NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

2026 Light Fixed Wing Operations
Unit: Region One Aviation Group

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.

Mission Planning & Aircraft Ordering Sheet

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 MEDIUM 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, RASO, 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)	**Sub Unit:**
R-1 Aviation Group, Nez Perce - Clearwater NFs	R-1 Pilots

Agency Requesting Mission		**Calendar Year**
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***	

Aircraft Type					
Fixed	**Rotor**	**UAS**	**Start Date**	**End Date**	**MASP Objectives**
☒	☐	☐	3/17/2026	3/16/2027	Training ☒ Resource ☒ LE&I Mission ☐ Incident ☒

Mission prepared by: Kyle Dunham KYLE DUNHAM 2026.02.20 09:21:53 -07'00'	**Title:** Supervisory Pilot - Standardization	**Date:** 2-20-2026
Mission reviewed by: (OPTIONAL)	**Title**:	**Date:**
Mission reviewed by: (OPTIONAL)	**Title**:	**Date:**
Mission reviewed by: (REQUIRED) Forest Level: JEREMY BEESON Digitally signed by JEREMY BEESON Date: 2026.03.19 11:18:59 -07'00'	**Title**: Unit Aviation Officer	**Date:**
Mission reviewed by: (REQUIRED) Regional Level: HON SCHLAPFER Digitally signed by HON SCHLAPFER Date: 2026.02.17 14:06:13 -07'00'	**Title:** Fixed Wing Program Manager	**Date:** 2/17/2026
Mission reviewed by: (REQUIRED) RASO: ALEJANDRO ARGOTA Digitally signed by ALEJANDRO ARGOTA Date: 2026.02.18 10:08:33 -07'00'	**Title**: Regional Aviation Safety Officer	**Date:** 2/18/2026
Mission reviewed By: (REQUIRED) RAO: PHILLIP KETEL Digitally signed by PHILLIP KETEL Date: 2026.02.26 08:34:00 -07'00'	**Title**: Regional Aviation Officer	**Date:** 2/26/2026
Mission and Risk Assessment approved by: (REQUIRED) Line Officer: Jonathan Word Digitally signed by Jonathan Word Date: 2026.03.23 12:12:27 -07'00'	**Title**: Forest Supervisor	**Date:** 03/23/2026
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):**
Hon Schlapfer – Fixed Wing Program Manager	Complete or See MPS

Mission Name
Light Fixed Wing Operations

Mission Description and Location:

Use of light fixed wing aircraft on the Forest to perform aerial detection and resource recon for the purposes of looking for new ignitions, using aerial platforms for identifying resource related features, personnel transport and training missions. The missions will involve utilization of fixed wing aircraft to shuttle personnel and equipment from one airport or airstrip to another. Flights may be in support of a resource objective, project, or incident. Flights will originate from established airports. Multiple flights may occur throughout the season. Light fixed wing aircraft will be utilized to perform the mission. Flight following will be conducted through Dispatch.

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

Light Fixed-wing projects are typically planned by sub-unit fire/staff areas. Once the option to use aircraft is selected a qualified aviation module/manager and/or FWFM will be assigned with the responsibility to manage and execute the overall mission support functions for the project or incident.

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), 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). An Operational Risk Assessment (ORA) e.g. FRAT/GAR will be conducted prior to flight operations.

Fixed wing missions will not be considered without Forest Aviation officer or designee review, and the appropriate Mission Aviation Safety Plan (MASP)/MPS completed. 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.

Preflight briefings will be conducted wherever the flight originates. These briefings will include but not limited to the following: flight safety, emergency equipment and procedures, flight following, communications, sterile cockpit procedures and frequencies, flight routes, monitoring areas, hazards, any changes to normal procedures, and mountain flying, aircraft performance and high-density altitudes. The pilot will be briefed prior to commencing any flights on known hazards, MTR's/MOA's, and local weather. Current and forecasted weather will be observed and discussed prior to operations. Any hazardous materials will be packaged and transported in accordance with the guidelines provided in the Transport of Hazardous Materials Standards (PMS-513); the pilot will be notified of the type, quantity and location of any hazardous materials placed on board the aircraft.

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 (PMS-503) and Checklist will be initiated by contacting Dispatch.

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NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

Mission Objectives:

Support incident, non-incident and resource mission objectives. Missions will originate from established airports. Perform aerial detection and resource recon for the purpose of detecting new ignitions, transport of personnel, equipment, supplies, reconnaissance of natural resource projects and fire management projects.

Develop and maintain awareness to Aviation Doctrine and Safety Management System (SMS) principles, and their application, at all operations and management levels.

Please Note: If a volunteer needs to participate in a flight a Day Trip Authorization (FS 5700-12) must be completed and signed by the Line Officer sponsoring the flight.

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 fixed wing aircraft, and this supplement to the unit aviation plan provides management expectations for field application of the flight activity.

Transportation of personnel for detection, recon, resource, and law enforcement require the use of light fixed wing aircraft due to the large scale of the forest and the overall inaccessibility of ground resources. Prior accessibility methods will be evaluated prior to utilizing light fixed wing such as: vehicles, UTV's, snowmobiles, stock and hiking. Whenever possible, other means of transport will be utilized if it is determined to be the safest method to meet the objectives of the mission. Helicopters shall be considered as an alternative when mission parameters dictate (time of day, temperature, multiple legs between airstrips, load configurations etc).

ID-NCF AVIATION INBRIEF PACKET
Password: gvctest

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 ☒ Mission Flight Hours: Unknown ☒ Charge Code: Unknown ☒	Estimated Flight Hour Cost: Unknown ☒ Estimated Miscellaneous Cost(s): 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** (Improbable, but has occurred in the past)	**Rare** (Remotely possible; but highly improbable)
SEVERITY / Consequence if Mishap Occurs	**Catastrophic** (Death, Loss of Asset or Mission Capability or Unit Readiness)	Extremely High	Extremely High	Extremely High	High	Medium
	Critical (Permanent Disabling Injury or Damage, Significantly Degraded Mission Capability or Unit Readiness)	Extremely High	Extremely High	High	Medium	Medium
	Moderate (Non-Permanent Disabling Injury or Damage, Degraded Mission Capability or Unit Readiness)	High	High	Medium	Low	Low
	Negligible (Minimal Injury or Damage, Little or No Impact to Mission Capability or Unit Readiness)	Medium	Medium	Low	Low	Low
		Risk Assessment Codes (RAC)				
		Extremely High=1 High=2 Medium=3 Low=4				

RAC Value	Risk Category	Action Required
1	Extremely High	Stop, Mitigation Required
2	High	Mitigation Needed, Consider Stopping
3	Medium	Mitigation Recommended
4	Low	Possible Acceptance, Mitigation Optional

Risk Category/Value	*Fire Mission*	*Non-fire Mission*
Extremely High (1)	Incident Commander or Operations Sections Chief	Line Officer / Manager
High (2)	Incident Commander or Operations Sections Chief	Line Officer / Manager
Medium (3)	Air Operations Branch Director	Mission Aviation Manager
Low (4)	Base Manager	Helicopter or Flight Manager

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

System Being Evaluated: Light Fixed Wing Operations						Risk Assessment Worksheet Page: 01 of 05		
		Pre-Mitigation				Post Mitigation		
Sub System(s)	Hazard(s)	Probability	Severity	Risk Level	Mitigation(s)	Probability	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	Unlikely	Critical	Medium
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	Medium
Mission	Flying below 500 ft. AGL	Possible	Critical	High	Conduct missions above 500 ft. If change in mission profile is necessitated, then a rotor wing or UAS aircraft should be substituted.	Unlikely	Critical	Medium
Mission	No preflight safety or mission briefing.	Possible	Moderate	Medium	Safety briefings with all crew will be conducted before flight to include proper emergency procedures. Everyone is “crew” and can stop a mission at any time. Pilot has final authority for any flight. FWFM-SU will ensure pilot is briefed and FRAT has been completed for flight. All crew will be briefed before flight on mission and safety.	Unlikely	Moderate	Low

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

System Being Evaluated: Light Fixed Wing Operations						Risk Assessment Worksheet Page: 02 of 05			
		Pre-Mitigation				Post Mitigation			
Sub System(s)	Hazard(s)	Probability	Severity	Risk Level	Mitigation(s)	Probability	Severity	Risk Level
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	Medium
Personnel	Unqualified employees working in or around aircraft. Personnel not trained properly or proficient with equipment/mission. 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. Emphasis on mentoring and training in conjunction with operations and emphasize hazard identification and communication methods. Advise Pilot to communicate/ provide feedback with FWFM-SU or ground contact.	Unlikely	Critical	Medium
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	Critical	High	Conduct thorough risk assessments & brief/debrief. Pilot and flight crew trained in CRM and work together in mission and performance planning. Conduct daily briefing and complete 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	Critical	Medium
Personnel / Pilot	Fatigue causing lack of focus, concentration errors, cutting corners, or mistakes.	Unlikely	Catastrophic	High	Work/Rest guidelines. Confirm last days off. Monitor fatigue, stay hydrated, take breaks and enforce flight hour and duty day restrictions.	Rare	Catastrophic	Medium

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

System Being Evaluated: Light Fixed Wing Operations | **Risk Assessment Worksheet Page:** 03 of 05

Sub System(s)	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Crew / Passengers	Lack of PPE.	Unlikely	Moderate	Low	Required PPE for fixed wing flight includes nonflammable pants that cover the tops of leather footwear when in a seated position, nonflammable shirt—preferably with long sleeves— and ear and eye protection.	Rare	Moderate	Low
Pilot	Lack of familiarity with aircraft, uncarded pilot or un-carded aircraft.	Possible	Catastrophic	Extremely High	Pilot shall be agency carded for the aircraft and mission type and current. All flights will originate and terminate at established airports. Only agency carded aircraft will be used for mission. Check pilot card and aircraft card. Passenger will refuse flight if either do not appear to be carded. Contact COR.	Rare	Catastrophic	Medium
Pilot	Lack of familiarity with the mission.	Possible	Critical	High	Brief vendor/pilot regarding mission. Assess pilot comfort level and familiarity with the area and airstrip. Ensure pilot meets qualifications. FWFM-SU briefs pilot and discusses specific elements of the mission. Complete a Flight Risk Assessment Tool (FRAT).	Unlikely	Critical	Medium
Pilot	Sense of urgency or acceptance of unnecessary risk.	Unlikely	Catastrophic	High	Pilot will be briefed on mission expectations. Mission planning complete, briefings complete, flight following established and understood. The flight crew will not pressure pilot to accept unnecessary risk.	Rare	Catastrophic	Medium
Aircraft	Aircraft Performance not suitable for mission. Operating in Hot, High, and Heavy (HHH) environment.	Possible	Catastrophic	Extremely High	Ensure appropriate aircraft is ordered, utilized and operated in accordance with appropriate flight manuals. Conduct thorough pre-mission briefing and planning.	Rare	Catastrophic	Medium

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

System Being Evaluated: Light Fixed Wing Operations						Risk Assessment Worksheet Page: 04 of 05			
Sub System(s)	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation			
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Aircraft	Possibility of mechanical failure.	Unlikely	Catastrophic	High	Use only agency carded aircraft with a current valid inspection card. Aviation Maintenance Inspector (AMI) will card aircraft prior to the contract start and will verify maintenance records. The FWFM-SU and pilot will perform an inspection if needed. FWFM-SU can consult AMI if needed for clarification/follow-up.	Unlikely	Catastrophic	High
Aircraft / Communications	Loss of aircraft radio and/or satellite phone communications.or AFF capability lost or interrupted.	Unlikely	Moderate	Low	Ensure Pilot is familiar with established procedures for back-up communication and flight following. Discuss with all crew and pilot during pre-flight briefing. If commo is temporarily lost, try to reestablish until reconnected. If all flight following capability is lost, the flight should be stopped.	Rare	Moderate	Low
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	Medium

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

System Being Evaluated: Light Fixed Wing Operations						Risk Assessment Worksheet Page: 05 of 05			
		Pre-Mitigation				Post Mitigation			
Sub System	Hazard(s)	Probability	Severity	Risk Level	Mitigation(s)	Probability	Severity	Risk Level
Aerial Hazards	Midair collision with other aircraft, powerlines, towers, birds, UAS, during operations.	Unlikely	Catastrophic	High	Maintain sterile cockpit during take-off and landings while still following the "see something/say something" protocol. Allow pilot to communicate with civilian or military Air Traffic Control. In high traffic areas, allow pilot to aviate, navigate, and communicate. Practice "See and Avoid" using CRM principals at all times. Everyone in the aircraft has a responsibility for flight safety by identifying in-flight hazards, other aircrafts, birds, etc., and alerting the pilot. Recognize that airstrips can be very busy places with a mix of users covering a wide range of skills and equipment.	Rare	Catastrophic	Medium
In flight hazards	Loose or unsecured maps, papers, GPS units, aerial photos, etc. interfering with pilot and/or flight controls.	Unlikely	Catastrophic	High	Improve crew training, preparation, and assembly. Take only equipment needed for the mission. Keep items stored or secured during flight. Remain organized.	Rare	Catastrophic	Medium
*Final Risk Value is the overall risk of the mission/flight after all mitigations have been implemented. Overall risk cannot be lower than the highest risk after mitigations. One high risk rating will result in the overall risk being high. It is not an average.					FINAL RISK VALUE:	High (2)		

Prepared By: Jeremy Beeson **Title:** FAO **Date:** 3/17/2026

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

Flight Hazard 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.

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

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 Facility	Location	Latitude	Longitude	Elevation	Frequency	Remarks
Syringa General Hospital (Idaho County Airport)	Grangeville, ID 208-983-1700	N 45° 56.459'	W 116° 07.097'	3309'	155.340 TX Tone 156.7	No Pad - Land at Idaho County Airport (KGIC) - Coordinates are for KGIC.
Clearwater Valley Hospital	Orofino, ID 208-476-4555	N 46° 29.191'	W 116° 15.576'	1104'	155.340 TX Tone 156.7	Type 3 Helipad
St. Mary's Hospital	Cottonwood, ID 208-962-3251	N 46° 03.048'	W 116° 21.149'	3554'	155.340 TX Tone 156.7	Type 2 Helipad - Power lines on North and East side of pad. Dispatch - Call nurse's station direct: 208-962-2310
St. Joseph's Regional Medical - Level II Trauma Center	Lewiston, ID 208-743-2511	N 46° 25.016'	W 117° 01.449'	888'	Primary 155.340 Secondary 155.280 TX Tone 156.7	Roof Top - Type 2 - 9,000 lb. Dispatch Call Lead ER nurse direct: 208-799-6626. Try 208-799-5799 if can't reach nurse direct. State Comm 800-632-8000
Gritman Medical Center	Moscow, ID 208-882-4511	N 46° 43.683'	W 117° 00.056'	2560'	155.340 TX Tone 156.7	Roof Top - Type 2 - 12,000lb Dispatch call ER direct: 208-669-0369
Sacred Heart Medical Center - Level II Trauma Center	Spokane, WA 509-474-3131	N 47° 38.947'	W 117° 24.778'	2034'	155.340 TX Tone 156.7	Roof Top - Type 2 - 10,000lb. Dispatch call ER direct: 509-474-3345 or 509-474-3342
St. Patrick's Medical Center - Level II Trauma Center	Missoula, MT 406-543-7271	N 46° 52.524'	W 113° 59.969'	3207'	155.280 TX Tone 156.7	Roof Top - Type 2 Dispatch call ER direct: 406-329-5635 Ext.#4 or 406-329-2620 For St. Pats Dispatch Line
McCall Memorial Hospital (McCall Airport)	McCall, ID 208-634-2221	N 44° 53.841'	W 116° 06.017'	5025'	155.340 TX Tone 156.7	No Helipad - Land @ McCall Airport (KMYL) - Land on North Apron near compass rose. Dispatch call 208-634-2221 to advise h and initiate ground transport.
Community Medical Center - Level III Trauma Center	Missoula, MT 406-728-4100 ER Direct: 406-327-4171 Ext.#1	N 46° 50.910'	W 114° 2.866'	3200'	155.280 TX Tone 156.7	Type 2 Helipad Dispatch call ER Direct: 406-327-4171 Ext.# 1
Marcus Daly Memorial Hospital	Hamilton, MT 406-375-4440	N 46° 14.918'	W 114° 10.372'	3644'	155.280 TX Tone 156.7	Type 2 Helipad Dispatch call ER Direct: 406-375-4440
Mineral Community Hospital	Superior, MT 406-822-4841	N 47° 11.13'	W 114° 52.65'	2744'	155.280 TX Tone 156.7	Type 3 Helipad Dispatch call ER Direct: 406-822-4841 Trees along roadway. Chain link fences in area
Eastern Idaho Regional Medical Center Burn Center	3100 Channing Way Idaho Falls, ID 83404 Main Phone: 208-529-6111 ER Direct: 208-227-2001	N 43° 28.263'	W 111° 59.492'	4,705'	118.500 (KIDA Tower)	Three Pads T2/T3 N. of Facility, Land on South Pad or N. Grass Pad (Air Idaho Occupies Central Pad) Notify ER direct at 208-227-2001 Air Idaho Flight Medic Dispatch 800-247-4324 (Call Tower – EIRMC is within Class D Airspace)

UNLESS PATIENT CONDITION IS LIFE THREATENING OR CRITICAL, HELICOPTER SHOULD BE SHUT DOWN BEFORE OFF-LOADING PATIENT.

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.****