NAP 2.5](#) BLM Exclusive Use aircraft will be staffed for seven day coverage throughout the contract period. To maintain currency requirements [Regular](#) Agency employees will be prioritized to staff the aircraft in the event the assigned agency employee is not available (days off, etc.).

Air tactical aircraft must meet the avionics typing requirements listed in the IASG and the pilot must be carded to perform the air tactical mission.

5.21.1 Aerial Supervision/Leadplane Operations

Aerial supervision primary function is to manage incident airspace and assist the IC with fire information, tactical direction of aerial resources and communicate potential developing firefighter and public safety situations. The BLM Utah philosophy is that when available, aerial supervision must be dispatched to provide assistance to Incident Commanders (IC) regarding: fire behavior, weather monitoring, assisting crews with access, operational mapping, communication link. Aerial supervision can be sent even if other aerial resources are not dispatched (See BLM Operations Alert 01-10).

- Lead plane or Aerial Supervision Module (ASM) is required to be ordered for “congested” (Interagency Aerial Supervision Guide) airspace incidents that have retardant dropping operations.
- Each Geographic Area will have an Aerial Supervision Geographic Area representative.
- Interested potential trainee ATGSs are considered “mission essential.” Other non-aerial supervision personnel are not allowed on board during tactical aerial supervision missions. The ATGS has the final decision as to who is on board.
- The BLM National Air Attack plane is available to trainee ATGS. A minimum 2 week commitment is required. Coordination is through the Geographic Aerial Supervision Representative.

5.21.1 Aerial Supervision Personnel

Personnel associated with aerial supervision will be trained to the standards in NWCG PMS 310-1 and the IASG. Training and qualification requirements for ASM crewmembers are defined in the IASG. Individuals performing duties as an ATS or ATP must be certified and authorized by the BLM NAO. ATS’s will match days off with the ATP on the aircraft they are an aircrew member on. This is for the purpose of maximizing aircraft and crew availability.

ATGS training and currency requirements are contained in NWCG PMS 310-1. However, additional currency requirements for BLM ATGS are defined in the IASG. The ATGS Cadre monitors and coordinates ATGS personnel and training at the GACC level and coordinates with National Program Managers, SAMs, GATRs, and the ATGS Cadre Chair.

Personnel who are performing aerial reconnaissance and detection will not perform aerial supervision duties unless they are fully qualified as an ATGS and the aircraft is equipped and carded for air tactical operations (reference BLM NAP 5.27.2&3 for additional information on aerial observation)

5.22 Helicopter Operations

All BLM helicopter operations must be accomplished in accordance with the IHOG, unless otherwise waived by the NAO and/or the aircraft contract.

The applicable hover out of ground effect (HOGE) chart will be used to determine payload limits for all BLM helicopter operations for the first time landing into remote landing sites, or when the pilot deems that environmental conditions warrant use of HOGE chart.

BLM Exclusive Use contracted helicopters must meet the daily minimum staffing levels defined by *IHOG* (Chart 2-4), except for weather and 1 hour call back.

Utilization of the R-44 helicopter: Utilization of this model of helicopter shall be addressed in the State Aviation Plan. Additionally, the aircraft user shall review OAS Safety Information Bulletin NO. 05-02 "R-44 Helicopters" prior to ordering. This IB is located at: <http://oas.doi.gov/library/ib/library/FY2005/05-02.pdf>

National BLM approval is required for new program requests to host the following:

- Cargo Letdown
- Short-Haul
- Rappel
- Rope Assisted Delivery System (RADS)
- Single-Skid Toe-in, and Hover Ext/Entry (STEP)

Requests for approval are initiated by a State Office to the NAO with the final approval made by the aviation division chief. The "BLM Aviation Enhancement Application Form" has been developed for these requests (reference BLM *NAP Appendix 12*).

5.22.1 Helitack

All helicopter personnel responsibilities are outlined in the *IHOG*. CWN Helitack training and currency requirements are contained in the NWCG *PMS 310-1* to include the *Federal Wildland Fire Qualifications Supplement*. Exclusive use helitack minimum crew staffing, training and currency requirements are contained in the *Interagency Standards for Fire and Fire Aviation Operations*. Each unit hosting an exclusive-use helicopter is responsible for providing essential management, overhead, equipment, facilities and the resources necessary to fully support the helitack crew.

Host Units are encouraged to increase Helitack Crew size minimum requirements to enhance operational efficiency. Recommended staffing levels:

- Type 3 helicopter – 9 helitack personnel
- Type 2 helicopter -- 17 helitack personnel

Hoverfill: BLM Exclusive Use helicopter crews' and aircraft may be allowed to utilize Hoverfill operations. Before an Exclusive Use Helitack Program utilizes hover fill operations, training, risk management, and operational procedures, must be outlined and approved within their Unit Aviation/Helitack Operations Plan.

Helicopter Emergency Longline Last Option (HELLO)

The HELLO mission is defined as transporting a critically injured person from an otherwise inaccessible location using a helicopter longline. HELLO is considered **a last resort option, when other methods are unavailable or cannot respond in the necessary time frame for life preservation.** HELLO can be considered, unitizing available resources in the field, to perform such a rescue, when faced with this type of life-threatening situation HELLO should be performed by exclusive use helicopter

programs if possible. The ultimate goal is to get a critically injured patient to definitive care (hospital) by the quickest means available.

HELLO supporting documents can be referenced at:

<http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Airops/Helicopters.html>

Fire Helicopter Program Strategy:

The fire helicopter program strategy attempts to lay out a path forward into the future for the BLM's helitack programs. The some of the items identified in the strategy are:

- Helitack crew size adjustments to realize the full capability of contract helicopters
 - Type 2 helicopter crew staffing at 17
 - Type 3 helicopter crew staffing at 9
- Part 27 or Part 29 twin engine helicopter into the helitack fleet
- S-70 evaluation proposed for the 2016 fire season,
- Creation of a national helitack standard Operating Procedures (SOP) document

STEP Operations: Salt Lake Helitack based in Tooele Utah maintains an approved Single-Skid, Toe -in, and Hover Entry/Exit Program (STEP) that can be used to supplement the units Medical evacuation capabilities. Salt lake Helitack may undertake STEP missions on cooperators incidents as requested.

5.22.1.1 Helitack

BLM Utah has two Helitack crews with exclusive use contracted Type 3 helicopters. They are based at Moab and Tooele.

5.22.1.2 Single Skid, Toe-in, Hover Entry/Exit (STEP)

The Salt Lake Helitack Program maintains a STEP Program to be used to remove injured personnel from the fireline during Wildland Fire Operations. The crew maintains an approved STEP Operations Plan and can perform STEP operations on cooperators incidents with their concurrence.

5.22.2 Rappel

Rappel activities will be conducted in compliance with the *Interagency Helicopter Rappel Guide*.

BLM currently does not conduct rappel operations.

5.22.2.1 Rappel

BLM Utah does not have a Helicopter Rappel Program. Other agencies assigned to BLM Utah incidents may utilize helicopter rappel operations if authorized and qualified by their agency.

5.22.3 Cargo letdown

BLM cargo letdown will be conducted in compliance with the *Interagency Helicopter Rappel Guide* and the BLM Cargo Letdown Protocol (reference BLM NAP Appendix 7). BLM personnel involved in cargo letdown operations shall record initial and recurrent

training on the BLM Cargo Letdown Trainee Qualification Record (reference BLM *NAP Appendix 8*).

5.22.3.1 Cargo Letdown

See the BLM NAP Appendixes 8 & 9 , and the Interagency Helicopter Rappel Guide for specific requirements.

BLM Utah Helitack Crews participate in the cargo letdown program and maintain requisite equipment and qualified Cargo Letdown Spotters in Moab and Tooele. The cargo letdown operation allows a helitack crew to deliver small cargo loads precisely to one or more locations without a longline/remote hook and cargo net hook set up.

5.23 Aerial Ignition Operations

Aerial ignition operations and projects are accomplished in accordance with the *Interagency Aerial Ignition Guide*.

The DOI On-Call Small Helicopter contract provides for vendor supplied helitorch equipment and mix/load personnel. If a vendor supplied helitorch operation is desired, the CO must be contacted prior to ordering. The CO will negotiate the helitorch services pricing.

5.23.1 Aerial Ignition

BLM Utah has equipment (PSD) and qualified operations personnel within the state. Anytime that a District requires a helitorch, the equipment and personnel may have to be obtained from cooperators (BLM, USFS, NPS) or from contractors listed on the DOI On-Call Small Helicopter Contract. At least one month lead time will be needed for contractor provided helitorch operations. The SAM will coordinate with FA-500 and OAS.

5.24 Wild Horse & Burro Operations (WH&B)

Wild Horse and Burro operations will be conducted in accordance with the BLM *WH&B Aviation Management Handbook H-4740-1*, the DOI On-Call WH&B contract and *NAP 4.3.2 Project Aviation Safety Planning*, if conducted as a flight service contract (reference *NAP 3.9* for End Product contract procedures). The WH&B On-Call contract will be absorbed by the ACETA contract by May of 2016. This will do away with the stand alone WH&B contract. Processes are being pursued to eliminate the *WH&B Aviation Management Handbook* and relocate the essentials to the *NAP* by 2017.

5.24.1 Wild Horse and Burro Operations

If BLM employees act as aircrew members or passengers during herding operations, it must be noted in a Project Aviation Safety Plan and approved according to the Final Risk Level on the associated Risk Assessment. **No agency personnel shall be onboard the aircraft during drive trapping and capture operations.**

5.25 Aerial Capture, Eradication and Tagging of Animals (ACETA)

ACETA will be conducted as per the [ACETA Handbook](#) and DOI On-Call ACETA contract, if conducted as a flight service contract (reference *NAP 3.9* for End Product contract procedures).

5.26 Smokejumper Operations

Smokejumper dispatch and ordering is accomplished in accordance with the *Great Basin, Alaska and [National Interagency Mobilization Guide](#)*.

5.26.1 Smokejumper Personnel

Smokejumpers: Smokejumper operations are performed according to the *Interagency Smokejumpers Pilots Operations Guide* (ISPOG) and the policies and procedures prescribed in the [Interagency Standards for Fire and Fire Aviation Operations](#).

Smokejumper Pilots: The *ISPOG* serves as policy for smokejumper pilots' qualifications, training and operations.

5.27 Light Fixed Wing Operations

Fixed wing dispatch, ordering, and operations must be accomplished in accordance with state and unit aviation plans. At minimum flights must meet the requirements outlined in *NAP 3.17* for flight scheduling/operations.

5.27.0 Light Fixed Wing Operations

Aerial supervision can be utilized for detection, fire recon, and resource management flights. The primary mission of the planes is aerial supervision on incidents. If other missions for the planes are planned, the UAM is the point of contact.

5.27.1 Low-level Flight Operations (Less than 500' AGL):

The only fixed-wing aircraft missions authorized for low level operations are:

- Smokejumper/para-cargo
- ASM and lead operations
- Retardant, water and foam application
- Seeding/spraying
- Other missions approved by a PASP (i.e. resource recon <500' AGL)

Operational Procedures:

- Fixed-wing aircraft and pilots must be specifically approved for low-level flight operations.
- No passengers are allowed. Non-pilot participants must be qualified as Aircrew Member.
- A high-level recon will be made prior to low-level flight operations.
- All flights below 500 feet will be contained to the area of operation.

- PPE is required for all fixed-wing; low-level flights (reference *ALSE Handbook*). Flight helmets are not required for multi-engine airtanker crews, smokejumper pilots, Leadplane and ASM flight/aircrew members.

5.27.2 Fire Reconnaissance or Patrol flights

The purpose of aerial reconnaissance or detection flights is to locate and relay fire information to fire management. In addition to detecting, mapping and sizing up new fires, this resource may be utilized to describe access routes into and out of fire areas for responding units. Only qualified aerial supervisors (ATGS, ASM, HLCO and Lead/ATCO) are authorized to coordinate aircraft operations in incident airspace and give tactical direction to aviation assets. Flights with a "recon, detection or patrol" designation should communicate with tactical aircraft only to announce location, altitude and to relay their departure direction and altitude from the incident.

Required Training: Completion of A-100 Basic Aviation Safety

5.27.3 Non-Fire Reconnaissance/Aerial Observer

BLM non-fire fixed wing mission flights require that at least one agency person on that flight or at the departure/arrival base meet the IAT requirements of flight manager. Agency personnel must meet IAT requirements for Fixed Wing Flight Manager or NWCG comparable position. Reference *OPM-04* at: <https://www.doi.gov/aviation/library>

5.27.4 Single Engine IFR/Night Flight

For single engine night flight reference *351 DM 1.3*.

5.27.5 Backcountry Airstrip Operations

Reserved

5.28 Law Enforcement Operations (LE)

LE personnel involved in any aviation operation will adhere to DOI and Bureau aviation policy. Local LE personnel that are required to utilize aircraft to support LE operations must discuss all aspects of the operation with the UAM or SAM, well in advance of operations. The BLM SAM must be briefed on all BLM law enforcement involvement in Short-Haul missions occurring within their state. The UAM will review all LE PASPs prior to commencing operations. Line officers shall be informed of LE aviation activities within their area of responsibility.

LE personnel involved with aviation activities shall receive and be current in required aviation training (NWCG and/or IAT) commensurate with the aviation position they will fill, prior to any aviation operations.

LE personnel will utilize aircraft and pilots that have been approved by OAS for the intended use.

Aircraft contracted for fire/resource operations are allowed to conduct non-threatening surveillance and reconnaissance law enforcement missions only.

- Certain LE operations could lead to actions in conflict with DOI policy; (reference BLM *NAP 5.6* Emergency Exception to Policy).
- Certain exceptions to policy for undercover Law Enforcement operations are addressed in *351 DM 1.6.D*.

5.29 Unmanned Aircraft Systems (UAS) (see also BLM NAP 3.16)

- **Minimum Operational Requirements:** The following requirements must be met prior to any operational use of UAS:
 - COA: A valid and current COA issued by the FAA or following the requirements established within the DOI/FAA MOA.
 - A PASP will be completed by the UAM and project manager prior to flight operations, after the COA has been approved. The PASP will include stipulations identified in the approved COA. For those UAS flight operations under the MOA, stipulations contained within MOA will be included in the PASP. The National Program Manager will review all UAS PASPs.
- **DOI UAS Pilot Qualification Card:** The following requirements must be met prior to piloting a UAS:
 - DOI UAS Pilot Operator Training Requirements: DOI UAS Pilots must receive training with the specific aircraft to be flown. OAS will identify appropriate training, in conjunction with FAA regulations. Pilots must possess training certificates from OAS or OAS-approved sources prior to receiving OAS certification as a DOI UAS Pilot.
 - Other DOI UAS Pilot Requirements: Other requirements (to be determined by OAS) may include FAA pilot certificate and FAA medical exams.
 - The OAS UAS Coordinator will issue a DOI UAS Pilot Qualification Card that specifies the approved UAS aircraft that the Pilot is approved to fly.

Minimum Operational Requirements: The following requirements must be met prior to any operational use of UAS:

- COA: A valid and current COA issued by the FAA or following the requirements established within the DOI/FAA MOA.
- A Unit PASP will be completed by the UAM and project manager prior to flight operations, after the COA has been approved. The PASP will include stipulations identified in the approved COA. For those UAS flight operations under the MOA, stipulations contained within MOA will be included in the PASP.

DOI UAS Pilot Qualification Card: The following requirements must be met prior to piloting a UAS:

- DOI UAS Pilot Operator Training Requirements: DOI UAS Pilots must receive training with the specific aircraft to be flown. OAS will identify appropriate training, in conjunction with FAA regulations. Pilots must possess training certificates from OAS or OAS-approved sources prior to receiving OAS certification as a DOI UAS Pilot.

- Other DOI UAS Pilot Requirements: Other requirements (to be determined by OAS) may include FAA pilot certificate and FAA medical exams.
- The OAS UAS Coordinator will issue a DOI UAS Pilot Qualification Card that specifies the approved UAS aircraft that the Pilot is approved to fly.

Emergency UAS Operations:

- Personally owned UAS or model aircraft **may not** be used by federal agencies or their employees for interagency fire use.
- An emergency COA can only be issued by the FAA if the agency 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 eminent 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/DOI policy.
- **Interagency Fire use of UAS:** *Interagency Standards for Fire and Fire Aviation Operations*, Chapter 16 for protocols regarding utilization of UAS on federal wildfire: http://www.nifc.gov/policies/pol_ref_redbook.html

5.30 Fleet Aircraft

The BLM currently operates six Fleet aircraft. N49SJ, N190PE, N32PX, N437CC, N618 and N700FW are DOI owned aircraft operated by the BLM.

- N49SJ is a De Havilland DHC-6 Twin Otter; the primary mission is smokejumper delivery. BLM NAO provides overall management of the aircraft. The aircraft is assigned to the Great Basin Smokejumpers, in Boise.
- N190PE is a Pilatus PC-12; the primary mission is utility and fire logistics support. BLM NAO provides overall management of the PC-12. The aircraft is assigned to Alaska Fire Service a portion of the year and Boise NAO the balance of that year.
- N32PX is a Cessna 206; the primary mission is as a utility aircraft. The BLM Alaska-Office of Law Enforcement and Security will have primary use of the aircraft through the calendar year flown by dual function special agent/ranger-pilots. The management of the aircraft will fall under the BLM Alaska Aviation Office with mission management under AFO/AKSO and South Zone Dispatch Center.
- N437CC is a CubCrafters CC-18-180 Top Cub. The primary mission is as a utility aircraft. The BLM Alaska Office of Law Enforcement and Security will have primary use of the aircraft through the calendar year and flown by dual function special agent/ranger-pilots. The management of the aircraft will fall under the

BLM Alaska Aviation Office with mission management under FDO/AKSO and South Zone Dispatch Center.

- N618 is a Beechcraft Super King Air B200; the primary mission is ASM/Lead plane operations. BLM NAO maintains overall management responsibility. The aircraft is assigned to the National Aviation Office.
- N700FW is a Quest Kodiak K-100; the primary mission is utility and fire logistics support. BLM NAO provides overall management of the K-100. The aircraft is assigned to Alaska Fire Service a portion of the year and Boise NAO the balance of that year.

BLM fleet aircraft are operated in accordance with the *BLM Fleet Aircraft Standard Operations Procedures Guide* (reference BLM NAP Appendix 10).

5.30.1 Fleet Aircraft

BLM Utah has no fleet aircraft.

5.31 Non-Federally Approved Aircraft

Reference *Interagency Standards for Fire and Fire Aviation Operations*, Chapter 16 for protocols regarding utilization of non-federally approved aircraft in response to federal wildfire:

http://www.nifc.gov/policies/pol_ref_redbook.html

5.32 Snow Operations

All snow operations will be conducted per Departmental Policy. [351 DM1.3 J\(4\)](#) Snow Operations, [351 DM1.6](#) Special Operations (A) Cold Weather & [351 DM 1.7](#) Special Use Activities.

6.0 Aviation Training

6.1 General

Aviation training is essential to ensure that BLM maintains a safe and efficient aviation operation in pursuit of the Bureau's mission. Aviation users, supervisors, and managers need to make certain that they and their employees are knowledgeable of the inherent hazards of aviation operations and have been provided the necessary skills, training and equipment to be successful conducting aviation operations. There are two separate, but linked, training programs for BLM Aviation; NWCG curriculum (fire) and Interagency Aviation Training (IAT) non-fire curriculum.

6.1.1 Fire Training and Qualifications

The National Wildland Coordinating Group's (NWCG) guides the fire and fire aviation qualifications. Personnel serving in NWCG positions need only meet the qualification and currency requirements required in the [National Incident Management System, Wildland Fire Qualifications System Guide](#) (NWCG PMS 310-1), or other interagency guidance as appropriate (smokejumper spotter, ATS, ATGS, Lead/ASM pilot, BLM Exclusive Use helitack, etc).

BLM agency-specific qualifications not in the [PMS 310-1](#) can be found in the [Federal Wildland Fire Qualification Supplement](#).

6.1.2 Aviation Training for Non-Fire Flight Activities and Positions

The DOI Aviation User's Training Program (IAT) regulates the "non-fire" aviation training requirements for Bureau personnel. Individuals holding a current qualification under the Incident Qualification Certification System (IQCS) may also be qualified to perform some equivalent non-fire aviation positions under IAT guidelines and do not require additional IAT training. Reference: One-Way NWCG Position to IAT Position Crosswalk located within [Interagency Aviation Training \(IAT\) Guide](#).

Training requirements for non-fire aviation positions are located in [OPM-4](#). A description of each position and role can be found in the Interagency Aviation Training (IAT) Guide.

For BLM Smokejumper specific non-fire positions reference BLM [NAP Appendix 9](#) (BLM Smokejumper Positions to Interagency Aviation Training (IAT) Functional Crosswalk).

Aircrew Member: An Aircrew member is a person working in and around aircraft who is essential to ensure the safety and successful outcome of the mission. Aircrew Members are required to:

- Be on board or to attend to the loading and unloading of passengers and cargo at all landings and takeoffs
- Attend to external loads
- Ensure all passengers have received a safety briefing prior to all flights.

Required training:

- *A-100 Basic Aviation Safety (required in classroom for initial training)

- A-110 Aviation Transportation of Hazardous Materials (if involved in transport of Hazardous materials)
- A-116 General Awareness Security Training (one time)
- *A-200 Mishap Review
*Required every three years

An employee may be authorized to complete the initial Aircrew Member training on-line, on a case-by-case basis and at the discretion of the SAM. A written request must come from the employee's supervisor to the SAM explaining why it is not feasible to attend and complete a classroom A-100 Basic Aviation Safety course prior to the day of the mission.

BLM requires that personnel involved with helicopter external load operations must comply with the following:

- All personnel involved in hover hook ups must complete S-271 Helicopter Crewmember or A-219 Interagency Helicopter Transport of External Loads.
- All personnel involved in long line work must be either:
 - Currently qualified as a Helicopter Crewmember (HECM) **or**;
 - Currently qualified as an aircrew member and completed A-219 Units 1-4 & 6.
- Documentation for non-fire personnel, indicating the completion of the required training to perform external load work must be maintained at the interagency aviation training website: <https://www.iat.gov/>
- **OPM-04** does not require any recurrent training for A-219 although refresher training conducted by a currently qualified person is strongly recommended prior to engaging in longline or hover hook ups.

BLM Pilot – Fleet (2101, 2181 position series) & Incidental/Dual Function:

All pilots will be entered into a pilot training program approved by the BLM Division Chief, Aviation.

All DOI-BLM Pilots must successfully complete the following training prior to receiving flight authority and participating as a Pilot on DOI-BLM missions:

- A-100 Basic Aviation Safety
- A-107 Aviation Policy and Regulations I
- A-110* Aviation Transportation of Hazardous Materials
- A-112 Mission Planning and Flight Request Process
- A-115 Automated Flight Following

Initial training required within 12 months of employment as a pilot:

- A-200** Mishap Review
- A-202 Interagency Aviation Organizations
- A-205 Risk management I
- A-208 Aircraft and Pilot Approval
- A-302 Personal Responsibility & Liability
- A-303 Human Factors in Aviation
- A-305 Risk Management II
- A-307 Aviation Policy and Regulations II
- A-310 Overview of Crew Resource Management
- A-312 Water Ditching and Survival (must be completed before overwater flight)

All courses one time completion unless noted

*Required every three calendar years

**Complete the most current available by end of each calendar year

Additional information on manned, Pilot – Training Program can be referenced within [OPM-22](#).

6.2 Management Responsibility

Supervisors and managers are those individuals that have management or supervisory oversight responsibilities for programs using aviation resources for mission accomplishment.

6.2.1 Supervisory Personnel

A person who supervises employees that use aircraft to accomplish Bureau programs (first and second level supervisors).

Required Training:

- *M-3 Aviation Management for Supervisors (initial course either in a classroom or online)
- *A-200 Mishap Review

*Required every three years

6.2.2 Line Managers

Line managers are those individuals who are responsible and accountable for using aviation resources to accomplish BLM programs.

Required Training:

- *M-3 Aviation Management for Supervisors (initial course either in a classroom or online) **or**;
- *M-2 DOI Aviation Management for Line Managers briefing

*Required every three years

6.2.3 Aviation Managers at the Local, State and National Level

Individuals with aviation management responsibilities for a unit, state, regional or national level and serve as a focal point for aviation services and management. These include such positions as unit aviation managers (UAM/UAO), state, regional and national program managers, and helicopter and fixed-wing operations specialists. Training requirements can be found in the IAT Guide

6.2.3.1 Aviation Managers at the Local, State and National Level

This applies to personnel who are delegated or authorized to plan, organize, direct, control, oversee, or administer aviation or aviation safety programs within the BLM.

6.2.4 Aviation Contracting Responsibilities COR Training Requirements

BLM CORs and alternate CORs, on BLM exclusive use contracts, are required to have training in DOI aviation policy, basic contract administration, and contract performance verification and understanding technical aspects of contracts. Initial and recurrent COR

training requirements can be found in the DOI *COR Manual* or obtained from AOD contracting officers. CORs are required to be registered in the Federal Acquisition Institute Training Application System (FAITAS) and be certified as a COR by the Federal Acquisition Institute before performing the duties of the position on a DOI contract. FAC-COR initial requests and renewal/maintenance requests should be submitted through the Lead Acquisition Official in the State for submission to the Bureau Procurement Chief in WO. These should not be submitted directly to DOI.

<http://www.fai.gov/drupal/certification/fac-cor>

6.2.5 Contractor and Cooperator Pilot Training

BLM aviation managers at all levels are responsible for assuring that contractors and cooperators are provided adequate briefings of mission requirements, standards and procedures. This may be accomplished through classroom training, computer-based training, simulations, pre-work conferences, aircraft and pilot inspections, pre-flight briefings or other appropriate venues.

6.2.6 Pinch Hitter Training

Pinch Hitter training is encouraged to be completed by aviation personnel whose primary job requires extended flight time as an aircrew member, spotter, ATGS or reconnaissance duties.

Requests for training should be routed via your immediate supervisor to your respective State Aviation Manager (SAM).

6.3 Instructor Standards

Standards for NWCG Instructors are outlined in NWCG *PMS 901-1 Field Manager's Course Guide*. Reference: <http://www.nwcg.gov/pms/training/fmccg.pdf>

Instructors for IAT courses will meet the IAT trainer requirements of the *Interagency Aviation Training Guide*. Reference: https://www.iat.gov/docs/IAT_Guide_2014_0331.pdf

6.6 Development

The NAO offers an Aviation Leadership Development Initiative (ALDI) opportunity for aircraft managers and unit aviation managers. This opportunity is available to GS-7 to GS-9 individuals who currently have aviation management responsibilities along with an interest in a career in aviation management. An Instruction Memorandum is issued periodically informing potential candidates of the opportunity and application process.

Aviation/Pilot and Pilot Mentor Developmental Program: The NAO has two separate Aviation/Pilot Developmental Programs that provide training for employee development in the aviation manager and pilot career paths. The objective for these positions is to develop well qualified aviation managers and pilot candidates with the necessary skills and background to compete for interagency aviation vacancies at the state and national level. These opportunities are for BLM employees that meet the requirements of 351 DM 3.2 and have identified career goals in flight operations. These programs are filled on an as needed basis and as candidates are identified.

7.0 Airspace Coordination

7.1 Interagency Airspace Coordination

Interagency airspace coordination is accomplished through the Interagency Airspace Subcommittee (IASC) chartered under the NIAC. Guidance and education is provided through the [Interagency Airspace Coordination Guide](#) (IACG).

7.1.1 Interagency Airspace Coordination

In order to promote safe, consistent and standardized approaches to airspace coordination, the procedures outlined in the [Interagency Airspace Coordination Guide](#) will be utilized. Dispatch is responsible for advising pilots when multiple aircraft are enroute to or sharing the same general area of airspace (if incident aerial supervision is not in place to fulfill this role) and for notification of neighboring dispatch centers (per boundary airspace management plans) when flight activity is occurring within five miles of a dispatch area boundary. Dispatch is also responsible for making the necessary notification calls to attempt the de-confliction of Military Training Routes (MTRs) and Special Use Airspace, forwarding requests for Temporary Flight Restrictions (TFRs) to the appropriate FAA facility and disseminating NOTAMs (Notice to Airmen) issued by FAA Flight Service Stations. Dispatch efforts in airspace coordination do not replace or supersede the requirement for pilots to obtain complete information from the FAA about the airspace in which they intend to fly, and any current NOTAMs that have been issued. Likewise, pilots must still communicate positions, altitudes, headings, and intentions with each other, and employ “see and avoid” tactics at all times. Situational awareness, active listening skills and timely, accurate communication by ALL are the keys to successful traffic separation and airspace coordination.

7.2 Flight Planning, Hazards and Obstructions

All mission types of flights are limited to VFR daylight. Flight below 500 feet AGL requires a high level recon (above 500' AGL) of the project area before descent to mission operating flight profiles.

It is the pilots' responsibility to plan the flight. It is the flight managers' responsibility to provide information to the pilot for the project area and mission objectives. It is the aircraft dispatcher's responsibility to inform the aircrew of “boundary airspace” issues and coordinate with neighboring dispatch centers (reference Airspace Boundary Plan, this chapter). State/districts are responsible to develop area flight hazard maps or planning tools that are posted at: operating bases, aircrew briefing packages, and dispatch office. The following hazards or locally significant areas should be depicted:

- Military Airspace – Warning Area, Restricted Area, MOA, Alert Area, Prohibited Area, Military Training Routes (MTRs), Controlled Firing Areas (CFA), Slow Routes (SR), Aerial Refueling Routes (ARs) and Low Altitude Tactical Navigation (LATN) Areas.
- Airspace – Class B/C/D and National Security Areas
- Airports/airstrips – public and private, military

- Dispatch zone boundaries
- Parachute, hang glider, rocket, model airplane operating areas
- Towers over 200 feet. Other towers as locally determined significant
- Wires – Major transmission lines, other lines determined locally as significant (wires crossing – canyons, rivers, lakes, near airports)
- Update/Revision date

7.2.1 Flight Planning, Hazards, and Obstructions

The SAM will coordinate with the USO Fire GIS personnel to develop and produce an annual flight hazard briefing map for all BLM Utah Districts. The maps will depict dispatch jurisdiction, military (MOA, RA and MTR) and FAA Class B, C, and D airspace, BLM and USFS fire airbases, towers, wires, wind turbine farms, other aviation hazards.

The UAMs are responsible for sending the SAM updated hazard information by February 1.

7.3 Fire Traffic Area (FTA)

The FTA provides agency communication protocol through a standardized structure to enhance air traffic separation over wildfire or All-Risk incidents. The structure emphasizes established communications, clearances and compliances. See the [IASG](#) Chapter 4 for details:

7.4 Temporary Flight Restriction (TFR)

In order to enhance safety during an incident, the FAA may be requested to issue a TFR that closes the airspace to non-participating aircraft (with some exceptions). While there are currently nine different types of TFR's, the most commonly issued TFR for wildfire is 14 CFR 91,137 (a) 2 which is explicit as to what aviation operations are prohibited, restricted or allowed. Aviation Managers requesting a TFR should be familiar with the ordering procedures, coordination protocol and exceptions that are outlined in Chapter 6 of the [Interagency Airspace Coordination Guide](#). TFR's are not authorized by the FAA for resource management projects. A NOTAM D may be requested through the aircraft dispatcher at a local GACC who will contact the local Flight Service Station (FSS).

Non wildfire TFRs are under the jurisdiction of the FAA. All participants involved with an "all risk" TFR should be acquainted with the FAA's publication "FAA Airspace Management Plan for Disasters" located at:

<http://www.airspacecoordination.org/files/FAA%20AMP%20for%20disasters%20pdf%20version%20for%20website.pdf>

Presidential TFR's (91.141) involve a set of 30 nautical mile and 10 nautical mile Temporary Flight Restrictions. Flights within the Presidential TFR's require coordination well in advance of the TFR implementation. For further information, contact the National BLM Airspace Program Manager.

7.5 National Firefighting Aircraft Transponder Code (1255)

The FAA has provided the **1255** transponder code as the national designation for firefighting aircraft. It is not agency specific. The code must be utilized by aircraft responding to and operating over fire incidents supporting suppression operations unless otherwise directed by air traffic control (ATC). It is not to be used for repositioning or during cross-country flights. It is authorized specifically for firefighting and is not to be used for FEMA or all-risk disasters.

7.6 Airspace Boundary Plan

When resources are dispatched by multiple units to an incident or area that shares a common boundary, care should be taken to ensure safe separation and communication of responding aircraft. Boundary Plans should be prepared that focus on a 10 NM wide "neutral airspace" corridor for mutual or exchanged initial attack area's or zones. Agencies conducting flight activity within the boundary corridors should implement notification procedures to adjoining agencies and cooperators (reference [IACG](#) Chapter 7 for details).

7.6.1 Airspace Boundary Plan

Each dispatch center is required to develop and implement a boundary airspace management plan and checklist/procedure for notifying neighboring dispatch centers whenever there is aviation activity occurring within five miles of a dispatch area boundary. Aerial operations on, or adjacent to agency/cooperator boundaries, and areas where a neighboring agency/cooperator provides fire suppression (mutual aid, shared or exchanged initial attack areas or zones) require increased management and coordination. The situation we seek to avoid is having two or more agencies/cooperators conducting simultaneous uncoordinated aviation operations within these areas, which would unknowingly put the responding aerial resources within close proximity to one another, placing aircraft and crews at risk. The purpose of this plan is to identify such boundaries and IA zones and provide means of communication, coordination, and airspace de-confliction within those areas.

Boundary Airspace Management Guidelines and Procedures

A ten mile wide neutral air corridor will center on agency/cooperator boundaries. The corridor for mutual or exchanged initial attack areas or zones will encompass the whole zone plus five miles outside the zones boundaries.

Any agency conducting aerial operations within a boundary corridor or near a zone boundary, will immediately notify the adjoining agency/cooperator of such operations. This is accomplished to and from dispatch centers prior to commencing air operations and when operations cease. Examples of aerial operations include reconnaissance, fire suppression missions, special use aviation projects, resource management flights, etc.

Agency aircraft will establish contact on the assigned air-to-air frequency. If contact cannot be established on the designated air-to-air frequency, pilots may attempt initial contact on Air Guard (168.625 MHz). This frequency will be designated for initial call-up and coordination between converging aircraft within corridors and boundary zones only when contact is not otherwise possible. This frequency is programmed as a default receive frequency in all agency and contract aircraft FM radios and is intended for initial contact and emergency purposes only. It is imperative that this frequency is not utilized for tactical or logistical purposes.

If Air Guard is used to establish initial contact, aircraft are expected to switch to an alternate frequency.

7.7 Airspace Deconfliction

While the word “deconflict” is not in the dictionary, it is a commonly referred aviation term describing the process of reducing the risk of a mid-air collision or a TFR intrusion. Airspace deconfliction can occur for both emergency response and non-emergency aviation activities.

Deconfliction can be accomplished through the following measures.

Pilots must obtain all information pertinent to flight before flying. This is accomplished by obtaining a briefing from the FAA through the Flight Service Stations. This is the official source of NOTAM information.

Dispatching units may obtain scheduling information from DOD units that have special use airspace or military training routes and share this information as “hazards” information on the resource order when the aircraft are dispatched. For non-emergency flights, information may be shared through common communication protocol.

Aviation Internet websites are prolific on the internet. When used for obtaining airspace information, the user must be aware of any disclaimers regarding the timeliness of the information posted. The FAA's U.S. NOTAM office provides current TFR information through DOD Internet NOTAM Service (DINS) at:

<https://www.notams.faa.gov/dinsQueryWeb/> and www.faa.gov

7.7.1 Airspace Deconfliction

Dispatch centers must deconflict any flight that will occur in special use airspace.

7.8 Airspace Conflicts

Aviation personnel have a responsibility to identify and report conflicts and incidents through the Interagency SAFECOM System to assist in the resolution of airspace conflicts. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include near mid-air collisions (NMAC), TFR intrusions, and FTA

communication non-compliance. Further guidance is available in the [Interagency Airspace Coordination Guide, Chapter 8](#).

7.8 Airspace Conflicts

Any airspace conflicts that occur will be reported to the SAM as soon as possible.

7.9 Operations along Foreign Borders

All aircraft operations along border patrol zones require coordination with the U.S. Border Patrol. The Dispatch Centers with foreign border zones will have an operational plan detailing the coordination measures with the U.S. Border Patrol Air Marine Operations Center (AMOC). All pilots and aircrews will be briefed about border zone flight procedures.

7.10 Airspace Agreements – Memorandums of Understanding

When Special Use Airspace (SUA's), MTR's, Slow Routes (SR's), or Aerial Refueling Routes (AR's) are located over lands within an agency's jurisdiction or within their area of normal flight operations (fire or non-fire), the agency should consider instituting an agreement with the appropriate DOD entity that schedules the airspace. Airspace agreements establish protocol for emergency and non-emergency contacts. They provide local level leadership a tool that defines protocols to address recurring activities, coordination of time critical responses, deconfliction and resolving issues in a timely manner.

The BLM states may establish agreements with military airspace authorities to coordinate BLM flight activities.

A template and sample format is provided in the [Interagency Airspace Coordination Guide, Chapter 12](#).

7.10.1 Airspace Agreements-Letter of Agreement

BLM Utah has a Letter of Agreement (LOA) with the Headquarters, Utah Test and Training Range (UTTR) that includes BLM Nevada, Hill Air Force Base, and the 388th Fighter Wing (ACC).

The LOA details specific requirements for BLM controlled aircraft to enter UTTR airspace.

7.11 Emergency Security Control of Air Traffic (ESCAT)

ESCAT may be implemented due to an air defense emergency as directed by the North American Aerospace Defense Command (NORAD). Reference [Interagency Airspace Coordination Guide, Chapter 4](#) for details

8.0 Aviation Security – Facilities/Aircraft

8.1 Aviation Security Policy

The policies and procedures in this chapter are intended to make the theft of BLM aircraft more difficult and time consuming and therefore an unattractive target to potential criminals or terrorists. The BLM security program includes the following elements:

Department of Interior Security Policy: Departmental Manuals 444-1 and 352 DM 5 set forth the security requirements for all DOI aviation facilities and assigned aircraft.

Reference DOI *Aviation Security Policy 352 DM 5*:

<http://elips.doi.gov/ELIPS/DocView.aspx?id=1107>

Scope and Applicability

- To the extent applicable, the policies and procedures established herein are intended to supplement the minimum physical security standards detailed in 444 DM 1, Appendix A. Nothing in this chapter reduces the requirements prescribed by 444 DM 1, Physical Protection and Building Security, or any other requirement established by law or authority as it pertains to DOI aviation operations.
- The policies and procedures established herein are applicable to all BLM aviation facilities and aircraft owned or controlled by the DOI.
- Contractors are solely responsible for the security of their aircraft while under the control of the DOI. All DOI aviation contracts will include language describing the DOI aviation security policies applicable to contractor operations and require contractor compliance with those policies.

Definitions:

The term “aircraft operations area” (AOA) means the area within an aviation facility in which flight-capable aircraft are present for any purpose, including but not limited to the loading or unloading of cargo or passengers, refueling, maintenance, parking and storage.

The term “aviation facility” means any DOI owned or controlled real property used for aircraft landing and takeoff at which DOI owned or controlled aircraft are permanently based (**Greater than 180 days**).

The term “control” is used in two contexts.

- As it relates to aviation facilities, the term “control” refers to the condition existing when a BLM entity has authority to institute, modify or otherwise effect physical security changes at an aviation facility regardless of property ownership.
- As it relates to aircraft, the term “control” means “operational control” as defined in the Federal Aviation Regulations at 41 CFR 1.1: “Operational control with respect to a flight means the exercise of authority over initiating, conducting or terminating a flight.” This definition is independent of aircraft ownership.

The term “dual-lock method” means using a combination of two locking devices or methods to physically secure or disable a parked aircraft for the purpose of reducing the probability of aircraft theft and associated misuse by unauthorized persons.

The term “risk assessment” refers to the result of a combined threat and vulnerability assessment. It can generally be characterized as an analysis of the probability of serious impact or damage resulting from a known or postulated threat successfully exploiting one or more vulnerabilities.

Risk Assessment

A “risk assessment” will be conducted for each BLM aviation facility (see definition above). Each aviation facility risk assessment will be periodically reexamined and adjusted as necessary to ensure it accurately reflects current conditions. At a minimum, reexaminations shall be conducted and documented every 2 years.

Security Plans

Security plans will conform to the following conditions:

- The [Field Reference Guide for Aviation Security for Airport or Other Aviation Facility \(AAF\)](#) is intended to provide a standardized method of assessing aviation airport facilities. Each unit is encouraged to utilize this written document to identify the appropriate level of security planning needed.
[https://www.doi.gov/aviation/library/guides/Individuals preparing aviation facility security plans](https://www.doi.gov/aviation/library/guides/Individuals%20preparing%20aviation%20facility%20security%20plans) can reference the TSA [Security Guidelines for General Aviation Airports](#) TSA Information Publication A-001, which is available on the TSA Website at www.tsa.gov
- The scope and depth of the aviation facility security plan should be commensurate with the size and operations complexity of the facility for which it is prepared.

Training

Employees (aircrew member minimum) involved in the control or use of aviation resources or facilities shall complete the appropriate level of aviation security training. A-116 General Awareness Security Training is available at www.iat.gov

BLM Specific Policy/Guidance:

BLM HSPD12 Policy:

http://www.blm.gov/ut/st/en/res/efoia/instruction_memorandums/2008/im_no_ut_2008-029.html

Aviation Security Questionnaire:

<http://www.blm.gov/pgdata/etc/medialib/blm/nifc/aviation/security.Par.72738.File.dat/SecurityQuestions.doc>

8.2 USFS Facilities Security Assessments

Reserved

8.3 USFS Security Response Actions

Reserved

8.4 General Aviation Security Awareness Programs

The BLM utilizes the AOPA Airport Watch Program for Security Awareness:

<http://www.aopa.org/airportwatch/>

The Department of Homeland Security (DHS) TSA implemented a national toll free hotline that the general aviation (GA) community can use to report any "out-of-the-ordinary" event or activity at airports. The hotline is operated by the National Response Center and centralizes reporting to the appropriate local, state and federal agencies.

To report any suspicious activity at your airport- Call (866) *GA-SECURE* (866) 427-3287

8.5 Cooperators Aircraft Security

Military or government agency cooperator aircraft under DOI operational control shall adhere to their department-specific aircraft security policies.

8.6 Aircraft Physical Security Requirements

At any time an aircraft, controlled or owned by the DOI, is not directly attended by its assigned flight crew, ground crew, or government managers, it will be physically secured in a manner that disables the aircraft from being utilized.

Exceptions

- Military or government agency cooperator aircraft under DOI operational control. Such cooperator aircraft shall adhere to their department-specific aircraft security policies.
- Aircraft mechanically incapable of flight.

Security Devices: The DOI aircraft contracts specify the aircraft security measures and it is the contractors' responsibility for the aircraft security. Approved security devices require using a dual lock method consisting of any combination of anti-theft devices attached to the aircraft for the sole purpose of locking flight controls, aircraft power, or directional ground movement. Pilots and aircrews must be diligent in pre-flight procedures to prevent engine start up with security measures in place. These may include any combination of the following:

- Locking hanger doors

- Keyed Magneto, starter or master switch
- Hidden battery cut-off switches
- Throttle, mixture/fuel, fuel cut-off locks
- Control surface gust-locks; propeller locks (chain, cable, mechanical) - **(airplane only)**
- Locking wheel, chock or aircraft tie downs
- “Club-type” devices for control yoke

8.7 Aviation Facility Security Requirements

Security risk assessments will be performed on all BLM aviation facilities, temporary bases and aviation airport facilities (AAF) which meet the definition of “aviation facility”, using the *DOI Field Security Guidelines for General Aviation*.

- Completed assessment should be housed within the unit’s aviation plan as an appendix or chapter.

Aviation Facility Security – Suggested Enhancements

After completing the AAF Airport Characteristics Measurement tool and determining your facilities total score, reference the *Suggested Airport Security Enhancements template* included within the *Field Reference Guide for Aviation Security for Airport or Other Aviation Facility (AAF)* pg. 6.

- The total score obtained from the Airport Characteristics Measurement Tool is considered minimum mandatory security requirements.

For a more in depth list of suggested airport Security Enhancements reference TSA Information Publication A-001, *Security Guidelines for General Aviation Airports*, Appendix B: www.tsa.gov

Suggested area enhancement may include:

Signage

- Signage should be multi-lingual where appropriate.

Lighting

- Lighting type and illumination levels will comply with published Illuminating Engineering Society (IES) standards and will not supersede standard aviation guidelines governing runway lighting and nighttime flight requirements.

Fencing

- Install perimeter security fencing as needed to control access to the AOA and all other sensitive areas.

- Fence height and other characteristics will comply with standard FAA guidelines where appropriate. Where FAA guidelines are not available, minimum fencing characteristics will be sufficient to meet access control needs.

Access Control

- The number of access points should be minimized and their use and conditions regularly monitored.
- Any access point through a fence or other boundary should not only be able to control or prevent access, but also differentiate between an authorized and an unauthorized user.
- Anti-pass back, anti-piggyback and anti-tailgating systems or protocols should be implemented where appropriate.
- Gates when appropriate should be constructed and installed to the same or greater standard of security as any adjacent fencing in order to maintain the integrity of the area.
- Pedestrian/personnel gates can be constructed using a basic padlock or designed with an electrical or mechanical locks or keypad/card system.

8.8 Exceptions

If facility ownership or control constraints preclude full implementation of the identified minimum mandatory security requirements, notification must be immediately given to the NAO in writing.

- Written notification will detail the minimum mandatory security requirements(s) which cannot be implemented and the circumstances preventing the implementation. A waiver of the requirements may be requested.
- Pending the response, the facility will comply with "Aircraft Physical Security Requirements."

8.9 Transportation Security Administration (TSA)

BLM employees who are traveling on commercial airlines are personally responsible for compliance with TSA and DOT hazardous cargo regulations.

9.0 Aviation Facilities

9.1 General

All BLM aviation support facilities will be constructed, maintained, and operated in compliance to applicable regulations/direction of DOI, BLM, FAA, OSHA and lease agreements.

9.1 OPERATIONAL BASES

Operational bases are facilities that are permanent installations and are used on a continuous or seasonal basis for aviation operations, including heliports, retardant bases, and airport facilities. These include aviation facilities on BLM property and facilities on non-BLM land where BLM has primary responsibility for operations, maintenance, and oversight.

9.1.1 CONSTRUCTION AND MAINTENANCE

The size and extent of aviation facilities should be commensurate with the expected aircraft use at any given site. Design criteria provide for operational safety as well as adequate work/rest environment for aircrew and personnel assigned. Facilities are constructed and maintained according to BLM Manual 9400 and 9111. .

9.1.2 SAFETY

State Office Divisions, District, and Field Offices shall ensure that aviation facilities comply with safety regulations outlined in Departmental manuals, guides, handbooks, Occupational Safety and Health Act (OSHA). Building, equipment, and landing surfaces will be inspected by qualified personnel annually to identify maintenance or safety deficiencies. Modifications and repairs are made prior to the operational season.

9.1.3 FIELD OFFICE SOP'S

Each Field Office with management responsibility for an Aviation facility will produce a SOP that addresses the day-to-day operational procedures, security, and safety practices.

9.2 Aviation Facilities (Permanent and Temporary)

BLM has permanent and temporary airbases managed by the districts/field offices. Permanent air bases include heavy airtanker and SEAT retardant bases, and airplane and helibase/heliport facilities with permanent or temporary fixtures that are used on a continuous or seasonal basis. These aircraft bases of operations include government owned or leased aviation facilities on federal or non-federal land where BLM has primary responsibility for operations, maintenance and oversight. Facility base reviews shall be conducted in accordance with the *Interagency Helicopter Operations Guide (IHOG)*, Appendix E; *Interagency Airtanker Operations Base Guide (IATOBG)*, Chapter 5 Section

B; and *Interagency Standards for Fire and Fire Aviation Operations, Chapter 18*, as appropriate.

9.3 Temporary Operations Bases

Temporary operations bases are those that are used to support short term projects and wildland fire. These bases can be located on federal, state, local government or private land. Permission to operate on the land should be obtained prior to use. Land use agreements may have to be set up describing payment terms, use limitations and land restoration measures. For wildland fire operations the NWCG *Interagency Incident Business Management Handbook* chapter 20 (24.2) describes procedures. Only procurement officials with warrant authority may enter into agreements. For non-wildland fire situations the state/district procurement official is the point of contact for agreements.

BLM Smokejumper Bases: The BLM Smokejumpers primary operations bases are Fairbanks, Alaska, and Boise, Idaho. Each smokejumper base has multiple sub-bases that are established to support smokejumper operations on as-needed basis. Some sub-bases are located in BLM owned facilities and some are leased.

9.3.1 Temporary Bases

Temporary bases are sites used on a temporary or intermittent basis (i.e., helispots, unimproved landing areas, and remote airstrips). Sites not located on BLM land must be pre-approved by the land owner and appropriate BLM management. Each site should be cataloged as to location, description, local hazards, use procedures, agreements and contacts. Inspections and maintenance are completed as necessary to meet agency safety standards. Required operating plans for these sites should be developed ahead of time if possible.

9.4 Safety

Aviation facilities must comply with safety regulations described in DOI manuals, guides and handbooks, and the Occupational Safety and Health Administration (OSHA). Buildings, equipment and aircraft operating surfaces (helibase, airplane parking and retardant base) will be inspected annually for safety and maintenance deficiencies, by the unit aviation manager and/or unit health and safety officers.

9.5 Permanent Facility Construction Planning/Funding and Maintenance

Reference *BLM Manual 9100 - Engineering*

9.6 BLM Owned/Operated Airstrips

Reference the document titled *Recreational Airstrips on Public Lands* located at: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/avlibrary.html>

Appendix Contents

1. BLM National Aviation Organization Directory
 - 1A. BLM Utah Aviation Organization Directory
2. BLM Fire Aircraft Acquisition Plan
3. SES Flight Scheduling Guide
4. Latitude – Longitude Information
5. BLM SAFECOM Management Roles
6. OAS Aviation Program Evaluation Schedule
7. BLM Cargo Letdown Protocol
8. BLM Cargo Letdown Trainee Qualification Record
9. BLM Smokejumper Positions to Interagency Aviation Training (IAT) Functional Crosswalk
10. BLM Fleet Aircraft Standard Operations Procedures
11. Task Sheet for the Position of Resource Helicopter Manager
12. BLM Aviation Enhancement Application Form
13. Acronyms
14. Reference Material and Web Links

Appendix 1 - BLM National Aviation Organization Directory

Position	Name	Duty Station	E-Mail	Office Number	Cell Number
Division Chief, Aviation (FA-500)	Rusty Warbis	Boise, ID	rwarbis@blm.gov	(208) 387-5448	(208) 867-0323
Deputy Division Chief, Aviation	Brad Gibbs	Boise, ID	bgibbs@blm.gov	(208) 387-5182	(208) 863-6219
SEAT Program Manager	Glen Claypool	Boise, ID	gclaypoo@blm.gov	(208) 387-5160	(208) 859-7506
Flight Operations Manager, Bravo 8	Don Bell	Boise, ID	dbell@blm.gov	(208) 387-5185	(541) 604-1043
Helicopter Program Manager	Bryan Bitting	Boise, ID	bbitting@blm.gov	(208) 387-5173	(208) 407-6440
Aviation Safety/ Training Advisor	Kirk Rothwell	Boise, ID	mrothwell@blm.gov	(208) 387-5879	(208) 914-8483
Airspace Program Manager	Julie Stewart	Portland, OR	j5stewar@blm.gov	(503) 808-6728	(503) 780-0097
Air Attack & UAS Program Manager	Gil Dustin	Boise, ID	gdustin@blm.gov	(208) 387-5181	(970) 210-6153
Air Tactical Supervisor	Ken Perry	Lancaster, CA	kperry@blm.gov		(661) 350-5225
Air Tactical Supervisor	Charlie Brown	Durango, CO	c5brown@blm.gov		(907) 903-7794
Air Tactical Pilot, Bravo ?	Vacant				
Air Tactical Pilot, Bravo 7	Ryan Curl	Driggs, ID	rcurl@blm.gov		(208) 521-9300
Air Tactical Pilot, Bravo 6	Greg House	Houston, TX	ghouse@blm.gov		(832) 278-3069
Air Tactical Pilot, Bravo 4	Paul Lenmark	Dillon, MT	plenmark@blm.gov		(406) 660-0257
Aviation Staff Assistant	Cindy Barto	Boise, ID	cbarto@blm.gov	(208) 387-5180	
Assistant Aviation Mgt. Specialist/Pilot	Lisa Allen	Boise, ID	lmallen@blm.gov	(208) 387-5197	(208) 972-1677
Ramp Services Supervisor	Gary Deide	Boise, ID	gdeide@blm.gov	(208) 387-5529	(208) 890-7479

Appendix 1a - BLM Utah Aviation Organization Directory

Position	Name	E-Mail	Office Number
State Aviation Manager BLM Utah	Cameron Dingman	cdingman@blm.gov	(801) 539-4241
Unit Aviation Manager West Desert District	Jeramiah Seng	jseng@blm.gov	(801) 977-4322
Lead Air Attack Manger West Desert District	Jeff Kline	jkline@blm.gov	(385) 419-7361
Helicopter Crew Supervisor West Desert District	Patrick Kenny	pkenny@blm.gov	(801) 977-4363
Tooele Valley SEAT Base	Vacant		
Unit Aviation Manager Color Country District	Bryan Brazzeal	bbrazzea@blm.gov	(435) 865-4621
Base Manager Cedar City Air Attack Base	Ricky Sorenson	rsorensen@blm.gov	(435) 865-4622
Cedar City Air Attack Base	Base Operations		(435) 865-4623
Lead ATGS Color Country District	Isaac Shinkle	ishinkle@blm.gov	(435) 865-4645
Unit Aviation Manager/ Helicopter Crew Supervisor Canyon Country District Green River District	Vacant	vacant@blm.gov	(435) 259-2123 (435) 259-1883

