NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

2025 Helicopter Operations

Unit: Nez Perce - Clearwater NFs

MASP INSTRUCTIONS

Page 1 through the end of the Risk Assessment Worksheet require completion prior to regional office review and approval signatures. The Aerial Hazard Analysis and Map page through the end of the MASP document may be completed as information becomes available. Partial completion of these pages is recommended during the submission process and all pages **shall** be completed prior to mission start. A Mission Planning Sheet (MPS) with this information is considered completion of these pages. Insert Unit Specific MPS Hyperlink as able.

RISK MATRIX INSTRUCTIONS

The risk outcomes on the risk assessment matrix have been incorporated into the risk assessment worksheet's drop-down menus. Risk Assessment Category (RAC) outcomes are categorized as follows:

LOW MODERATE HIGH EXTREMELY HIGH

In no case will the overall risk of the mission be less than the highest specific factor. (Example: One extremely high, one high, and two moderate threats results in an extremely high risk assessment category outcome).

SIGNATURES

Route all MASP's through the Unit/Forest Aviation Officer for Regional Office review. Signature blocks on page 2 are listed in the order required for MASP approval. The MASP's will be routed back down through the Unit/Forest Aviation Officer (AO) for line officer approval or as appropriate. MASPs should be submitted as a PDF document (if possible) to allow for digital signatures for Forest/Unit Aviation Officer, RASM, RAO, and Line officer. The MASP approval signature will only be valid for one year (365 days).

All signature boxes for Mission Prepared Unit level will be signed in typed text:

Example: /s/ John M. Smith

Line officer signatures may be signed with a wet signature or link pass digital signature at their discretion.

RETENTION AND FILING OF PLAN

MASPs that have been reviewed by the Regional Office will remain in Pinyon and archived by fiscal year. These plans are accessible by the Regional Office, Unit/Forest Aviation Officers, and select aviation managers. Plans approved by the line officer will be maintained in the dispatch office and referenced during flight. Retention of the safety plan by dispatch shall be three years. Retention of the plan and daily briefing sheets by the mission manager shall be three years.

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

Unit: (Insert Local Unit) Nez Perce - Clearwater NFs			**Sub Unit**:		
Agency Requesting Mission **FS** ☒ **NPS** ☐ **BLM** ☐ **FWS** ☐ **BIA** ☐ **STATE** ☐ **OTHER** ☐			**Anticipated Date(s):** **YES** ☒ **NO** ☐ **Calendar Year**: **YES** ☐ **NO** ☒ ***Use start and end date below only if anticipated date(s) box is selected***		**Calendar Year**
Aircraft Type					
Fixed	**Rotor**	**UAS**	**Start Date**	**End Date**	**MASP Objectives**
☐	☒	☐	03/18/2025	03/18/2026	**Training** ☒ **Resource** ☒ **LE&I Mission** ☐ **Incident** ☒

Mission prepared by:	**Title:**	**Date:**
Mission reviewed by: (OPTIONAL)	**Title**:	**Date:**
Mission reviewed by: (OPTIONAL) Joshua Schulz Digitally signed by Joshua Schulz Date: 2025.02.11 11:37:20 -07'00'	**Title**: Helicopter Operations Specialist	**Date:** 02/11/2025
Mission reviewed by: (REQUIRED) Forest Level: JEREMY BEESON Digitally signed by JEREMY BEESON Date: 2025.03.18 14:03:27 -07'00'	**Title**: Unit Aviation Officer FAO	**Date:** 03/18/2025
Mission reviewed by: (REQUIRED) Regional Level: EVAN DAY Digitally signed by EVAN DAY Date: 2025.02.11 14:12:18 -07'00'	**Title:** Helicopter Program Manager	**Date:** 2/11/2025
Mission reviewed by: (REQUIRED) RASO: JOHN HARRIS Digitally signed by JOHN HARRIS Date: 2025.02.12 08:17:13 -07'00'	**Title**: Regional Aviation Safety Officer	**Date:** 2/11/2025
Mission reviewed By: (REQUIRED) RAO: PHILLIP KETEL Digitally signed by PHILLIP KETEL Date: 2025.02.13 09:56:39 -07'00'	**Title**: Regional Aviation Officer	**Date:**
Mission and Risk Assessment approved by: (REQUIRED) Line Officer: HEATH PERRINE Digitally signed by HEATH PERRINE Date: 2025.03.18 15:45:48 -07'00'	**Title**:	**Date:**
Mission and Risk Assessment approved by: (OPTIONAL) - Line Officer:	**Title**:	**Date:**

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

*** Participant's qualifications and responsibilities shall be verified and discussed during daily briefing***

Project Aviation Manager (IAW IAT Guide):	Alternate Proj. Aviation Manager (IAW IAT Guide):
Complete or See MPS	Complete or See MPS

Mission Name
Helitack Operations

Mission Description and Location:

This MASP outlines the utilization of rotor-wing aircraft (to include rappel) for the purpose of transporting personnel, internal cargo, and external load delivery, and/or low-level recon (below 500') in support of forest-wide natural resource protection/management and fire objectives. Example resource missions may include: training, proficiency, helispot development and maintenance, recreation/trails maintenance, radio repeater maintenance, timber and vegetation management, search and rescue, forest health, and prescribed fire support.

Personnel transport is classified as a "Special Use Mission Flight" of aircraft (FSH 5709.16, 35.1) with agency level direction found in the NWCG Standards for Helicopter Operations as primary field level guidance. IAT policies, guidelines, and training requirements will also be met for all resource missions.

Rotor wing aerial projects are typically planned by sub-unit fire/staff areas. Once the option to use rotor wing aircraft is selected a qualified aviation module/manager is ordered and assigned with the responsibility to manage and execute the overall helicopter support functions for the project. Rotor wing missions will not be considered without Forest Aviation officer review, and the appropriate Aviation Safety Plan/Mission Planning sheet completed.

This MASP or a specific Mission Planning Sheet (MPS) will be utilized that details the project name, funding codes, aircraft assigned, specific mission, communication plan, project site location(s), specific helispot and/or landing zones, participant signatures, and mission/flight hazard maps. Site or project specific hazards not identified in the attached Risk Assessment need to be documented (e.g. FRAT/GAR). If a project request involved anything that might be considered beyond the scope of this MASP, a mission specific MASP will be written and approved prior to moving forward.

The pilot will be briefed prior to commencing any flights on known hazards, MTR's/MOA's, and local weather. Load calculations will be done prior to the mission and will be kept by the HMGB for future mission planning. Current and forecasted weather will be observed and discussed prior to operations. The aviation crew will utilize the briefing checklist on the Mission planning sheet.

An Operational Risk Assessment (ORA) e.g. FRAT/GAR will be conducted prior to flight operations. If at any point during this briefing any or all participants are uncomfortable to continue, or the ORA risk level exceeds the approved rating level, the mission will be cancelled or delayed until the issue/s can be rectified.

Aviation personnel will be equipped with required PPE and radios. Positive communication between all air and ground resources will be in place and utilized. In the event of a mishap the Aviation Mishap Response Guide and Checklist will be initiated by contacting appropriate dispatch.

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

Mission Objectives: Support natural resource protection and management (all staff areas) in the safest manner possible with appropriately planned and executed flight operations in accordance with current agency policy, regulations, and "best practices". Develop and maintain awareness of Safety Management System (SMS) principles, and their application, at all operations and management levels.

Utilization of aviation operations to reduce exposure to personnel assigned to conduct resource projects on National Forest lands and to achieve resource management objectives.

Aircraft Justification For Mission:

Justification is a function of the planning and management approval process. Individual projects provide objectives that guide the consideration and decision to employ rotor wing aircraft, and this supplement to the unit aviation plan provides management expectations for field application of the flight activity.

The decision to employ aircraft is tied to specific project factors such as: limitations to ground access or accessibility (e.g. steep terrain or road closures), the overall labor intensiveness or timing aspects of a planned project, or to simply address/mitigate identified ground based risk exposures. Due to the remoteness, topographical, administrative, and environmental constraints, ground access can be extremely limited. The use of a helicopter is considered the most efficient, effective, and safest means to meet mission objectives under certain environmental and administrative constraints. Other methods of access are being considered and evaluated, but are not currently reliable alternatives to helicopter transportation.

Some flight profiles may be conducted below 500 feet above ground level (AGL) when necessary to meet mission objectives.

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

Aircraft Information:

Check all that apply, if name is unknown, add information as it becomes available
Leave text fields blank if unknown
All state cooperators require an annual approval letter onboard

Cooperator: ☒ **Agency:** ☒
Vendor: ☒ **Military:** ☐
Other: ☒ **Federal Partners**

Mission Category: **Complete or see MPS**

Check all that apply, if unknown, add information as it becomes available

☐ **Pax Transport** ☐ **Detection** ☐ **Recon** ☐ **Aerial Ignition (** ☐ **PSD** ☐ **Helitorch)** ☐ **UAS**
☐ **External Load** ☐ **Backcountry** ☐ **Training** ☐ **Other** _____

Rotor Wing: Type One:☒ Type Two:☒ Type Three:☒

***Document additional requirements beyond standard typing in aircraft justification and on the resource order* (performance capabilities, equipment, etc.).**

Fixed Wing: Single Engine ☐ Twin Engine ☐

Document mission needs for turbine, twin-engine, air conditioning, high or low wing, pressurized cabin, radio package, etc. in the aircraft justification section and on the resource order.

UAS: Fixed Wing ☐ Rotor Wing (VTOL) ☐

Aircraft Make and Model: If unknown, add information as it becomes available. All information shall be filled out prior to mission start. **Complete or see MPS**

Unknown CWN: ☒ **Unknown EU:** ☒

Vendor: **FAA Registration #:**

Make: **Model:**

Carded for Mission: ☒ **YES** ☐ **NO** **Card Expiration Date:**

Aircraft Color Scheme:

** CWN helicopter information attained after hiring process, ensure CWN inspection sheet has been completed and a copy of the aircraft data card is on file prior to mission start. **

Procurement and Cost Information: Check unknown if unable to provide accurate or estimated information.

Procurement Type: **Unknown** ☒	**Estimated Flight Hour Cost:** **Unknown** ☒
Mission Flight Hours: **Unknown** ☒	**Estimated Miscellaneous Cost(s):** **Unknown** ☒
Charge Code: **Unknown** ☒	

Risk assessment must be completed prior to mission approval

Risk assessment hazards shall be reassessed prior to starting the mission, see FRAT

**Ensure appropriate management level for approval **

**This Risk Assessment does not negate the requirement to complete a FRAT prior to flight. **

Risk Assessment Matrix		Probability *Likelihood of Mishap if Hazard is Present*				
		Almost Certain (Continuously experienced)	Likely (Will occur frequently)	Possible (Will occur several times)	Unlikely (Remotely possible but not probable)	Rare (Improbable; but has occurred in the past)
Severity/ Consequences *Consequence if Mishap Occurs*	Catastrophic (Imminent and immediate danger of death or permanent disability; major property or facility damage; loss of critical system or equipment)	Extremely High	Extremely High	Extremely High	High	Moderate
	Critical (Permanent partial disability, temporary total disability; moderate environmental damage; extensive damage to equipment)	Extremely High	Extremely High	High	Moderate	Moderate
	Moderate (Hospitalized minor injury, reversible illness; minor damage to equipment, property or the environment)	High	High	Moderate	Low	Low
	Negligible (First aid or minor medical treatment; little or no property or environmental damage)	Moderate	Moderate	Low	Low	Low

Risk Assessment Code	Severity of Consequences
Extremely High	• Complete or near complete failure to meet objective • Major property or facility damage • Death or permanent total disability • Severe environmental damage • Loss of major or critical system or equipment
High	• Significantly degraded capability for meeting the objective or accomplishing the project/incident/work activity • Injury that results in permanent partial disability, or temporary total disability lasting more than three months • Serious environmental damage
Moderate	• Degraded capability for meeting objective or accomplishment of the project/fire operation • Lost days due to injury or illness not exceeding three months • Moderate damage to property or the environment
Low	• No adverse impact to meeting objective or accomplishment of the project/fire operation • Little or no medical treatment required • Little or no damage to equipment, systems, property or environment

Risk Decision Authority		
Risk Level	**Fire**	**Mission**
Extremely High	Incident Commander or Operations Sections Chief	Line Officer
High	Incident Commander or Operations Sections Chief	Line Officer
Moderate	Air Operations Branch Director	Supervisor or Lead
Low	Base Manager	Individual

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: All Rotor Wing Ops		**Pre-Mitigation**				**Post Mitigation**		
Sub System(s)	**Hazards**	**Likelihood**	**Severity**	**Risk Level**	**Mitigation**	**Likelihood**	**Severity**	**Risk Level**
Mission - Policy	Operational/Mission goals may be unstated, unclear or conflict with policy.	**Possible**	**Critical**	**High**	Conduct thorough briefings, ensure organization is in place, and adhere to interagency policy, procedures & Guides (NSHO, NSAI, SFRO)	**Unlikely**	**Critical**	**Moderate**
Mission - Policy	MASP absent or not complete (Policy Deviation).	**Possible**	**Critical**	**High**	Ensure MASP and risk assessment are completed and approved at appropriate level. Ensure Forest Aviation Officer is involved in mission planning. MASP should be used as a briefing tool. If at any point during this briefing any or all participants are uncomfortable to continue, or the ORA risk level exceeds the approved rating level, the mission will be cancelled or delayed until the issue(s) can be rectified. Ensure that all parties are available for mission briefings.	**Unlikely**	**Critical**	**Moderate**
Mission	Personnel transport/ recon; Unimproved landing zone / helispot	**Possible**	**Critical**	**High**	Ensure load calculations/manifests are completed, reviewed & signed. Landing zones approved by qualified personnel. Landing zone staffed by qualified helitack as available. Ensure required PPE is being utilized.	**Unlikely**	**Critical**	**Moderate**
Mission - Communications	Frequency management, cockpit overload, inadequate briefing, and/or loss of communication.	**Possible**	**Critical**	**High**	Ensure frequencies are reviewed and operational. Establish discrete channel for air operations. Ensure thorough communication briefing and understood. Halt operations if loss of Communications.	**Unlikely**	**Critical**	**Moderate**

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: All Rotor Wing Ops		**Pre-Mitigation**				**Post Mitigation**		
Sub System(s)	**Hazards**	**Likelihood**	**Severity**	**Risk Level**	**Mitigation**	**Likelihood**	**Severity**	**Risk Level**
Personnel	Unqualified employees working in or around aircraft. Personnel not trained properly or proficient with equipment/mission. Personnel too close to drop site. Personnel unfamiliar with local flight following protocol and/or crash rescue procedures.	**Possible**	**Critical**	**High**	All personnel will be fully qualified to perform the duties associated with a position and will take part in the pre-mission brief, assignments (duties) will be assigned. Personnel unfamiliar with their assigned duty/role should ask for clarification. Emphasis on mentoring and training in conjunction with operations and emphasize hazard identification and communication methods. Advise Pilot to communicate/ provide feedback with ground contact .	**Unlikely**	**Critical**	**Moderate**
Personnel Human Factors	Acceptance of high risk missions as normal. Lack of CRM, Task saturation or fixation, hazardous attitude. Poor mission analysis. Fatigue. Management pressure/mission driven sense of urgency. Unknown change in project objective. Experience level of air crew and vendor.	**Possible**	**Catastrophic**	**Extremely High**	Conduct thorough risk assessments & brief/debrief. Pilot and flight crew trained in CRM and work together in mission planning. Conduct daily briefing and complete worksheet including real time FRAT. Ensure management does not place undue pressure or sense of urgency on flight crews. Ensure project objective has not changed and re-evaluate mission if changes occur	**Unlikely**	**Catastrophic**	**High**
Aircraft	Aircraft Performance not suitable for mission. Operating in Hot, High, and Heavy (HHH) environment.	**Unlikely**	**Catastrophic**	**High**	Ensure appropriate aircraft is ordered, utilized and operated in accordance with appropriate flight manuals. Utilize agency load calculation process for all flights (NWCG Standards for Helicopter Operations). Ensure pilot/aircraft are carded for mission. Conduct thorough pre-mission briefing and planning.	**Rare**	**Catastrophic**	**Moderate**

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: All Rotor Wing Ops		**Pre-Mitigation**				**Post Mitigation**		
Sub System(s)	**Hazards**	**Likelihood**	**Severity**	**Risk Level**	**Mitigation**	**Likelihood**	**Severity**	**Risk Level**
Aircraft	Mission may require operating in the avoidance area of the height velocity curve; Low Level Flight below 500 feet AGL	**Likely**	**Critical**	**Extremely High**	Reduce time spent at speeds and altitudes from which a successful autorotational descent and landing cannot be completed. Identify and brief emergency landing areas in close proximity to the project area.	**Possible**	**Critical**	**High**
Aircraft	Aircraft experiences an engine, transmission, hydraulic, or tail rotor failure while in low and slow flight profile.	**Unlikely**	**Catastrophic**	**High**	Aircraft maintenance records reviewed during aircraft carding. Ensure contract maintenance standards are being adhered to. Reduce the amount of time operating within the avoid zone of the height velocity chart during low level or rappel operations. Regional Quality Assurance audits conducted within the region.	**Rare**	**Catastrophic**	**Moderate**
Environment	Adverse wind speed / direction, thunderstorms, etc. Weather becoming less than VFR conditions	**Unlikely**	**Catastrophic**	**High**	Ensure flight crew obtains current forecast and updated weather briefings and continually monitor the wind speed and direction. If visibility or winds become unfavorable, postpone until conditions improve or delay to another day.	**Rare**	**Catastrophic**	**Moderate**
Environment	Flying in Mountainous Terrain while focused on a low-level mission	**Possible**	**Catastrophic**	**Extremely High**	Carded and experienced pilot. Chosen aircraft will have enough performance to allow for more options flying in mountainous terrain. Recon of the areas to be treated will occur prior to the mission. All boundaries aerial hazards will be pre-identified. Division of tasks between pilot, HMGB and crewmembers and communicating location relative to terrain.	**Unlikely**	**Catastrophic**	**High**

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: All Rotor Wing Ops		**Pre-Mitigation**				**Post Mitigation**		
Sub System(s)	**Hazards**	**Likelihood**	**Severity**	**Risk Level**	**Mitigation**	**Likelihood**	**Severity**	**Risk Level**
Aerial Hazards	Other aircraft, Powerlines, towers, birds, UAS, during operations especially while in Low Level flight profile (below 500') during the special use mission	**Possible**	**Catastrophic**	**Extremely High**	Brief personnel of known aerial hazards. Complete high-level reconnaissance prior to committing aircraft to low level operations. Practice "see and avoid" Communicate using principles of CRM to identify/mitigate hazards.	**Unlikely**	**Catastrophic**	**High**
In flight hazards-External cargo	Unstable Load during Flight	**Possible**	**Catastrophic**	**Extremely High**	Improve crew training, preparation, and assembly. Prepare cargo correctly using approved equipment and rigging techniques.	**Unlikely**	**Catastrophic**	**High**
In flight hazards-Internal Cargo	Loads not balanced properly for CG or items coming loose or moving during flight	**Possible**	**Critical**	**High**	Follow proper loading techniques for center of gravity issues, pilot will be consulted on any questionable items or placement. Secure all cargo with adequate restraints.	**Unlikely**	**Critical**	**Moderate**
In flight hazards-Rappel operations	Loads not balanced correctly, Movement during flight, doors off operations, people or items coming loose during flight	**Possible**	**Catastrophic**	**Extremely High**	All rappel operations will be completed only when necessary, reviewed by the FAO, and approved at the Line officer level. All SFRO procedures will be followed. A GAR will also be completed prior to the mission.	**Unlikely**	**Catastrophic**	**High**

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: All Rotor Wing Ops		**Pre-Mitigation**				**Post Mitigation**		
Sub System(s)	**Hazards**	**Likelihood**	**Severity**	**Risk Level**	**Mitigation**	**Likelihood**	**Severity**	**Risk Level**
Equipment - Rappel Operations	Equipment failure leading to injury or uncontrolled fall	**Unlikely**	**Catastrophic**	**High**	All equipment will be inspected prior to and after each use following visual and tactile check procedures outlined in the SFRO. Any worn or damaged articles will be placed "out of service" and replaced. All inspections will be documented on official forms.	**Rare**	**Catastrophic**	**Moderate**
Hazardous Materials	Transportation of Hazardous Materials in the Helicopter	**Possible**	**Catastrophic**	**Extremely High**	Follow the directions spelled out in the Transport of Hazardous Materials Handbook for any and all Hazmat associated with the mission.	**Unlikely**	**Catastrophic**	**High**
Helicopter Rotor Wing – Final Assessment: Low ☐ Moderate ☐ High ☒ Extremely High ☐		**Date Completed:** (Insert Date) 03/18/2025			**Prepared by:** (Insert Preparer's Name) Jeremy Beeson			

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

Aerial Hazard Analysis and map: A written analysis of aerial hazards surrounding the mission area in this box or in the MPS, e.g. towers, wires, sloping terrain, dust, proximity to airports, confined landing zones, etc. Provide a hazard map/QR code.

Project Specific Maps will be provided and briefed to prior to mission.

Insert local QR code OR attach aerial hazard map

QR Code

Optional: Insert Hyperlink in Field Below

Flight Hazard Map

MAP

Aircraft Performance Planning:
The pilot is responsible for the accurate completion of load calculations or PPC (military performance planning). Trained personnel shall ensure that aircraft scheduled are capable of performing the mission(s) safely and within the capabilities of the aircraft selected. The helicopter or flight manager shall ensure that manifests, load calculations, weight & balance are completed properly using accurate environmental and aircraft data. Reference NSHO chapter 7 or chapter 70 of the Military Use Handbook for additional information.

Personal Protective Equipment: *Always refer to current ALSE, NSHO, and manual direction*	
Type of Operation- Check applicable boxes that may apply to mission or mission	**Personnel protective equipment requirements.** **NOTE:** Agency employees must be informed of the increased personal hazard that is associated with wearing non-fire resistant clothing or footwear when the full complement of PPE is not worn. **The MASP for the project must document PPE exception(s) and in accordance with FSH 5709.16, Chapt 30, 36.53b.**
☐ **Rotor Wing Ground Operations**	Fire resistant clothing, hard hat w/chin strap or approved flight helmet, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. *Refer to the Standards for Aerial Ignition (PMS 501) for additional ground operation requirements.*
☐ **Rotor Wing**	Fire resistant clothing, approved flight helmet, hard hat w/chin strap, fire resistant and/or leather gloves, approved leather or flight boots, eye protection, hearing protection. Additional personnel restraints needed in the helicopter pending type of mission. * Refer to appropriate guides. * Charter flights, (non-agency controlled mission), shall comply with 14 CFR 135 requirements.
☐ **Doors Off Flight(s)**	Personnel will remain seated and inside fuselage during all flights, approved secondary restraint harness for doors off flights (only for PLDO, HRAP, HERS, Aerial Photography, IR Operator, ACETA Gunner, Cargo Letdown, Short Haul Spotter, Cargo Free Fall Operations in type 3 helicopter) * Refer to appropriate guides*
☐ **Cargo Free Fall Operations**	Fire resistant clothing, approved flight helmet, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. Additional qualifications, compliance with rotorcraft manual and approved restraint requirement apply. * Refer to NSHO chapter eleven for additional details. *
☐ **Fixed Wing**	Refer to current NSAS, ALSE and 5700 manual directions for PPE requirements.

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Helicopter or Fixed Wing Pilot Information: **Fixed wing: use "other" box** and state approved mission(s). Any unknown information shall be added after signature approvals. All personnel shall be qualified for mission or designated as a trainee with appropriate oversight. **Complete or see MPS**

Pilot Name (P1): PIC/Primary	**Pilot Phone Number:**
Pilot Name (P2): Co-Pilot/Relief	**Pilot Phone Number:**
Pilot Carded For Mission: Yes ☒ No ☐ **Charter Pilot ☐ 135 Certificate and FAR's Apply** **** Use of charter pilot requires regional forester approval**** Check all boxes that apply to pilot's carding below:	**Pilot Card (P1) Expiration Date:** **Pilot Card (P2) Expiration Date:**

Low-Level Recon & Survey	**P1** ☐	**P2** ☐	**Designated "Pilot Trainer"**	**P1** ☐	**P2** ☐
Helitack-Passenger Transport	**P1** ☐	**P2** ☐	**"Trainee Only" Pilot**	**P1** ☐	**P2** ☐
External Load (Belly Hook)	**P1** ☐	**P2** ☐	**Short Haul LE ☐ SAR ☐**	**P1** ☐	**P2** ☐
Water-Retardant Delivery	**P1** ☐	**P2** ☐	**Float Operations (Fixed)**	**P1** ☐	**P2** ☐
Longline VTR (150')	**P1** ☐	**P2** ☐	**Platform Landings-Offshore**	**P1** ☐	**P2** ☐
Snorkel: VTR ☐ Mirror ☐	**P1** ☐	**P2** ☐	**Vessel Landings**	**P1** ☐	**P2** ☐
Mountainous Terrain Flying	**P1** ☐	**P2** ☐	**NVG Operations**	**P1** ☐	**P2** ☐
Aerial Ignition (PSD)	**P1** ☐	**P2** ☐	**ACETA Net Gun (All ACETA)**	**P1** ☐	**P2** ☐
Aerial Ignition (Torch)	**P1** ☐	**P2** ☐	**ACETA Eradication**	**P1** ☐	**P2** ☐
Rappel Operations	**P1** ☐	**P2** ☐	**ACETA (Herding)**	**P1** ☐	**P2** ☐
Cargo Letdown	**P1** ☐	**P2** ☐	**ACETA Darting-Paintball**	**P1** ☐	**P2** ☐
Snow Operations (Deep Snow)	**P1** ☐	**P2** ☐	**STEP**	**P1** ☐	**P2** ☐
Hoist	**P1** ☐	**P2** ☐	**Other ☐**	**P1** ☐	**P2** ☐
UAS	**P1** ☐	**P2** ☐			
UAS - Aerial Ignition	**P1** ☐	**P2** ☐			
UAS - Night	**P1** ☐	**P2** ☐			
UAS - ELOS / BVLOS	**P1** ☐	**P2** ☐			

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

Flight Following And Frequencies: TBD/Will confirm, complete or see MPS *Confirm frequencies prior to flight* *FAA Flight Plan (chartered aircraft non-agency-controlled mission) no frequencies required* *Chartered 135 operator is responsible for communications and flight plan*		
Flight Following Method: AFF ☒ Radio (Local or GACC aircraft desk) ☒ FAA Flight Plan: (Agency-owned or agency contracted aircraft mission) ☐ FAA Flight Plan: (Charter aircraft non-agency controlled mission) ☐		
FM Receive:	FM Transmit:	RX: TX:
FM Receive:	FM Transmit:	RX: TX:
FM Receive:	FM Transmit:	RX: TX:
AM Receive:	AM Transmit:	No Tone

Aviation Manager will coordinate Temporary Flight Restrictions (TFR) with dispatch if needed

Military Training Route(s) (MTR'S) or Military Operating Area(s) (MOA'S)

TBD/Will confirm, complete or see MPS

Aviation Manager shall confirm deconfliction in these routes and areas prior to the flight with dispatch or other approved local methods.

Deconfliction will be discussed prior to mission start. Add Additional MTR-MOA information to the end of the document if necessary.

MTR-MOA	Route Legs-Altitudes	Activity	Time	Time Zone
		Hot ☐ Cold ☐ N/A ☐	Start: Stop:	UTC ☐ Local ☐
		Hot ☐ Cold ☐ N/A ☐	Start: Stop:	UTC ☐ Local ☐

CRASH RESCUE / MEDIVAC PLAN

Additional medical information attached? YES ☐ NO ☐

General Instructions (in the event of an incident):
Mission site duties and actions to be coordinated through dispatch in accordance with local search & rescue (SAR) and emergency crash rescue plan(s). These items will be discussed and recorded during the daily safety briefing.

Specified crash rescue duties will be assigned to ground operations personnel each day before flights of any kind. Crash rescue and first aid equipment will be located near the operations site, and equipment's location made known to all personnel. Information and instructions will be sent and received through the local dispatch office or communications. Personnel will declare an incident and notify dispatch; dispatch will then activate the Aviation Mishap Response Plan. Incident information and instructions will be coordinated through involved personnel and Dispatch.

EMT(s) on site: ☐ **YES** ☐ **NO** **Complete or See MPS**
Names & Level: **Complete or See MPS**

First responder(s) on site: ☐ **YES** ☐ **NO** **Complete or See MPS**
Names & Type/Level: **Complete or See MPS**

Medivac Helicopter on site? ☐ **YES** ☐ **NO**
FAA Tail #:
Name/Vendor:
Capabilities: ☐ **Hoist** ☐ **Rappel** ☐ **Short Haul**
Level of care medivac personnel can provide: ☐ **ALS** ☐ **BLS** ☐ **UNKNOWN**
Contact Information:

Available medivac helicopters: ☐ **YES** ☐ **NO** ☐ **UNKNOWN***
***Unknown: Select if medivac helicopter won't be ordered for the mission or incident *prior* to need.**
The helicopter will be ordered on demand through the dispatch process.
Dispatch will provide medivac ship call sign or tail number, including capabilities and contact information. *

****Request all Medivac, Hoist/Extrication, & Short Haul Helicopters through your local interagency dispatch center****
Interagency Emergency Helicopter Extrication Source List (PMS 512)

MEDICAL FACILITIES

Coordinate through your local dispatch center

FACILITY	LAT / LONG ADDRESS	CONTACT FREQ	Helipad? Size Capable & Other Info
			☐ YES ☐ NO
			☐ YES ☐ NO
			☐ YES ☐ NO
			☐ YES ☐ NO
			☐ YES ☐ NO

BURN CENTERS

		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO

☐ **Doors Off or Doors Open Flight(s)**	Personnel will remain seated and inside fuselage during all flights, approved secondary restraint harness for doors off flights (only for PLDO, HRAP, HERS, Aerial Photography, IR Operator, ACETA Gunner, Cargo Letdown, Short Haul Spotter, Cargo Free Fall Operations-type 3 helicopter) * Refer to appropriate guides* **Safety Alert IASA 18-03 language** "Agency personnel involved in any public aircraft operations mission that require aircraft doors to be removed prior to flight, or open during flight, shall receive hands-on secondary restraint refresher training prior to conducting flight operations".

Doors Off or Open Operations checklist:

All items shall be covered and signed for prior to operations

☐ Aircraft connection point and secondary restraint configuration (Interagency Safety Alert IASA 17-02)

☐ Proper donning and adjustment of secondary restraint system.

☐ Have an understanding of the secondary restraint interaction with FAA approved seat belts.

☐ Potential of secondary restraint interference with Airbus AS 350 fuel shut off lever if applicable.

☐ Know location and use of secondary restraint interaction quick- release.

☐ Perform buddy–check and Pilot in Command check of secondary restraints before flight.

☐ Practice egress with secondary restraint quick-release mechanism and function of seatbelt.

☐ Know location and use of rescue knife.

Signatures –Risk Assessment, Doors off Operations, GAR, Briefings completed

Complete or See MPS

Participants Name/Position	Date	Participants Name/Position	Date

Use back of this form if needed for additional participants name and date.