NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

2026 UAS Operations (non-Aerial Ignition)

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) or Flight by Notification (FBN) 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) 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**
☐	☐	☒	3/17/2026	3/16/2027	Training ☒ Resource ☒ LE&I Mission ☐ Incident ☒

Mission prepared by:	**Title:**	**Date:**
Mission reviewed by: (OPTIONAL) NATHAN HARRISON Digitally signed by NATHAN HARRISON Date: 2026.02.04 15:30:39 -07'00'	**Title**: UAS Program Specialist Nathan Harrison	**Date:** 2/4/2026
Mission reviewed by: (OPTIONAL)	**Title**:	**Date:**
Mission reviewed by: (REQUIRED) Forest Level: JEREMY BEESON Digitally signed by JEREMY BEESON Date: 2026.03.17 11:49:57 -07'00'	**Title**: Unit Aviation Officer	**Date:**
Mission reviewed by: (REQUIRED) Regional Level: EVAN DAY Digitally signed by EVAN DAY Date: 2026.02.04 15:25:55 -07'00'	**Title:** Helicopter Program Manager Evan Day	**Date:** 2/4/2026
Mission reviewed by: (REQUIRED) RASO: ALEJANDRO ARGOTA Digitally signed by ALEJANDRO ARGOTA Date: 2026.02.04 15:34:33 -07'00'	**Title**: Regional Aviation Safety Officer Alejandro Argota	**Date:** 02/04/2026
Mission reviewed By: (REQUIRED) RAO: PHILLIP KETEL Digitally signed by PHILLIP KETEL Date: 2026.02.05 13:11:41 -07'00'	**Title**: Regional Aviation Officer Phillip Ketel	**Date:** 02/04/2026
Mission and Risk Assessment approved by: (REQUIRED) Line Officer: Jonathan Word Digitally signed by Jonathan Word Date: 2026.03.23 12:10:04 -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):
Complete or See MPS/FBN	Complete or See MPS/FBN

Mission Name

UAS Operations (non-Aerial Ignition)

Mission Description and Location:

This MASP details the utilization of UAS to achieve noncomplex UAS mission planned for resource management, proficiency/currency, training, and testing/ evaluation UAS missions. This plan is applicable to any remote sensing data acquisition and/or aerial surveillance accomplished through the use of UAS for planning purposes. UAS missions performed under this plan will adhere to Federal Aviation Administration (FAA), applicable aviation policies and requirements, including necessary authorizations and permits (certificates of authorization, etc.). Missions will be conducted only with approved aircraft and operators.

The UAS pilot is responsible for obtaining project specific flight hazard intelligence, submitting a NOTAM of the operation when applicable, developing any supplemental flight planning documents and maintain communication with dispatch. The UAS flight crew and participants will conduct a briefing on the MASP and/or Mission Planning Sheet or FBN and complete a Preflight Briefing at the beginning of each operational period. All Forest Service Remote Pilots conducting operations under 14 CFR Part 107 must maintain visual contact with the UAS or utilize a VO. 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.

This MASP or a specific Mission Planning Sheet (MPS) and/or UAS Flight By Notification (FBN) 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.

In the event UAS operator trainees are utilized, they will operate under the direction and guidance of qualified UAS personnel. Additionally, all UAS operations and mission planning will be conducted in compliance with the Forest Service Standards for Unmanned Aircraft Systems Operations. Ensure proper agreements are in place for utilization of Non Forest Service Lands.

Proficiency: The purpose of these missions are to allow qualified UAS pilots to remain current and proficient. Missions will consist of flight/mission preparation, crew resource management, dispatch and forest personnel communication, UAS technical manipulation and maneuvering and mission close-out procedures. Proficiency flight launch and recovery areas will be conducted at specific identified locations.

Project: This MASP or a specific Mission Planning Sheet and/or UAS Flight By Notification (FBN) will be completed that details the project name, aircraft assigned, communication plan, project site location(s) and mission specifics. Site or project specific hazards not identified in the attached Risk Assessment need to be documented (e.g. FRAT/GAR).

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

Mission Objectives:

The objective is to use UAS to reduce exposure to achieve resource management objectives, and testing/evaluating UAS platforms and payloads. Data acquired via remote sensing will be used to develop derivative products and information to support management decisions and specialist input.

Maintain small UAS pilot currency and proficiency in multiple aircraft, airspace and terrain situations. Practice Crew Lead, Visual Observer, Data Specialist, and Pilot duties. Each position will be determined on day of mission based on needs. Submit NOTAMS as required for UAS flights, if a TFR is in place follow appropriate policies.

Aircraft Justification For Mission:

The use of UAS significantly reduces the number of personnel and length of exposure to higher probability hazard encounters in the air and on the ground. The use of UAS for these projects limits exposure of personnel to higher consequence hazards associated with manned aircraft operations. This plan permits collection of data over inaccessible terrain. The use of UAS may also limit negative optics from the public associated with agency access to closed areas. This plan also enables the comparison of products from traditional methods and techniques relative to products derived from UAS.

Currency and proficiency are required by Interagency policy for UAS remote pilots and is necessary to maintain/develop the skills to safely operate UAS. Testing and evaluation of UAS platforms and payloads is a necessity for the growth and maintenance of the UAS program.

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/FBN

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/FBN

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 ☒	

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

UAS Missions Only

Crew: Other Than Pilot: **Complete or see MPS/FBN**

UAS Crew Leader:	**Contact Number:**
UAS Data Specialist (1):	**Contact Number:**
UAS Data Specialist (2):	**Contact Number:**
UAS Visual Observer (1):	**Contact Number:**
UAS Visual Observer (2):	**Contact Number:**
Additional Crew:	**Contact Number:**

TFR Information:

Airspace Authorization:

☒ **Part 107** ☒ **107/LAANC** ☒ **SGI Waiver** ☒ **FAA/DOI MOA**

Authorization Comments -

Lost Link and Flyaway Procedures-Protocols: Approved UAS have built in failsafe systems. GPS coordinates and elevations will be confirmed prior to mission. The aircraft will return to home (LRZ) in the event of low battery voltage or loss of link with the GCS. In the event of loss of control, communication, or visual contact with UAS: Notify aerial supervision/helibase/dispatch, aircraft in the area, and ground personnel as applicable. Clear the affected airspace and suspend air operations in the area. Wait for the duration of the fuel/battery load. Resume air operations. Search for the missing UAS. Follow established mishap reporting procedures.

Special Consideration-Safety Concerns-Comments Section: All training flights will be supervised by carded operators. Night operations may be conducted and shall follow national and regional night flying policy. Personnel will remain at a safe distance at the discretion of the pilot while the aircraft is armed. All participants and spectators will take part in safety briefing prior to operation. All personnel will be briefed on communications, lost link protocols, Leader's intent will be clearly communicated and will provide all personnel with the vision of how UAS operations should look.

All flights will be flown under Part 107, Low Altitude Authorization and Notification Capability (LAANC) or an FAA waiver (COA). All activity will occur on Forest Service or Interagency land or land that has been approved to conduct flights on. Pilots will have operational control and will maintain and coordinate land use with the local unit. Various UAS may be flown and a NOTAM will be filed prior to any flights as applicable.

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

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	**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
Consequence if Mishap Occurs		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: All UAS Ops (Non-Aerial Ignition)					Risk Assessment Worksheet Page: 01 of 04			
		Pre-Mitigation				Post Mitigation		
Sub System(s)	Hazard(s)	Probability	Severity	Risk Level	Mitigation(s)	Probability	Severity	Risk Level
UAS Pilot Experience and Capabilities	Collision with personnel or vehicle.	Possible	Critical	Medium	The remote pilot will conduct a pre-flight briefing which will include flight patterns and safe observation/parking areas. VO will be utilized.	Rare	Critical	Low
UAS Pilot Experience and Capabilities	Collision with other aircraft.	Possible	Catastrophic	Extremely High	Utilize CRM for visual or audible encounters with manned aviation, communicate using principles of CRM to identify/mitigate hazards. Practice "see and avoid". As able use available tools such as ADS-B, Foreflight etc.	Rare	Catastrophic	Medium
UAS Pilot Experience and Capabilities	Collision with fixed aerial hazard.	Possible	Critical	High	The remote pilot will conduct a survey of the operations area prior to flight. VO will be utilized.	Unlikely	Critical	Medium
UAS Pilot Experience and Capabilities	Operating aircraft outside ofpublished parameters.	Possible	Moderate	Medium	The remote pilot will ensure that the UAS is operated within policy and the provisions of the aircraft operations manual.	Unlikely	Moderate	Low
UAS Equipment	Operation of a new and unfamiliar UAS platform and/or payload for test and evaluation purposes resulting in UAS accident.	Possible	Catastrophic	Extremely High	Only a carded test and evaluation pilot will fly in this profile. Consideration of flight test environment.	Unlikely	Catastrophic	High

System Being Evaluated: All UAS Ops (Non-Aerial Ignition)					Risk Assessment Worksheet Page: 02 of 04			
		Pre-Mitigation				Post Mitigation		
Sub System(s)	Hazard(s)	Probability	Severity	Risk Level	Mitigation(s)	Probability	Severity	Risk Level
UAS Equipment	Battery Fire.	Unlikely	Critical	Medium	Batteries will be stored in approved containers. A fire extinguisher will be available on site.	Unlikely	Critical	Medium
UAS Equipment	Aircraft flyaway (loss of control).	Unlikely	Catastrophic	High	The remote pilot will utilize specific make/model emergency procedures. Aircraft, personnel and ATC/ARTCC having jurisdiction over the airspace will be notified with the last location, heading, speed and approximate battery/time remaining of the UAS. The crew actions to recover the UAS will be relayed as well.	Unlikely	Catastrophic	Medium
UAS Aircraft Communication	Aircraft loss of link with Ground Control Station.	Possible	Moderate	Medium	UAS will be programmed to return to home and land.	Unlikely	Moderate	Low
UAS Human Factors	Injury caused by spinning propellers.	Unlikely	Critical	Medium	Pre-flight briefing will include safety precautions when working around UAS with motors running. Trainees will be supervised around equipment until they demonstrate proficiency working around aircraft.	Unlikely	Critical	Medium

System Being Evaluated: All UAS Ops (Non-Aerial Ignition)						Risk Assessment Worksheet Page: 03 of 04		
		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 policy, procedures & Guides.	Unlikely	Critical	Medium
Mission - Policy	MASP/MPS/FBN 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 - Communications	Frequency management, cockpit overload, inadequate briefing, and/or loss of communication.	Possible	Critical	High	Ensure frequencies are reviewed and operational. Halt operations if loss of Communications occurs.	Unlikely	Critical	Medium

NORTHERN ROCKIES MISSION AVIATION SAFETY PLAN

System Being Evaluated: All UAS Ops (Non-Aerial Ignition)						Risk Assessment Worksheet Page: 04 of 04		
		Pre-Mitigation				Post Mitigation		
Sub System	Hazard(s)	Probability	Severity	Risk Level	Mitigation(s)	Probability	Severity	Risk Level
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 will utilize CRM and should 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	Critical	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:
Aircraft performance: Consider operating environment, payload, density altitude, and terrain which operations are conducted. Endurance: Consider length of mission, distance from launch area, and area of availability. Trained personnel shall ensure that aircraft scheduled are capable of performing the mission(s) safely and within the capabilities of the aircraft selected. Reference PMS 515 and Forest Service Standards for UAS Operations 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 ☐			

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/FBN**
Names & Level: **Complete or See MPS**

First responder(s) on site: ☐ YES ☐ NO **Complete or See MPS/FBN**
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/FBN**

Participants Name/Position	Date	Participants Name/Position	Date

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