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CHAPTER 50
AIRCRAFT

AIRCRAFT MOBILIZATION

For all aircraft orders, documentation of special needs, threats, or specific reporting instructions are critical for the proper and timely processing of each aircraft request. All aircraft should be dispatched by closest resource, regardless of Geographic Area boundaries. When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Aircraft assigned will remain in the Geographic Area until released or reallocated by the NICC.

The following selection factors will be considered when ordering aircraft:

- Initial Attack vs. Large Fire Support.
- Closest resource, regardless of Geographic Area boundary.
- Timeliness.
- Cost effectiveness.
- Performance specifications for density/high altitude operations.
- Airtanker Type (T1 & T2 LATs, VLAT, or SEAT).
- Special flights/capabilities, to include short-haul, STEP, aerial ignition, rappel, hoist, etc.
- Special equipment, bucket vs. tank, tundra pads, floats, etc.

The following terminology will be used when requesting aircraft through NICC:

- Knots (kts.) will be the standard term used to reference airspeed.
- VORs (Very High Frequency Omnidirectional Range) will be used to reference direction.
- Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes.
- Aircraft registration numbers will be used when referencing helicopters, lead planes, and air attack aircraft.
- Airtankers and SEATs will be referenced by the airtanker number, e.g., T-40.

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An Aircraft Dispatch/Kneeboard form is used for efficient initial attack mobilization followed up by an IROC resource order as soon as possible. The NWCG Aircraft Dispatch/Kneeboard form (PMS 250) can be found under Aviation Forms on the NRCC website. The NWCG standardized kneeboard form (PMS 250) is required for use by all dispatch centers.

Kneeboard - Minimum Information Needed

*The following is the **minimum information** needed on the kneeboard to process an initial attack aircraft request, such as rappeler, smokejumper, lead plane/ASM or airtanker.*

- ***Lat/Long** (in degrees decimal minutes)*
- ***Distance and Bearing** – include distance and bearing from all Northern Rockies LAT/VLAT bases as well as any specific other bases from which resources are being ordered*
- ***Frequency** – air-to-air, air-to-ground, flight following, etc.*

- *Values at Risk and Timeframe of Threat – must be entered in Special Needs of IROC order and on Kneeboard*
- *Air or Ground Contact - prefer this info, if known, but should not hold up the order*
- *Descriptive Location - prefer this info, if known, but should not hold up the order*
- *Reload base – ensure base identified can support resource being requested (e.g., if requesting VLAT ensure VLAT reload base is identified)*
- *Hazards*

Repositioning aircraft due to visibility concerns

Zone aircraft dispatchers, in coordination with NRCC and aviation managers, will be proactive in repositioning aircraft when unfavorable flight conditions are forecasted. It is the pilot's ultimate responsibility to ensure conditions are favorable prior to any flight.

TYPES OF FLIGHTS

Point-to-Point

A "Point-to-point" flight is one that originates at one developed airport or permanent helibase, and flies directly to another developed airport or permanent helibase with the sole purpose of transporting personnel or cargo (this term does not apply to commercial air travel). These types of flights are often referred to as "administrative" flights and only require the aircraft and pilot to be carded and approved for point-to-point flight. A point-to-point flight is conducted higher than 500 feet above ground level (AGL).

Mission Flights

Mission flights (also known as FS Special Use Mission flights) are defined as flights not meeting the definition of point-to-point flight. A mission flight requires work to be performed in the air (retardant or water delivery, fire reconnaissance, smokejumper delivery), or through a combination of ground and aerial work (delivery of personnel and/or cargo from helibases to helispots or unimproved landing sites, rappelling or cargo let-down, horse herding). Special Use Mission Flights may require special pilot endorsements, flight evaluations, training, and/or specialized aircraft equipment.

Flight Manager

A Flight Manager will be designated for point-to-point flights transporting personnel. The Flight Manager is a government employee that is responsible for coordinating, managing, and supervising flight operations. The Flight Manager is not required to be on board for most flights.

For those flights that have multiple legs or are complex in nature, a Flight Manager should attend the entire flight. The Flight Manager will meet the qualification standard for the level of mission assigned as set forth in the *Interagency Aviation Training Guide* found at: https://www.iat.gov/docs/IAT_Guide.pdf

The Flight Manager is supervised by the Sending Unit dispatcher until the destination is reached. The Flight Manager duties are:

- Brief passengers and personnel providing an overview of the purpose, final destination, route of travel, intermediate stops, if applicable and estimated time(s) of arrival (ETAs).
- Ensure the passenger manifest is accurate and contains the correct names and weights of the passengers. Note: The pilot is ultimately responsible for ensuring correct weights, balance, and power computations. The Flight Manager will provide one copy of the manifest to the pilot-in-command and ensure that additional copies are available for the receiving unit and the sending dispatcher.
- Ensure proper Resource Tracking procedures are met.
- Ensure passenger aircraft safety briefing is conducted.
- Maintain a current list of telephone numbers for the sending and receiving units. The Flight Manager will contact the sending unit dispatch when the flight plan has deviated more than 30 minutes from the original flight plan.
- Have all personnel within the weight limitations, assembled, and ready to board in the designated staging area.
- Ensure the pilot and aircraft are currently authorized for the intended mission and the pilot – in-command can verify the aircraft is within weight and balance limitations.
- Responsible for signing the Daily Flight Report – Invoices (Form 6500-122 or AMD-23) for all flights (except for domestic air carriers, airlines, and NIFC contract aircraft).
- For Canadian travel, the Flight Manager will ensure proper documentation is included.

FLIGHT FOLLOWING MANAGEMENT

FAA Flight Plans

FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute and close out with dispatch once the aircraft is on the ground to accomplish resource tracking. The pilot shall close out the flight plan with the FAA once the flight is completed.

All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air Traffic Control (ATC) may or may not provide it.

It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. Automated Flight Following (AFF) or Verbal flight following is not required enroute when an FAA flight plan has been filed.

Agency Flight Plans

Agency flight plans are the responsibility of the pilot, to be distributed through the originating dispatch office and are documented on an Aircraft Flight Request/Schedule. All aircraft operating on Agency Flight Plans shall monitor Air Guard.

Aircraft Flight Request/Schedules

Tool used between aviation crews and the dispatch system to share flight information critical for resource tracking, identification on intended method of flight following and, if warranted, mishap response.

Aircraft Flight Request/Schedules will be completed by the pilot or flight manager (regardless of type of flight plan filed) and shared with the originating dispatch center when the flight meets all the following criteria.

Under Agency Operational Control

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

Flight Following

- The process(s) through which an aircraft is actively monitored, at regular intervals, using approved flight following methods from departure point to destination. This results in the knowledge of aircraft location and condition providing a reasonable degree of certainty such that, in the event of a mishap, search and rescue may be initiated.
- For point-to-point flights across dispatch or geographic area boundaries, it is preferred and recommended that the pilot operate IFR or flight follow with the FAA, alleviating the need for local dispatch agency flight following. Flight following with the FAA does not negate obligation to complete a flight schedule when required.

Resource Tracking

- An approved method by which the intended movement of a resource is documented and coordinated prior to departure, at completion of each leg, and upon arrival at destination. This results in the reasonable confirmation of a resource's status and location.
- GACC's and NICC complete resource tracking, neither are a flight following entity except for North Ops and South Ops.

For mission flights, there are two types of Agency Flight Following:

- Automated Flight Following (AFF). AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more information).
- Radio Check-in. Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude, and heading.

Agency flight following is used for all mission flights but is not required when an FAA flight plan has been filed for a point-to-point flight. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing per the *NWCG Standards for Helicopter Operations, PMS 510:*

https://www.nwcg.gov/publications/510

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, as a minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time enroute, souls and fuel on board and will close out with dispatch once the aircraft is on the ground.

Flight following is the responsibility of the originating dispatch office and will remain so until transferred through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to close out a flight plan.

If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate aircraft search and rescue actions.

Flight following problems are documented through the SAFECOM system.

Flight Following for Demobilization

Flight Following will be performed on all Government or Exclusive-Use contract aircraft being demobilized. NICC will release charter and CWN aircraft to the vendor without flight following provided no government personnel or cargo is on board. All aircraft release information will be entered in to IROC.

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Due to the limited number of aircraft available, release priorities will be discussed with NRCC 24 hours prior to demobilization. Generally, it is more cost effective to retain aircraft operating under exclusive use contracts.

National Flight Following Frequency (168.6500 MHz)

The National Flight Following Frequency is used to monitor interagency and contract aircraft. All aircraft on point-to-point or mission flights should establish/terminate flight following and

confirm AFF on the National Flight Following frequency. All dispatch centers/offices will monitor the National Fight Following frequency at all times. A CTCSS tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency. The National Flight Following frequency is to be used for flight following, dispatch, or redirection of aircraft. No other use is authorized.

Automated Flight Following (AFF)

AFF is an online government application that automatically tracks the location and velocity of specially equipped aircraft and mobile assets and provides this information in near-real-time to dispatchers, aviation managers, and other authorized users. AFF reduces the requirement to "check-in" via radio every 15 minutes and provides the dispatcher with a wide range of information on the flight, airspace, and other data that may be pertinent to the flight. This reduces pilot workload, clears congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

Requirements to Utilize AFF

AFF does not reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability, and for the aircraft to be monitoring appropriate radio frequencies during the flight. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.

Procedures for utilizing AFF:

- When an aircraft is ordered, or a user requests flight following from a dispatch office.
- The dispatch office will verify the aircraft icon is visible on the screen and be able to quickly monitor the page at any time during the flight.
- The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
- When aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating call sign, departure location, number on board, fuel on board, ETE, destination, confirmation of AFF location. This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can "see" the aircraft on the computer screen. If there is a problem at this point, change to radio check-in procedures until the problem is resolved.
- If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.
- If there is a deviation from the planned flight route, the pilot will contact the dispatch office via radio with the changed information.
- The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and document the location for the duration of the flight.
- If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. (During tactical operations below 500' a periodic red indication is normal and does not necessitate an 'immediate' contact

especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)
- If radio contact is made after a lost signal, the flight may continue utilizing radio check-ins for flight following.
- When the aircraft has completed the flight and landed, the pilot or flight manager (Flight Manager, ATGS, etc.) shall contact the dispatch office via radio or telephone informing them that they are on the ground.

Additional information about AFF can be found at: https://www.aff.gov/

Responsibilities of the Sending Unit:

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and method of flight following (Agency or FAA) to the Sending Unit's GACC.
- Notify the GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.
- On any point-to-point flight crossing Geographic Area boundaries, instruct the Pilot-In-Command or Flight Manager to contact NICC Flight Tracking at each stop enroute. Aircraft support vehicles should contact NICC Flight Tracking at fuel stops.

  NICC Flight Tracking: (800) 994-6312

Responsibilities of Sending GACC:

- Sending GACC will relay the Aircraft Flight Request/Schedule to NICC.
- Notify NICC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft.

Responsibilities of NICC:

- Relay Aircraft Flight Request/Schedule to the receiving GACC.
- Notify receiving GACC of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Resource track aircraft to specified destinations.
- Monitor flight plans for additional utilization.

Responsibilities of Receiving GACC:

- Relay Aircraft Flight Request/Schedule to the Receiving Unit.
- Notify Receiving Unit of known delays/advances of a flight plan exceeding thirty minutes.
- Confirm arrival of all aircraft to NICC.
- Notify NICC of any aircraft overdue by more than thirty minutes.
- Assist with search procedures for overdue aircraft.

Responsibilities of Receiving Unit:

- Confirm arrival of all aircraft to Receiving GACC.
- Notify Receiving GACC of any delays of a flight plan exceeding thirty minutes; notify receiving GACC of any aircraft overdue by more than thirty minutes.
- Initiate/assist with search procedures for overdue aircraft.

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Northern Rockies Flight Following and Resource Tracking

The requirements and procedures for flight following apply to all government owned and contracted aircraft.

Flight following must always be properly established and maintained at regular intervals, to be of value.

Visual Flight Rules (VFR)/Instrument Flight Rules (IFR) as it relates to Flight Following:

It is important to confirm what method of flight following aircraft resources, under agency operational control, are utilizing (agency or FAA). If an aircraft is operating IFR they are concurrently being tracked by the FAA, thus alleviating agency flight following requirements. If an aircraft is operating VFR they can, in addition, request flight following via the FAA (FAA flight following alleviates the need for agency flight following) but this is an optional and additional step and not guaranteed.

Furthermore, it cannot be assumed that while an aircraft is flying at night (twin engine aircraft are able to ferry at night if the pilot and aircraft are equipped/carded for IFR operations) it is operating under IFR. Pilots can operate under VFR into the night provided they maintain a specific level of visibility as identified in their regulations. Therefore, clarification on method of flight following (agency or FAA) is imperative and cannot be assumed based on time of day.

Please review the NWCG Standards for Aerial Supervision, PMS 505 and Ch. 3 Understanding VFR/IFR Flight Terms in NWCG Standard for Airspace Coordination Guide, PMS 520 for additional information on VFR and IFR flying.

Mission Flights

Flights that anticipate entering areas where radio communications are inadequate or are conducting operations at low level are expected to notify the monitoring dispatch center of their location, intentions and when to expect the next check-in. In these instances, a flight may not be out of radio contact for more than thirty minutes.

When airtankers, lead plane/ASMs, smokejumper aircraft, or helicopters check in with an Air Tactical Group Supervisor (ATGS) over an incident, they are no longer required to give position reports to a dispatch center. The ATGS is expected to give status reports on all aircraft under their control over an incident. When aircraft are released from an incident and the control of the ATGS, they must resume flight following with a dispatch center by making positive radio communication and relaying intended destination.

Flight Following Handoff Procedures for Dispatch Centers

- *Upon departure, aircraft will relay their vitals, destination, and flight following method (IFR, Flight Following with the FAA, or Agency Flight Following) to the originating dispatch center and confirm AFF*
- *If aircraft is agency flight following:*
    - *The aircraft dispatcher for the sending unit will initiate flight following and then will transfer the responsibility via a documented positive hand-off to the next appropriate dispatch center. Positive handoff and relaying of vitals can occur via phone or Teams as long as documented confirmation of hand-off occurs and is officially recorded.*
    - *The next dispatch, now having the vitals, can accept the aircraft with a positive radio handoff simply confirming AFF and not requiring the vitals*
    - *This process then repeats itself through to the receiving dispatch where the aircraft lands (point-to-point) or arrives on scene of the designated mission*
        - *If the sending unit is unable to make a documented positive hand-off to the next appropriate dispatch center, the sending unit will maintain flight following until such a time that a documented positive hand-off can occur or until the aircraft is confirmed to be safely landed.*
- *If the aircraft is flight following with the FAA:*
    - *Originating/sending dispatch will record vitals from aircraft and relay to:*
        - *NRCC if the destination is non-local and a non-neighboring dispatch zone or outside of the Northern Rockies geographic area*
        - *Receiving dispatch center if the destination is within the Northern Rockies geographic area.*

Aircraft Accident and Incident Investigation

Follow local NWCG Aviation Mishap Response Guide and Checklist for incident response and reporting procedures.

- *Note: Center managers should review their office copy of the NWCG Aviation Mishap Response Guide and Checklist annually for currency.*

The pilot of the aircraft is responsible for immediately notifying all agencies required by applicable FARs when an accident occurs.

COOPERATOR AIRCRAFT

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

https://www.nifc.gov/standards/guides/red-book

Cooperator-contracted aircraft also on an existing federal contract with federal aircraft and pilot cards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by USDA Forest Service/DOI letter.

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by-case basis when cooperative agreements are in place. Approval will be by USDA Forest Service/DOI letter.

Cooperator-owned/-operated aircraft may be utilized on federally managed fires when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter. Cooperator-owned/-operated aircraft meeting requirements of the *NWCG Standards for Interagency Cooperator Type 2 and Type 3 Helicopters, PMS 525-1* or other applicable NWCG standards may be utilized on federally protected lands when cooperative agreements are in place and the aircraft have been approved by FS/DOI letter.

https://www.nwcg.gov/sites/default/files/publications/pms525-1.pdf

All cooperator aircraft used on federally protected lands must be approved by FS/DOI letter. Utilization of approved, cooperator aircraft shall be limited based on 49 UNITED 16 STATES CODE §40125.

- All approved cooperator aircraft used on federally managed fires shall be released when federal aircraft become reasonably available.
- The use of cooperator aircraft must involve a "significant and imminent threat to life or property" documented daily on the Cooperator Aircraft Use Validation Worksheet (Chapter 80) to document the justification for aircraft utilization.

Non-Federally Approved Cooperator Aircraft

Cooperator-contracted, exclusive-use aircraft not on an existing federal contract may be considered for approval on a case-by- case basis when cooperative agreements are in place.

The following conditions apply for non-federally approved aircraft:

- No federal employees are allowed to ride on board the aircraft.
- No federal employee may be assigned to a position that exercises contractual control.
- Federal personnel may load retardant at federal airtanker bases, regardless of jurisdiction.
- Federal personnel may provide aerial supervision (ATGS, ASM, HLCO, Leadplane) under existing standard operating procedures and agreements.
- The aircraft remains under State operational control regardless of the agency affiliation of the firefighters directing the aircraft on an incident with State jurisdiction.
- The aircraft are approved to interact with federal dispatch personnel as long as the aircraft remains under the operational control of the State or for safety reasons.

Under emergency circumstances, where human life is immediately at risk by wildland fire on lands under federal protection, a Federal Line Officer can approve the use of non-federally approved aircraft. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet the emergency need. Federal line officers are encouraged to consult with agency aviation management personnel to aid in decision making.

Approving Federal Line Officer must document exemptions in accordance with agency guidance to include submitting a SAFECOM within 24 hours.

https://www.safecom.gov/

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Montana Department of Natural Resources & Conservation (MT-DNRC) Aircraft

MT-DNRC aircraft are defined as all aircraft owned and/or operated by the State of Montana and all aircraft procured under an MT State contract or agreement. This includes aircraft mobilized for wildfire through the Memorandum of Agreement between the Montana Department of Military Affairs, Montana Army National Guard and the Montana Department of Natural Resources and Conservation, Forestry Division, through the Northwest Wildland Fire Protection Agreement (Northwest Compact), CWN contracts, and through the Emergency Management Assistance Compact (EMAC).

MT-DNRC aircraft on cooperative agreements and approved by a USDA Forest Service/DOI Cooperator letter are authorized for use on federally protected lands. Use should be in accordance with Interagency Standards for Fire and Fire Aviation Operations.

MT-DNRC aircraft not approved by a USDA Forest Service/DOI Cooperator letter (non-approved cooperator aircraft) may only be utilized on federal protection under emergency circumstances, where human life is immediately at risk by wildfire. Under these circumstances, in accordance with the Interagency Standards for Fire and Fire Aviation Operations, a federal line officer can approve the use of non-federally approved aircraft to address the immediate threat. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet the emergency need. The utilization of State of Montana public use aircraft on federal protection is regulated by public law 103-411.

The Cooperator Aircraft Use Validation Form must be completed for each response on federal lands.

DNRC may use aircraft that have not been identified as an "Approved Cooperator Aircraft" on federal lands when and where the State is the protecting agency in a reciprocal or off-set agreement or when State lands are threatened, and the State maintains operational control of the aircraft.

DNRC Aircraft and Duty Stations During Core Fire Season

DNRC fixed-wing aircraft:

Duty Station	*Aircraft*
Central Land Office – Helena	*68M – Cessna 182*
Southwestern Land Office – Missoula	*12B – Cessna 182*
Northwestern Land Office – Kalispell	*91M – Cessna 185*
Statewide–Enhanced Sensor/IAA Capable – Bozeman	*220QK – Kodiak*

DNRC direct protection helicopters:

Duty Station	*Aircraft*
Central Land Office – Helena	*88M – MT205*
Central Land Office – Helena	*81M – MT205 (Statewide Use)*
Southwestern Land Office – Missoula	*87M -- MT205*
Northwestern Land Office – Kalispell	*94M – MT205*
Southern Land Office - Billings	*95M – MT205*
Southern Land Office - Billings	*404AJ – CH47D*

Outside of core fire season (est. October – May) for administrative flights, schedule the use of DNRC aircraft directly with the Air Operations Section of the Fire Protection Bureau (FPB) 406-444-0747.

Montana National Guard Helicopters

The Montana National Guard (Helena, MT) has UH60 Blackhawk helicopters and CH47 Chinook helicopters that may be available to support emergency operations. These aircraft are ordered through NRCC to the Montana Emergency Operations Center only after conventional sources for helicopter resources have been exhausted and emergency declarations authorizing their use issued by the Governor of the State of Montana are in effect.
Contact Phone Numbers:

- *Montana DNRC FPB Duty Officer – 24 hours 406-594-1829*
- *Joint Operations Center - 24 hours 406-324-3170*
- *Army Aviation Support Facility – 406-324-5776 or 5775 (Flight Ops Specialist)*
- *Montana Department of Emergency Services (DES) – 24 hours 406-324-4777*

Montana DNRC Flight Following Procedures:

Normal flight following will be accomplished with AFF. Flight Following through Geographic Zone Dispatch Centers will be done for all fire mission flights (i.e., fire patrol, aerial survey, etc.)

For administrative and point-to-point flying, a FAA flight plan or use of Air Operations internal flight following methods may be utilized. When administrative flights occur during the field position period, the PIC or the Land Office Aviation Duty Officer will notify the impacted dispatch center(s). In addition, a point-to-point flight plan may be filed with the FAA if appropriate and the flight will be tracked on DNRC internal AFF.

Montana DNRC Air Operations performs many different and varied missions for other state agencies throughout the year. Because of this, the most advantageous flight following available for non-fire missions will be determined by the Aviation Program Manager/Chief Pilot or Safety Pilot. The Air Operations duty officer will notify the Land Office Aviation officer if the flight occurs in their area. For administrative flights occurring outside the field position period (Approximately October 1st to May 31st) a FAA flight plan may be filed if appropriate and flight following will occur with DNRC internal AFF.

Questions regarding State of Montana aircraft should be addressed to the local Aviation Officer or Aviation Duty Officer.

Idaho Department of Lands (IDL) Aircraft

IDL aircraft are defined as all aircraft owned and/or operated by the State of ID and all aircraft procured under an ID State contract or agreement. This includes aircraft mobilized for wildfire through the interagency agreement between IDL and the Idaho Military Division, cooperator aircraft secured through the Northwest Wildland Fire Protection Agreement (Northwest Compact) or state to state agreements, aircraft owned and/or operated by an Idaho Timber Protective Association under contractual agreement with IDL, aircraft hired under IDL CWN aviation price agreements, and aircraft mobilized through the Emergency Management Assistance Compact (EMAC).

Only those IDL aircraft on cooperative agreements and approved by a USDA Forest Service/DOI Cooperator letter are authorized for use on federally protected lands. Use should be in accordance with Interagency Standards for Fire and Fire Aviation Operations.

IDL aircraft not approved by a USDA Forest Service/DOI Cooperator letter (non-approved cooperator aircraft) may only be utilized on federal protection under emergency circumstances, where human life is immediately at risk by wildfire. Under these circumstances, in accordance with the Interagency Standards for Fire and Fire Aviation Operations, a federal line officer can approve the use of non-federally approved aircraft to address the immediate threat. This exemption must only take place when sufficient federal firefighting aircraft are not readily available to meet the emergency need. The utilization of State of Idaho aircraft on federal protection is regulated by public law 103-411.

The Cooperator Aircraft Use Validation Form must be completed for each response on federal lands.

IDL may use State aircraft that have not been identified as an "Approved Cooperator Aircraft" on federal lands when and where the State is the protecting agency in a reciprocal or off-set agreement or when State lands are threatened, the State is paying for the aircraft and maintains operational control of the aircraft.

Operating procedures for Idaho National Guard aircraft are outlined in the Interagency Agreement between the Idaho Military Division and the Idaho Department of Lands – Cooperation in Wildland Fire Suppression.

IDL Exclusive Use Aircraft

Exclusive use IDL aircraft are assigned to a host dispatch center and duty station during their exclusive use contract period. Once IDL aircraft and pilots are assigned to duty stations, the daily coordination and dispatching for these aircraft are the responsibility of the respective IDL forest protective districts or timber protection associations via the aircraft's host interagency dispatch center. Daily availability and status will be reported to the host dispatch center and

through normal dispatch channels. IDL/TPA fire managers may order IDL aircraft for local assignments using established dispatch procedures between the IDL forest protective district/TPA and the host interagency dispatch center.

With approval from the IDL State Duty Officer, IDL aircraft can be prepositioned outside their host dispatch zone under a preposition order. When IDL aircraft are dispatched outside their respective host interagency dispatch zone, the receiving dispatch center will now serve as the dispatch center for the aircraft and assume dispatch responsibilities over the aircraft.

IDL exclusive use fixed-wing aircraft and duty stations:

Duty Station	*Aircraft*	*Host Dispatch Center*
USFS CDA Air Center	*4 – Type III Amphibious 802 Air Tractor*	*Coeur d'Alene Interagency Dispatch Center*
USFS Grangeville Air Center	*2 – Type III 802 Air Tractor*	*Grangeville Interagency Dispatch Center*
*USFS McCall Air Center**	*2 – Type III 802 Air Tractor**	*Payette Interagency Dispatch Center**

**McCall Air Center and Payette Dispatch Center are in the Great Basin Geographic Area.*

IDL exclusive use helicopters and duty stations:

Duty Station	*Aircraft*	*Host Dispatch Center*
COE	*T1R -Helicopter*	*Coeur d'Alene Interagency Dispatch Center*

IDL helicopters and fixed wing aircraft serve as Statewide resources and will be considered the closest resources for all incidents under IDL fire protection responsibility. IDL aircraft may be requested for initial attack operations or to support incidents under IDL fire protection responsibility. Contact the host dispatch center and/or IDL Duty Officer regarding resource availability.

Ordering Exclusive-Use IDL Aircraft

The State of Idaho and associated territory under IDL protection falls between two different geographic areas. Coeur d'Alene Dispatch Zone and Grangeville Dispatch Zone fall under Northern Rockies Geographic Area and the Northern Rockies Coordination Center. All other dispatch zones in Idaho fall under the Great Basin Geographic Area and Great Basin Coordination Center. All ordering and dispatching references under the Northern Rockies supplement sections pertain to dispatch zones and resources within Northern Rockies Geographic Area. Orders for resources located outside of Northern Rockies will follow normal dispatch channels and/or procedures established by formal agreements between inter-GACC dispatch zones.

1. *Check aircraft availability with the aircraft's host dispatch center.*

2. *Dispatch requests outside of the aircraft's host dispatch zone are coordinated with the IDL Duty Officer. The IDL Duty Officer must authorize the use of the State aircraft outside of the State of Idaho.*
3. *An incident may order IDL aircraft through their zone dispatch center. Dispatch will initiate and process a resource order with a name request for the specific aircraft and place through normal dispatch channels with notification to the Fire Management Bureau Duty Officer. If the ordering dispatch is functioning as the host dispatch center for the resource, they may initiate a resource order and fill it locally with the IDL aircraft.*
4. *Orders for IDL aircraft will generally be filled on a "first-come-first-served" basis unless circumstances concerning the statewide fire situation dictate otherwise.*
5. *IDL aircraft may be ordered under an IDL preposition resource order. Orders for these aircraft, while deployed on the pre-position order, are placed to the pre-position dispatch center.*
6. *IDL will make every effort to staff IDL helicopters with a helicopter manager and module. When ordering IDL helicopters, the ordering incident will provide or request NWCG certified helicopter manager and support personnel. A complete helicopter module is not required for dispatch. However, a helicopter manager must be assigned to and meet the aircraft prior to arrival at the incident.*

IDL CWN Aviation Price Agreements (non-exclusive use aircraft sourcing):

In addition to exclusive-use IDL aircraft resources, IDL solicits State CWN Aviation Price Agreements (APAs) for aerial fire suppression, aerial detection, aerial supervision and rotor wing services to support its fire protection program. Aircraft secured through IDL APAs include SEATs, Type 1, 2, & 3 helicopters, single engine water scoopers, aerial detection, and aerial supervision aircraft. A list of IDL's CWN Aviation Price Agreements are posted under All-State Protection Agreements found on IDL's Fire Management webpage.

Aircraft acquired off the IDL APA are not able to be utilized on lands where the federal government is the protecting agency unless there is direct and imminent threat to life. In this case, a federal line officer can approve the use of non-federally approved aircraft to address the immediate threat.

Sourcing and utilization of IDL APA aviation resources is dependent on resource availability, as some resources may hold multiple contracts with other agencies. Local units seeking to utilize IDL APA resources will verify the ability to appropriately staff such resources or determine any outstanding support personnel needs and place requests to their local dispatch center, who will determine the availability of requested APA resources and create and place orders utilizing established dispatch channels. Resources hired under IDL APAs will remain under IDL operational control and under the terms and financial obligations of the IDL APA until released.

NW Compact (Northwest Wildland Fire Protection Agreement)
"Member agencies include the States of Alaska, Washington, Oregon, Idaho, Montana and Hawaii as well as the Canadian Provinces of Alberta, British Columbia, Saskatchewan, and the Yukon and Northwest Territories." This agreement only pertains to the sharing of state resources between the above stated member agencies.

Reference Ch. 10 States Compact Mobilization Procedures for additional information on compact ordering procedures.

HELICOPTERS

All Type 1 and 2 federally contracted helicopters are National Resources. There are two categories of helicopters:

- Standard: Government personnel/passenger and cargo hauling.
- Restricted: No government personnel/passenger or internal cargo transport, lift only.

For standard category helicopters, a module must be assigned. See *NWCG Standards for Helicopter Operations, PMS 510* for additional information.

https://www.nwcg.gov/sites/default/files/publications/pms510.pdf

For information on helicopter module staffing, reference The *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)* https://www.nifc.gov/standards/guides/red-book

There are two contractual types of helicopters:

- Exclusive-Use (EU) Contract helicopters are mobilized complete with an assigned module.
- Call-When-Needed (CWN) helicopters require the requesting unit to a provide a module.

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

CWN HELICOPTERS

FS CWN

All CWN Type 1, Type 2, and Type 3 US Forest Service (FS) Helicopters will be initially ordered through the NICC. Please reference payload category information in the MATOC section, below, for additional ordering directions. GACCs will obtain approval from NICC prior to reassigning FS contracted CWN Type 1, Type 2, and Type 3 Helicopters to another incident.

DOI CWN

All DOI Agency Type 3 CWN Helicopters are ordered through normal ordering channels and are dispatched either locally, or through GACCs.

For all CWN Helicopters, the following apply:

- The requesting unit must provide a helicopter manager name and contact information, documented in the "Special Needs" of the resource order, before NICC will assign the helicopter.
- Any federal restricted category helicopter may be filled with either a HMGB (Helicopter Manager) or HMLR (Helicopter Manger Limited Use/Restricted).
- Any Standard category helicopter shall only be filled by a HMGB, unless the Standard category helicopter is put into "Limited-Use" as outlined in the NWCG Standards for Helicopter Operations and notated in the resource order request under "Special Needs," then a HMLR may fill the resource order as the manager.
- It is preferred that CWN Helicopter Managers and/or modules meet with their assigned helicopter off-site from the incident prior to performing work.
- The specific reporting location should be identified on the resource order, such as a Fixed Base Operator (FBO) or other easily located site.

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IROC orders for CWN Type 1 or Type 2 and FS CWN Type 3 helicopters for initial attack situations must specify this along with values at risk.
Prior to reassigning Type 1 or 2 CWN Helicopters to another incident, Dispatch Centers must obtain approval from NICC through NRCC.
As a minimum for local use, a qualified helicopter manager (or qualified helicopter manager limited/restricted use if resource is restricted or in limited status) will be dispatched with each Type 3 helicopter during the fire season. Individual agency helicopter staffing minimums may be higher/more restrictive and adherence to those minimums shall take precedence over any minimum set by this document. The ordering unit may be required to furnish a qualified helicopter manager during any optional use period.

As a minimum for off-unit use, unless otherwise specified, the following will be dispatched with each Type 3 helicopter:

- *Helicopter manager + two helicopter crew members (with PPE and radios)*
- *Service truck*
- *Bucket*
- *Cargo net*
- *Long-line*

Hiring Aircraft on USFS CWN Contract vs DOI (OAS) On Call Contracts
Some Northern Rockies CWN aircraft vendors hold contracts with both DOI/OAS and the USFS for each of their aircraft.

DOI On-Call Contract requests for services will be placed with the contractor from DOI Aviation Resource List using standard dispatching/ordering procedures (will differ based on if order is for project/RX or wildland fire) with an IROC aircraft resource order and best value determination. Full consideration should be given to urgency, capability, location, availability, and cost of the aircraft by the unit making the request. Pay attention to the on-call emphasis of "Best Value

Determination", there could be an audit on dispatch center documentation on why a vendor was hired. If needed, the electronic OAS 23E will be utilized for tracking and documenting aircraft use by OAS and the requesting unit. Reference OAS acquisition forms (including AQD-91 and AMD-23E).

For further information on and assistance with DOI On Call vendor sourcing and appropriate paperwork, contact your DOI Unit Aviation Officer and/or appropriate Agency Aviation Specialist.

If applicable, dispatch will ensure the IROC order is filled using the correct contract the aircraft is being hired under (OAS vs Forest Service).

EXCLUSIVE-USE HELICOPTERS

FS EU Helicopters

All FS EU Type 1, 2 and 3 Helicopters are contracted by the FS Procurement and Property Services, Incident Procurement Operations (IPO ISB) located at in Boise at the NIFC. Forest Service EU helicopters will be transferred in IROC, to the host administrative unit, for the duration of the MAP.

For FS EU helicopters, the standard 14-day assignment applies to the crew, not the helicopter platform. Module leaders are expected to rotate their crew to maintain helicopter availability. When numerous internal rotations of staffing Exclusive Use aircraft occur, consideration for aircraft exchange shall be given by aviation managers and coordinators. Requests for such an exchange shall be coordinated with all parties involved to include the aircraft manager, IMT or hosting unit, GACC, NICC, Regional Helicopter Operations Specialist, and applicable National Aircraft Coordinator. The ability to grant such requests during high fire activity or planning levels may be limited due to extenuating circumstances.

For additional direction please reference the *FSM 5700* and *NWCG Standards for Helicopter Operations, PMS 510*

DOI EU Helicopters

All Exclusive-Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.

***For all EU Helicopter Aircraft, the following apply:**

- Exclusive-Use Contract Helicopters are dispatched locally by the Administrative Unit.
- When requested by NICC, National Resources will be dispatched by the dispatch center hosting the resource at the time of request.

US Forest Service Type 1 and Type 2 Helicopters

All FS CWN and EU Type 1 and Type 2 Helicopters and their modules (both helitack and rappellers), are National Resources prepositioned and allocated by NICC and the FS National Rotor-Wing Coordinator, in alignment with NMAC and Agency prioritization and direction.

Periodically, FS Type 1 and Type 2 EU Helicopters not within their Mandatory Availability Period (MAP) are hired under their EU Contract for optional use periods for incidents or projects. A modification to the EU Contract is required for the duration of the incident assignment. If an FS EU Helicopter Manager is not immediately available, the requesting Geographic Area will assign a Helicopter Manager. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the EU Helicopter is being dispatched.

FS EU Helicopter utilization is closely monitored. In some cases, underutilized resources will be reallocated nationally, to higher priority incidents or Geographic Areas. When requested by the NICC, GACCs will make these aircraft available. If a GACC has a need to backfill behind a Forest Service EU Helicopter, that GACC will show the need by placing a request to the NICC. In no situation, will a GACC remove a FS EU Helicopter from another Geographic Area, without coordination with the NICC and the FS National Aircraft Coordinator.

US Forest Service Type 3 Helicopters

All T3 CWN FS Helicopters will be initially ordered through the NICC. Notification will be made to the CWN Type 3 CORs, by the National Rotor-Wing Coordinators, at the time the orders are filled. Please reference payload category information in the MATOC section, below, for additional ordering directions.

***All FS CWN helicopters ordered on non-suppression program/project funds will require a FS-6500-224 (Commitment & Obligation Request Form), signed by a Regional/Forest/Local Budget Officer (or designee with budget authority), and uploaded in IROC, at the time the order is placed. The local ordering units should coordinate with their Unit Aviation Officer or Forest Aviation Officer for this information.**

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

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

During a host forest's NFDRS rating of Low or deescalating Moderate, Type 3 EU helicopters and modules are expected to be available national, upon request by the NICC, unless already committed in their host GACC. An escalating Moderate, High, or above rating should constitute

availability at the geographic/region or hosting forest level. Helicopters at or above moderate fire danger rating may be made available nationally at the discretion of the GACC.

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

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

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

BLM Type 1 Helicopter

The BLM Type 1 Helicopter's primary mission is initial attack. While most effective at providing rapid initial response, the crew is well equipped to respond to extended attack incidents and critical need missions on large fires.

To retain this helicopter and crew beyond initial attack for extended attack incidents, a request will be made to the GACC. Extended attack incidents that utilize the crew to fill critical positions, should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned.

Short-haul

Helicopters ordered specifically for short-haul capability, will be ordered as either "HE2S – Helicopter, Type 2 Standard" or "HE3S - Helicopter, Type 3 Standard" with the "Short-haul capability" feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as short-haul capable.

FS Short Haul

The primary mission for FS Short-haul helicopters is initial attack. The programs also maintain staffing for emergency medical response and can mobilize upon request during their contract availability periods.

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Short-Haul Operations

Short-haul emergency medical operations are intended to extract injured or ill personnel from locations that are otherwise inaccessible and/or to reduce risk to additional personnel/responders. Short-haul operations will extract and transfer personnel to another type of medical transportation (ground ambulance, EMS/life flight or internal in an agency helicopter).

Short-haul programs are also authorized to conduct short-haul operations for missions other than to extract injured or ill personnel, e.g., insertion for initial attack fire response, helispot construction etc. Work with the short-haul spotter assigned to your incident or unit to get further information as to these capabilities.

Northern Rockies hosts one T3S short-haul helicopter based in Helena. For more information contact Forest Service R1 Helicopter Program Manager Evan Day 406-214-2791.

Maps depicting current short-haul helicopter locations and initial response circles can be found:

- *By logging in to the Enterprise Geospatial Portal (EGP) via FamAuth. Select the Aviation map and open the Layers icon to select the Short-haul locations (blue circles have been updated within last 26 hours, gray circles are older) OR*
- *By navigating to https://egp.wildfire.gov/beacon/ - this site does not require a log in*

Reference the Interagency Emergency Helicopter Extraction (EHE) Source List (PMS 512).

Ordering a short-haul helicopter for immediate medical extraction need:

- *Ordering units may order a short-haul helicopter by placing a call direct to the current helicopter manager or their hosting dispatch center. Ordering units or incidents must supply the information on a kneeboard form to facilitate an emergency response.*
- *Additional patient information may be obtained using the Medical Incident Report ICS 206-WF.*
- *A request for short haul will be processed by the host dispatch center or hosting IMT as a priority emergency response.*
- *The host dispatch center will notify the controlling GACC whenever a short-haul mission is launched.*
- *Short-haul extraction can occur only during daylight flight hours.*

All short-haul operations will comply with the following policy:

- *NPS: Helicopter Short-haul Handbook.*
- *FS: Forest Service Standards for Short-haul Operations.*

Emergency Medical Services (EMS) Helicopters

Emergency Medical Services (EMS) helicopters are available throughout the NRGA. ***EMS helicopters may be ordered by a local unit from the closest available source.*** *Payment for EMS helicopters used to transport government employees (state and federal) is covered under*

Workers' Compensation Programs (APMC, OWCP, etc.). Refer to the Interagency Incident Business Management Handbook (NWCG Handbook #2) for specifics.

Emergency medical helicopter services for private citizens should be coordinated through local law enforcement officials and/or the local line officer.

When hosting an Incident Management Team on a local unit, the ordering of EMS aircraft should be discussed at the in-briefing or in the delegation of authority.

Military Assistance to Safety and Traffic (MAST) Helicopters

MAST helicopters can be ordered for emergency extraction using a hoist system. These helicopters can be dispatched with a flight surgeon, if requested, or may be used in conjunction with EMS helicopters. Dispatch procedures for ordering MAST services:

- *Use the Military ONLY when private/contract services are not available*
- *The use of MAST helicopters for assisting in the search and rescue for downed aircraft is coordinated through the AFRCC, Tyndal AFB, FL 800-851-3051 (Official Use Only).*
- *Use the EMS Helicopter Ambulance Request Information form from the NWCG Aviation Mishap Response Guide. Orders for MAST services can go directly to the AFRCC or be made through NRCC which will contact the AFRCC at Tyndal AFB, FL with mission information.*
- *Determine radio frequencies to be utilized and flight following procedures. Some military helicopters are restricted to VHF-AM communications. An agency aerial platform may be a necessary link for flight following communications.*
- *The use of MAST helicopters for private citizens will normally be initiated by local law enforcement officials coordinated with the local line officer. The role of NRCC will be one of advice, assistance, and support.*

Military MAST services available in the NRGA:

- ***Fairchild AFB, Spokane WA.** 36th Rescue Squadron: UH1N helicopters (Bell 212) available with 240 feet of hoist cable and winch system.*
  - *Phone Numbers: 800-851-3051 AFRCC, Tyndal AFB who will route to appropriate AFB*
- ***Malmstrom AFB, Great Falls, MT.** 40th Helicopter Squadron: UH1N helicopters (Bell 212) available with 250 feet of hoist cable and winch system.*
  - *Phone Numbers: 800-851-3051 AFRCC, Tyndal AFB who will route to appropriate AFB*

MULTI-AWARD TASK ORDER CONTRACT (MATOC)

Helicopters

The following tables have been created to assist the field with ordering CWN MATOC helicopters by payload category. All CWN FS Type 1, Type 2, and Type 3's are MATOC helicopters.

- Initial CWN orders for these aircraft need to be placed to the NICC to be competed nationally.
- The payload categories are a combination of the helicopter type and allowable payload, at 7,000 feet and 30 degrees Celsius for Type2 and Type 3 helicopters, and 8,000 feet and 25 degrees Celsius for Type 1 helicopters.
    - Example: 2.1200
        - The 2 is the helicopter type.
        - The 1200 is the allowable payload.
- All awarded model aircraft are represented on the following charts with either a payload category, or a low to high end payload category range.
- When ordering, please identify **only one** payload category in the special needs of the request. This is the lowest payload category that is technically acceptable for your request. **Do not specify make or model.**
- By specifying the lowest acceptable payload category in the special needs of your order, it will include competition at that payload category and above.
    - **Example: You need a Type 1 w/a bucket that can lift a minimum of 9,000 lbs.**
        - **Your order would be for a 1.9000 helicopter with a bucket**
            - **We would then compete all T1's with a bucket that could lift 9,000 lbs. and above.**
- Please include any other specification in the special needs of your request. For all modern aircraft, please include an additional justification in your request, such as a specific Exhibit from the parent contract. For twin engine, specify "twin engine" in your request.
- For additional assistance with ordering, please contact your Regional Helicopter Operations Specialist or National Rotor-Wing Coordinators.

Type 1 Restricted w/Bucket

Payload Category	Model	Payload Range
1.2100 – 1.3300	UH-60	Low – High
1.2100 – 1.3300	332L1	Low - High
1.3300	K-1200	N/A
1.2100 – 1.3300	S-61N	Low – High
1.5000	S-61A/SH-3H CMRB	N/A
1.3000 – 1.3300	BV-107	Low – High
1.3300 – 1.7000	UH-60+/HH-60L	Low - High
1.7000 – 1.9000	CH-54A/S-64E	Low – High
1.11000 – 1.17000	CH-54B/S-64F	Low High
1.9000 – 1.15000	BV-234/CH-47	Low - High

Type 1 Restricted w/ Tank

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

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

Payload Category	Model	Payload Range
2.1200	*212HP	N/A
2.1450 – 2.1700	205A1	Low - High
2.1700	210	N/A
2.1700	*212 Eagle	N/A
2.1700 – 2.1850	205A1++	Low - High
2.2450	214B1	N/A

Type 2 Restricted w/Bucket

Payload Category	Model	Payload Range
2.1450	UH1B	N/A
2.1650	UH-1F	N/A
2.1850	58T	N/A
2.2050 – 2.2650	UH-1H-17	Low - High

Type 2 Standard w/Tank

Payload Category	Model	Payload Range
2.900	205A1	N/A
2.900	*212HP	N/A
2.900 – 2.1450	205A1++	Low - High

Type 2 Restricted w/Tank

Payload Category	Model	Payload Range
2.1700-2.2650	UH-1H-17	Low - High

Type 2 Standard Modern Bucket/Tank

Payload Category	Model	Payload Range
2.1350+	*EC145 (Bucket)	N/A
2.1350+	*412EPX (Bucket)	N/A
2.900	*EC145 (Tanked)	N/A

Type 3 Standard w/Bucket

Payload Category	Model	Payload Range
3.270	AS350A/B2	NA
3.600-3.850	206L1	Low - High
3.600-3.850	206L3	Low - High
3.600-3.850	206L4	Low - High
3.700-3.800	*900/902	Low - High
3.950-3.1350	407A	Low - High
3.950-3.1350	407HP	Low - High
3.950-3.1350	AS350B3	Low - High
3.950-3.1350	AS350B3E	Low - High

Type 3 Standard w/Tank

Payload Category	Model	Payload Range
3.750-3.800	407A	Low - High
3.750-3.800	407HP	Low - High
3.750-3.800	AS350B3	Low - High
3.750-3.800	AS350B3E	Low - High

Type 3 Standard Modern

Payload Category	Model	Payload Range
3.650+	*429A	N/A

RAPPELLERS

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

Please refer to Chapter 20 for specific guidance for ordering helicopter module personnel and booster orders.

The sending unit will fill the request with a roster in IROC by ordering the aircraft with subordinates, with name and agency identification, through the established ordering channels. This information can be acquired after the aircraft is airborne. Any intent to retain rappellers which have not been utilized as an IA load, will be negotiated between the sending, and receiving rappel base in concurrence with NICC and the GACCs.

GACCs prepositioning rappellers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, rappellers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving rappel bases in concurrence with NICC and the GACCs.

Rappellers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual "O" requests. Rappellers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Rappel crews may be utilized for large fire support, all-hazard incident operations, and resource management objectives. Rappel crews are well equipped to respond to extended attack incidents and critical need missions on large fires. Extended attack incidents that utilize rappel crews to fill critical positions, should order replacement personnel for those positions in case the aircraft and crew are reassigned.

Helicopters ordered with rappel capability for preposition and/or large fire support, will be ordered as "HE2S – Helicopter, Type 2 Standard", with the "Rappel Capability" feature in IROC. The capability should also be defined in the "Special Needs" block of the resource order as rappel capable.

Rappeller Numbers

Planned staffing includes 285 Rappellers at the following locations (actual fire season numbers may vary):

Great Basin	Boise, ID	15
	Price Valley, ID	30
	Salmon, ID	45
Northern Rockies	Gallatin, MT	17
	Libby, MT	16
Northwest	Grants Pass, OR	21
	John Day, OR	28
	Prineville, OR	27
	La Grande, OR	38
	Wenatchee, WA	27
Northern California	Nevada City, CA	20
Southern California	Trimmer, CA	21

Rappeller Aircraft

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

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MT-DNRC Helicopters

The DNRC maintains five MT205 helicopters and two Bell 206III Jet Rangers. Reference Cooperator Aircraft-DNRC Aircraft section at the beginning of this chapter for additional information on DNRC Aircraft and field assignment duty locations.

DNRC helicopters are State of Montana resources and may be considered the closest resources for all incidents under State of Montana fire protection responsibility. DNRC helicopters may be requested for initial attack operations or to support State fire incidents.
The coordination of these aircraft is the responsibility of the respective DNRC Land Office and the aircraft's host dispatch center. Daily availability and status will be reported through normal dispatch channels.

Requests for DNRC aviation assets to mobilize for fire response should occur through proper dispatching channels. DNRC aviation assets will be dispatched with information provided via NWCG Aircraft Dispatch/Kneeboard Form (PMS 250) by the host dispatch center. Initial attack aircraft may be launched within its current dispatch zone to new incidents after having been provided, via the dispatch center, location (latitude/longitude), geographic location, frequencies and ground contact if available. All other pertinent information will be provided to aircrews while enroute with a Kneeboard Form. If the resource is being sent outside of the host dispatch centers zone, the initial order may be followed up with an IROC order.

Aircraft assigned to the areas can be dispatched for any fire mission allowed under the DNRC 1500 manual. Pre-season and post-season non-fire dispatching will occur at the DNRC Aviation Support Facility (ASF), through the Chief pilot or designee.

These helicopters may be dispatched to other DNRC field offices with approval from the Area Fire Manager or his/her designated representative (duty officer).

IDL Helicopters

See information outlined under Cooperator Aircraft section at the beginning of this chapter.

Montana National Guard Helicopters

See information outlined under Cooperator Aircraft section at the beginning of this chapter.

SMOKEJUMPERS

Smokejumpers primary mission is initial attack. All initial attack orders will be honored when smokejumpers are available. While most effective at providing rapid initial response,

smokejumpers are well equipped to respond to extended attack incidents and short-term critical need missions on large fires. Smokejumpers are normally configured by planeload, with each load ranging from eight to ten smokejumpers depending on aircraft type and smokejumper availability. When smokejumpers are needed jump-ready for initial attack with aircraft, they are to be requested in IROC as "SMIA - Load, Smokejumper, Initial Attack" on an Aircraft request.

BLM smokejumper initial attack aircraft may be launched within its current dispatch zone to new incidents after having been provided location, bearing, distance, and flight following frequency. All other pertinent information will be provided to aircrews while enroute.

Specifying the delivery system is not permitted. The sending unit will fill the request with a roster in IROC or by forwarding a manifest form, with name and agency identification, through the established ordering channels. This information can be acquired after the smokejumper aircraft is airborne. Any intent to retain Smokejumpers which have not been utilized as an IA load will be negotiated between the sending and receiving smokejumper base in concurrence with the NICC and the GACCs.

GACCs prepositioning smokejumpers when multiple starts are occurring or predicted will specify the anticipated duration. If not deployed during this period, smokejumpers will be made available for higher priorities, unless longer duration is negotiated between the sending and receiving smokejumper bases in concurrence with NICC and the GACCs.

Smokejumpers held as boosters after release from the first IA assignment will be placed on an Overhead order using individual "O" requests. Smokejumpers recovered and mobilized to another assignment, internally or across Geographic Area boundaries, will also be placed on an Overhead order.

Smokejumpers may be configured as crews (hand crew, engine crew, or helitack crew) or as single resource overhead for Incident Command System positions. Concurrence with NICC must be obtained prior to configuring smokejumpers as crews or modules for extended attack operations.

Please refer to Chapter 20 for specific information on ordering smokejumper boosters.

Smokejumper Numbers

Planned staffing includes 480 smokejumpers at the following locations (actual fire season numbers may vary):

BLM Alaska	(Fairbanks)	75
BLM Great Basin	(Boise)	75
FS Northern Rockies	(Missoula)	70
	(Grangeville)	30
	(West Yellowstone)	30
FS Great Basin	(McCall)	70
FS North Ops	(Redding)	50
FS Northwest	(N. Cascade)	30

(Redmond) 50

Satellite bases may be activated based on fire activity.
Daily availability is updated throughout the fire season and is posted at the following link:
https://www.nifc.gov/smokejumper/reports/smjrpt.php

Smokejumper Aircraft

Aircraft delivering Initial Attack smokejumpers will return to the sending base or a designated airport before the end of the pilot's daily flight or duty limitations. Any intent or necessity to retain the aircraft will be negotiated between NICC and the GACCs. If the aircraft is retained past the first operational period, it will be placed on an Aircraft request through established ordering channels.

A list of all Smokejumper Aircraft can be found at:
https://www.nifc.gov/nicc/logistics/aviation

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Smokejumper Aircraft and Bases in the Northern Rockies are:

Location	*Tail #*	*Call Sign*	*Load Size*	*Ave. Cruise Speed*	*Aircraft Type*
GIC	*N257MC*	*"Jump 1-6"*	*8 pax*	*200 kts*	*DORNIER 228*
MSO	*N991BH*	*"Jump 1-1"*	*14 pax*	*240 kts*	*DHC-8 "Dash 8"*
MSO	*N110Z*	*"Jump 1-0"*	*10 pax*	*190 kts*	*SHORTS SD3-60*
MSO	*N114Z*	*"Jump 4-8"*	*10 pax*	*190 kts*	*SHORTS SD3-60*
MSO	*N162Z*	*"Jump 6-2"*	*10 pax*	*190 kts*	*SHORTS SD3-60*
WYS	*N263MC*	*"Jump 1-3"*	*8 pax*	*200 kts*	*DORNIER 228*

*Each unit may order smokejumpers through standard dispatch channels from the host dispatch center of the **closest smokejumper base** to the incident, as confirmed by computer software. This includes out-of-area bases covered by formal agreement, however, **if smokejumpers are being requested for out-of-area, the host unit must call NRCC for coordinator approval.***

There are 3 permanent Jump Centers within the Northern Rockies:

- ***Missoula** – Missoula Jump Center (MSJC) serves as their own tier 3 dispatch center "under" Northern Rockies Coordination Center. Any orders for personnel out of MSJC go through NRCC and are passed to MSJC.*
- ***Grangeville** – Grangeville Jumpers are dispatched out of Grangeville Dispatch Center (GVC).*
- ***West Yellowstone** – West Yellowstone Jumpers are dispatched out of Billings Dispatch (BDC).*

If the closest smokejumper base cannot fill the request, then the unit must place the request with NRCC.

Smokejumper aircraft duty hours during fire season are normally from 09:30 to 18:00 local time. Neighboring dispatch units must be aware of time zone changes. If smokejumpers are needed for earlier hours the order should be placed the previous day. Units will notify NRCC when smokejumper aircraft are committed or unavailable for fire assignment due to mechanical issues, pilot duty limitations, etc. Units will notify NRCC before using the aircraft for other than smokejumper/para cargo use.

Booster Orders

Requests for smokejumper boosters will be placed as individual 'O#' SMKJ requests. All smokejumper booster requests, for any Northern Rockies jump base, may be ordered under the local NRGA Preposition and placed up to NRCC.

Cargo/Para Cargo/GPS Guided Para Cargo Flights

Order cargo/para cargo flights through standard dispatch channels from the host dispatch center or to NRCC. The incident dispatch may contact the smokejumper duty officer to discuss para cargo delivery and retrieval options. For fresh food orders please order one day in advance. The Jump Center filling request will coordinate drop date and time with the local dispatch center and the hosting dispatch office.

Para Cargo requests are ordered in IROC as an A #: Fixed Wing, Cargo. Reference the ordering guidelines in the Aviation section of the NRCC website
for additional information.

GPS Guided Para Cargo may be available. Contact Smokejumper Operations prior to ordering to discuss availability and needs for the incident.

AERIAL SUPERVISION AIRCRAFT

Leadplanes, Exclusive-Use Air Tactical Aircraft, and Aerial Supervision Modules (ASM(s)) are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when requested by NICC and approved by the parent agency. Requests for leadplanes may be filled with an ASM.

Aerial Supervision Module

The ASM is a fixed-wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

Leadplane

A Leadplane is a fixed-wing platform that provides low-level lead operations for airtankers. Lead planes are required for non-IA rated airtankers, such as VLATs and MAFFS. Landplanes may also be requested for congested airspace situations, by any airtanker pilot, or to determine adequate visibility for airtanker operations on an incident. Leadplanes are limited and specialized resources, therefore missions may need to be prioritized for non-IA rated airtanker missions.

Please contact the USFS National Fixed-Wing Coordinator, or appropriate agency program manager for any lead plane needs or for planning purposes.

A list of all Leadplanes/Aerial Supervision Modules can be found at:
https://www.nifc.gov/nicc/logistics/aviation

Air Tactical Aircraft

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

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

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Leadplanes and Aerial Supervision Modules (ASMs)

Forest Service ASMs will use a "Bravo" call sign and BLM ASMs will use a "Kilo" call sign. Leadplanes are identified by their "Lead" call signs.

Only qualified leadplanes/ASMs and ATGSs will direct airtanker operations from the air, utilizing approved aircraft with mandatory communications equipment. Recon/air patrols will limit their proximity and instructions to identification of the correct fire and vacate the airspace prior to drop.

Dispatching Leadplanes and ASMs

Leadplanes/ASMs, like airtankers, may be ordered through standard dispatch channels from the dispatch unit of the closest hosting airbase as confirmed by computer software. Leadplanes/ASMs should be dispatched using the Aircraft Dispatch/Kneeboard form followed up by an IROC resource order as soon as possible. If the closest airbase cannot fill the request, place the request through NRCC.

NRCC requests all kneeboard forms for airtankers and leadplanes/ASMs be sent to NRCC's aircraft desk for situational awareness, prioritization, and further notification of national resource usage.

Initial attack by a qualified initial attack airtanker pilot should not be delayed because of a lack of a leadplane/ASM in the area. In the event there is a shortage of leadplanes/ASMs, a NRCC aircraft coordinator will assess the fire situation and leadplane/ASM availability at that time and assign priorities. Where leadplanes/ASMs are appropriate but not available, ATGS shall be assigned in their place.

Leadplanes/ASMs assigned to alternate airbases will be dispatched by the dispatch center responsible for that airbase.

Requests to utilize these aircraft for non-leadplane/ASM missions requires approval from NRCC.

Leadplanes/ASMs will be released from incidents at the end of shift. When stationed away from their home base, they should be reassigned to a local NRGA preposition order and toggled available national.

Air Tactical Aircraft

Attempts should be made to order exclusive use resources within the GACC before ordering call when needed resources or mobilizing aircraft from outside of the GACC. Specify all special needs such as: EXU vs CWN, mission category if applicable, twin engine, high wing, carded Instrument Flight Rules (IFR), flight into known icing conditions, pressurized, etc., in the special needs portion of the resource order and on the kneeboard form.

Only order aircraft carded for air tactical work. All patrol or recon aircraft must vacate air space over a fire to which initial attack aircraft have been dispatched.
For additional information on Aerial Supervision requirements and usage reference the NWCG Standards for Aerial Supervision PMS 505.

Northern Rockies Geographic Area is committed to sharing ATGS resources amongst all IMTs, units, and dispatch centers.

- *ATGS personnel affiliated with an IMT may be utilized for any assignment but will be reassigned if their respective IMT is activated CONTINGENT upon availability of a replacement ATGS resource. No reassignment will occur if replacement resources are not available.*
- *The Fixed Wing Operations Specialist will be utilized to assist with locating, moving, sharing, and placing aerial supervision resources. This position works closely with the NRCC Aircraft Coordinators.*

MT-DNRC Aerial Supervision Guidelines

To facilitate safe and efficient use of aviation assets that are operating on State and/or County protection or under the operational control of the DNRC, which includes responses to boundary fires, the following will occur.

1. *When multiple DNRC helicopters are operating on the same incident, a DNRC pilot will assume the responsibilities as a Flight Lead, coordinate with the Incident Commander (IC) and assist in the control of the rotary wing resources. The Flight Lead is typically the most experienced DNRC Pilot in charge on scene. This Flight Lead platform will continue tactical operations on the incident with the other aircraft to facilitate and maintain safe air operations.*
2. *When any Federally contracted or owned aircraft are ordered, aerial supervision requirements outlined in the NWCG Standards for Aerial Supervision (PMS 505) will be followed and appropriate aerial supervision assets ordered.*
3. *Army National Guard helicopters require aerial supervision for all operations on staffed fire line. This requirement for the UH-60 "Blackhawks" may be met by operating in tandem with DNRC helicopters or using a helicopter coordinator (HLCO) and/or air*

attack. Army National Guard helicopters may operate on unstaffed fire line without aerial supervision.

UNMANNED AIRCRAFT SYSTEMs (UAS)

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

There are three federal UAS ordering scenarios:

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

For specifics on how to order UAS, please see:
https://uas.nifc.gov/interagency-fire-uas-ordering

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

Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or FS.

UAS Coordinator: (208) 387-5335

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UAS are considered aircraft and therefore must adhere to host agency policy. UAS include any aircraft used for flight with no onboard pilot. UAS missions must be approved in advance prior to use on any USFS/DOI/State agency projects (to include fire/incidents/prescribed fire, BAER, etc.). Reference the NWCG Standards for Fire Unmanned Aircraft Systems Operations (PMS 515).

Contact Region 1 UAS Specialists Shane Ralston at 406-396-3526 or Nate Harrison 406-897-3037 for additional information.

DOI, USFS and State UAS policy and operational guidelines for UAS use is dynamic and expect differences in agency policies:

- *UAS flights under DOI or USFS operational control must adhere to appropriate agency policy and regulations. Reference links to policy found on the Interagency UAS Program website.*
- *UAS flights under MT-DNRC operational control must adhere to MT-DNRC policy and regulations. Contact local DNRC Aviation Officer for more information on DNRC UAS policy.*
- *UAS flights under ID-IDL operational control must adhere to the ID-IDL policy and regulations. Contact local IDL Aviation Officer for more information on IDL UAS policy.*

In the event of a UAS intrusion on wildfires or projects, fill out the Aircraft Conflict Initial Report Form and notify appropriate personnel.

AIRTANKERS

Airtankers are National Resources, their primary mission is initial attack. NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.

- Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC. This will be accomplished by ensuring that all support functions (i.e., Airtanker Bases, GACCs, and local dispatch centers) that are required for the mobilization of National Resources are staffed and maintained to support mobilizations. The following criteria apply to all airtankers:
- Airtankers should be dispatched by closest resource, regardless of Geographic Area boundaries.
- When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, or the closest available resource is outside of the GACC, request(s) will be placed with NICC.
- All airtanker movement, regardless of existing border agreements, will be communicated to the NICC.

There are five types of airtankers based on payload capacity:

- VLAT = 8,000 gallons or more
- Type 1 = 3,000 to 5,000 gallons
- Type 2 = 1,800 to 2,999 gallons
- Type 3 = 800 to 1,799 gallons
- Type 4 = Up to 799 gallons

To ensure consistent utilization, rotation, and management of the national airtanker fleet, please refer to the following publications:

- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*
- *Forest Service Standards for Airtanker Operations.* https://www.fs.usda.gov/sites/default/files/2022-11/Standards-for-Airtanker-Ops.pdf

Airtanker Use in Optional and Post Season Periods

Post Season and Optional Use airtanker activations are processed by the Contracting Officer (CO), via a signed modification. The following process is used to activate airtankers during the Post Season and Optional Use periods:

- The requesting GACC will place request(s) for airtankers with NICC.
- NICC will notify the National Fixed-Wing Coordinator (NFWC) or designated representative of request(s).
- NFWC or designated representative notify the National Aviation Program Manager (NAPM), who will determine the availability of airtankers. Airtanker/vendor selection will be communicated back to the NICC. NICC will notify the GACC of the airtanker activation.
- NICC will request the airtanker from the appropriate vendor once approved by the CO.

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Northern Rockies Tanker Bases and Associated Dispatch Centers

Tanker Base	*Dispatch Center*	*Capacity/Status*
Coeur d'Alene Tanker Base (COE)	*Coeur d'Alene Dispatch Center (CDC)*	*Can accommodate up to LATs*
Missoula Tanker Base (MSO)	*Missoula Dispatch Center (MDC)*	*Can accommodate up to LATs*
Helena Tanker Base (HLN)	*Helena Dispatch Center (HDC)*	*Can accommodate up to VLATs*
Billings Airtanker Base (BIL)	*Billings Dispatch Center (BDC)*	*Can accommodate up to LATs*
Grangeville Tanker Base (GIC)	*Grangeville Dispatch Center (GVC)*	*Can accommodate SEATs only*
Ronan Tanker Base (7S0)	*Ronan Dispatch Tier 4 under Missoula Dispatch Center (MDC)*	*Can accommodate SEATs only*
Miles City Tanker Base (MLS)	*Miles City Dispatch Center (MCC)*	*Can accommodate SEATs only*
Hamilton Tanker Base (6S5)	*Bitterroot Dispatch Center (BRC)*	*ON CALL BASE Can accommodate SEATs only requires mobile retardant base*
Plains Tanker Base (S34)	*Missoula Dispatch Center (MDC)*	*ON CALL BASE Can accommodate SEATs only*
Lewistown Tanker Base (LWT)	*Lewistown Dispatch Center (LEC)*	*ON CALL BASE Can accommodate SEATs only*

Very Large Airtankers (VLATs)

In the Northern Rockies, VLATs can operate out of Helena, MT (HLN). Next closest VLAT bases are Moses Lake, WA (MWH), Boise (BOI) and Pocatello, ID (PIH).

Airtanker Management

Airtanker days off will be in accordance with contractual requirements. Sending and receiving dispatch units must be aware of time zone changes. Units will contact NRCC if other hours are requested: early morning fire activity, on call-back due to inclement weather, etc.

Units with airtanker bases are also responsible for informing NRCC:

- *when airtankers located at their base are out of service for any reason.*
- *when there are issues concerning the operating capability of the airtanker base (e.g., retardant shortage, fuel shortage, etc.).*

Airtanker Response

Each unit may order the first airtanker through standard dispatch channels from the neighboring dispatch unit for the closest airtanker base, if applicable. This includes out-of-area bases covered by formal agreement. IROC orders will follow normal dispatch channels and notification of national resource usage should always be made to NRCC.

If the closest airtanker base cannot fill the request, the request must be placed with NRCC. If a NR airtanker is requested out-of-area for initial attack, the airtanker host unit must first call NRCC for coordinator approval to fill request.

NRCC requests all kneeboard forms for airtankers and lead planes/ASMs be sent to NRCC's aircraft desk for situational awareness, prioritization, and further notification of national resource usage.

When airtankers are ordered the following priority criteria must be provided in the comment section of the aircraft kneeboard and in the special needs block of the IROC aircraft resource order.

Values at Risk

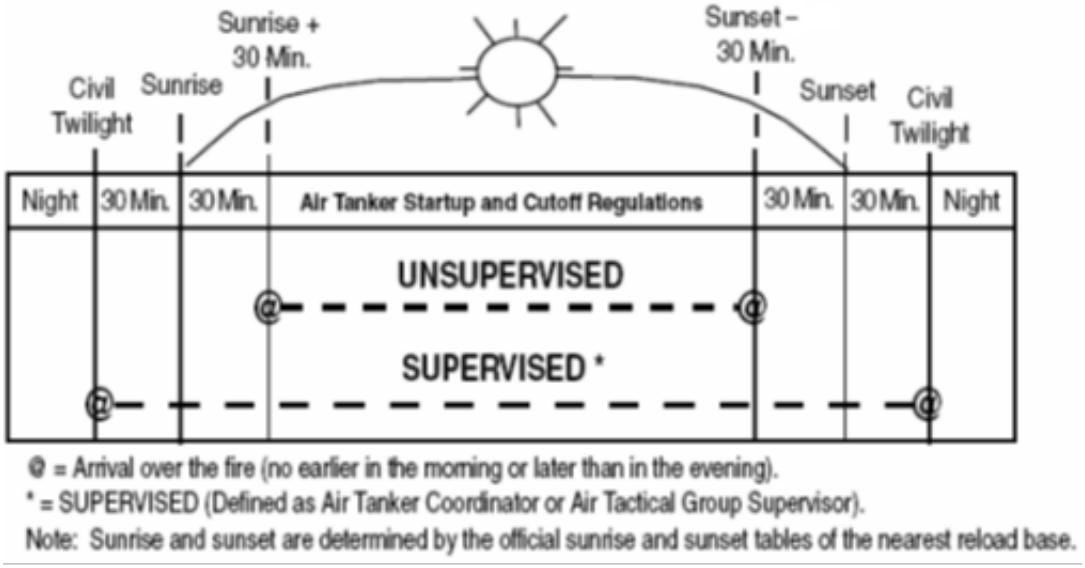
- ***Human Life:*** *Entrapment, Reinforce escape routes/safety zones, Other (Medivac, Highways, Recreation Areas).*
- ***Communities:*** *Community infrastructure, historically significant cultural resources.*
- ***Property:*** *Primary Residences, Seasonal Residences, Commercial property including timber/plantations, Outbuildings. Other (Livestock).*
- ***Natural Resources:*** *T&E Species, Wildlife Habitat, Grazing Allotments, Designated Critical Areas.*

Timeframe for Threat: *Imminent, within the operational period, 24 hours, etc.*

Centers may be asked if there are currently resources on the ground to support orders for retardant or bucket drops.

At the end of shift all large and very large airtankers will be released in IROC to a local NRGA preposition order for a clean start on the next shift.

Startup/Cutoff Times - Airtanker Dispatch Limitations



- *To reduce the hazards to large airtanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when airtankers may drop on fires.*
- *Note: The limitations apply to the time the aircraft arrives over the fire and conducts its dropping activity, not the time the aircraft is dispatched from its base. Dispatchers and ATB Managers, in consultation with Leadplanes/ASMs or ATGSs, are mutually responsible for ensuring these limitations are not exceeded.*

MODULAR AIRBORNE FIREFIGHTING SYSTEMs (MAFFS)

MAFFS provide emergency capability to supplement commercial airtankers on wildland fires. MAFFS are National Resources and are used as a reinforcement measure when contract airtankers are committed or not readily available. MAFFS will be made available to assist foreign governments when requested through the Department of State or other diplomatic Memorandum of Understanding (MOU). Geographic Areas are responsible for ascertaining all suitable commercial airtankers are assigned to wildland fires or committed to initial attack before placing a request for a MAFFS Mission to NIFC.

US Forest Service and NICC Responsibility (for MAFFS)

The NICC is responsible for ascertaining nationally that all suitable commercial contract airtankers are committed to wildland fires, initial attack, or cannot meet timeframes of requesting units. When this occurs, NICC will notify the FS Assistant Director for Operations, NIFC. Once approval is given, the NICC activates the request through proper Department of Defense (DOD) channels. After the initial contact has been made, NICC will submit a Request for Assistance (RFA) to the DOD Liaison at NIFC.

The Governors of California, Nevada, and Wyoming may activate their respective Air National Guard Units having MAFFS equipment and qualified crews for State-controlled fires. Approval for use of MAFFS equipment must be obtained from the FS Assistant Director for Operations, NIFC, prior to this activation. When MAFFS are activated by a governor, the FS Regional Office for that State will assign an accounting code for the incident.

MAFFS Ordering Criteria

MAFFS domestic requests will be placed through established ordering channels to NICC. NICC will place a RFA to the Region X Defense Coordinating Officer (DCO).

The requesting Geographic Area needs to order the following support for MAFFS Activation:

- One each MAFFS Liaison Officer (MLO aka MAFF) and one each MLO trainee.
- One each Airbase Radio Kit (NFES 4660).
- One each MAFFS Communications Specialist (THSP).
- One each Assistant MAFFS Liaison Officer (AMLO).
- One each MAFFS Airtanker Base Manager (MABM) and one each MABM trainee.
- Logistics, Finance, and Information personnel.

MAFFS Operations must also include a MAFFS qualified Leadplane.

For MAFFs activations, the Receiving Unit must be prepared to provide administrative support (procurement, motel rooms, phones, office space, clerical and timekeeping support, transportation) to accommodate as many as twenty-six people per two (2) aircraft.

For additional information, see the *MAFFS Operating Plan*:
https://www.nifc.gov/nicc/logistics/reference-documents

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In the Northern Rockies, MAFFS can reload out of Helena, MT (HLN) and Billings, MT (BIL), with Boise, ID (BOI), Moses Lake, WA (MWH) and Rapid City, SD (RAP) as closest MAFFs hub-bases.

WATER SCOOPERS

Water scoopers are National Resources, and their primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

Water Scoopers will be ordered as a “ATM3 - Airtanker, Type 3 (Multi-Engine)” with Water Scooper capability feature in IROC. The capability should also be defined in the “Special Needs” block of the resource order as scooper capability.

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Type 3 Multi-Engine Water Scoopers

Water scooper resources are commonly ordered in sets of two and will be supported with a scooper manger, ordered as subordinate AWSM (Amphibious Water Scooper Manager).

MT-DNRC CWN T3 Multi-Engine Water Scoopers

Reference the Cooperator Aircraft - MT-DNRC Aircraft section of this chapter for additional information MT-DNRC Aircraft.

The Montana DNRC may solicit a CWN contract for type 3 multi-engine water scooping aircraft. Because these resources also hold national, Federal CWN contracts, requests to bring on water scoopers under the DNRC CWN contract requires coordination between the NRCC DNRC Coordinator, NICC, and the requesting unit. The IROC resource items must be transferred from NICC to NRCC and attached to the appropriate DNRC CWN contract before a request can be filled and resources can be mobilized.

Scoopers hired under DNRC contract cannot be used on Federally protected lands unless there is direct threat to life and use is approved by a federal line officer.

SINGLE ENGINE AIRTANKERS (SEATs) and WATER SCOOPERS

Managers for Single Engine Airtankers and Single Engine Water Scoopers must remain on-site with the assigned resource at all times unless repositioning, mobilizing or demobilizing.

Federal and/or State contracted SEATs are managed under either an Exclusive-Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and information can be requested through the National SEAT Coordinator. The national contract SEAT module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. A SEAT can be managed by an on-site SEMG or an ATBM.

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

Orders for SEATs placed to NICC are coordinated with the National SEAT Coordinator. Local Units or Geographic Area Coordination Centers hiring or releasing SEATs will notify the National SEAT Coordinator regardless of jurisdiction. Consistent with the DOI authorization (see the BLM National Aviation Plan), DOI Nationally funded SEATs will be managed as DOI National shared resources. As National assets, these SEATs can and will be moved to areas of greatest need. Geographic Areas and Fire Staff on an Interagency basis will provide direction to the dispatch system on the mobilization and demobilization of SEATs to meet existing or forecasted fire loads within their jurisdiction.

DOI Nationally funded SEATs will have their IROC status set as available nationally. When assigned to an incident, DOI Nationally funded SEATs will be released back to the GACC/Hosting unit at the end of each shift and shown as available "National" in IROC. Mobilization for incident response will occur via resource order; however, once a decision to reallocate a DOI Nationally funded SEAT to another GACC is made, the receiving GACC will place a request for the mobilization, and the resource item will be transferred after mobilization is complete.

Nationally, when competition for SEATs exists, NMAC will provide SEAT allocation direction to NICC based on intelligence developed by the National SEAT Coordinator. The National SEAT Coordinator position is responsible for coordinating the allocation and reallocation of SEATs Nationwide as well as maintaining current status, location, and utilization of federal and State contracted SEATs throughout the Nation.

National SEAT Coordinator: (208) 387-5419 blm_fc_seat@blm.gov

For additional SEAT and Single Engine Water Scooper information please see the following publications:

- *NWCG Standards for Airtanker Base Operations (SABO), PMS 508* https://www.nwcg.gov/publications/pms508
- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

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DOI National Exclusive Use (EXU) SEAT Contracts:

Based on the number of DOI National Exclusive Use SEATs allocated to the GACC, the BLM State Aviation Manager (SAM) and BIA Regional Aviation Manager (RAM) will coordinate with fire staff and the Geographic Area Coordinating Group to determine the initial starting location of DOI EXU SEAT's.

DOI Fire On-Call Contracts:

DOI Fire On-Call Contract requests for services will be placed with the contractor from DOI Aviation Resource List using standard dispatching/ordering procedures with an IROC aircraft resource order and best value determination. Full consideration should be given to urgency, capability, location, availability, and cost of the aircraft by the unit making the request. Pay attention to the on-call emphasis of "Best Value Determination", there could be an audit on dispatch center documentation on why a vendor was hired. If needed, the electronic OAS 23E will be utilized for tracking and documenting aircraft use by OAS and the requesting unit. Reference OAS acquisition forms (including AQD-91 and AMD-23E).

For further information on and assistance with DOI On Call vendor sourcing contact your Unit Aviation Officer and/or appropriate Agency Aviation Specialist.

MOBILE RETARDANT BASES (MRBs)

Mobile Retardant Bases can be ordered to service Very Large Airtankers, Large Airtankers, helicopters and SEATS. Orders should be placed through normal dispatch channels to NICC.

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

- Helicopter
- SEAT
- LAT
- VLAT

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Mobile retardant bases will be ordered as an A# Aviation-Service-Mobile Retardant Base (SMRB).

When submitting a Mobile Retardant Base order please also complete the appropriate Service Request Form and attach to the resource order. This form is not required but recommended in order to provide information to ensure the appropriate resource/product is assigned. Please use below Long-Term Fire Retardant (LTFR) table reference when completing form.

Long-Term Fire Retardant (LTFR) Product, Use and Typical Order Quantity

Product Name	Typical Use	Typical Initial Order Quantities
259-FS (powder)	Helicopter/GAU/GT	88,000 lbs/2 truckloads (44 phosbins)
LC95A-R (liquid)	VLAT/LAT/SEAT/GAU/GT	50,000 lbs/1 truckload (4k gallons)
LC95A-Fx (liquid)	VLAT/LAT/SEAT/GAU/GT	50,000 lbs/1 truckload (4k gallons)
MVP-Fx (powder)	VLAT/LAT/SEAT/GAU/GT	88,000 lbs/2 truckloads (44 phosbins)
LCE90-Fx (liquid)	VLAT/LAT/SEAT/GAU/GT	50,000 lbs/1 truckload (4k gallons)

INCIDENT AWARENESS & ASSESSMENT (IAA)

IAA utilizes aerial, satellite-based assets, and ground-based cameras to collect and disseminate incident data and products to resources in near-real time.
IAA is available to provide support to wildland fire operations in three mission areas:
Large Fire Perimeter Mapping
Historically known as National Infrared Operations (NIROPS). This mission is flown at night and consists of agency owned aircraft, contracted aircraft, and Aircraft 3. NIROPS aircraft are National Resources. The National IR Coordinator will coordinate all Infrared Interpreters (IRIN).

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

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

Aircraft 3 is a Department of Defense asset that is available to provide support for incidents that may not be reachable by regular aircraft. Aircraft 3 products are derived from multiple sources and closely resemble products from the other platforms. Analysis is performed jointly between

the National Geospatial Agency (NGA) and the United States Geographic Survey Civil Applications Center (CAC). This asset typically requires a 1-2 day spin up for new incidents, and product delivery timeframes can be highly variable.

New Heat Detection/Lightning Reconnaissance

Order Process: Visit the IAA Hub and select Request Support Product deliverables: A size-up is reported to the responsible Dispatch Center. This may include an email to the center's Firenet account and phone/radio communications/confirmation. Imagery, videos, perimeter information will be posted to NIFC EGP.

Operational Support

GIS Perimeters, narrated/unnarrated videos, imagery overlay, and isolated heat identification. How to Order: Go to the IAA Hub and select Request Support Product deliverables: All products are posted in NIFC EGP within the Airborne Intel Tool. The requestor will receive a close out email once products have posted.

To request IAA support, visit the IAA Hub at:

https://iaa-nifc.hub.arcgis.com/

IAA requestors must have a NIFC AGOL account to submit requests in the IAA Hub. Follow the instructions on the IAA Hub to request a new NIFC AGOL account. For additional ordering information refer to the User's Guide on the IAA Hub.

Certain Interagency Multi-mission aircraft can support wildland fires as Air Attack (ATGS), Helicopter Coordinator (HLCO) and IAA mission support; these resources are known as enhanced Air Attack or Enhanced HLCO. Only one mission can be ordered, performed, and completed for each individual request. An enhanced Air Attack will only perform as an IAA resource if directly ordered for IAA mission support.

Visit the Fire Imaging Technologies for Wildland Fire Operations user guide for more detailed information. The guide can be found at:

https://www.nifc.gov/nicc/logistics/reference-documents

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In the special needs of the IROC order for Infrared Night SIRN requests (large fire perimeter mapping historically known as NIROPS) please include the name of the person completing the IAA Hub request.

The National IR Coordinator will coordinate all assigned Infrared Interpreters (IRIN).

MT-DNRC IAA Aircraft/Support

MT DNRC has contracted an enhanced sensor fixed wing aircraft for the purpose of performing IAA-like operations (mapping, detection, etc). Ordering of this asset will occur in coordination with DNRC.

LARGE TRANSPORTATION AIRCRAFT

NICC is the sole source for large transport aircraft holding 14 CFR PART 121 Certificates. Large transport aircraft are National Resources and will be requested through NICC. Large transport aircraft arranged by NICC are requested on a per mission basis. Flight Following ATD/ETE will be relayed by the NICC Aircraft Desk for each flight leg. When requesting a large transport aircraft, the following information is required:

- Number of passengers and/or cargo weight per destination and combined total weight for the flight. Pick-up point at jetport and time passengers and/or cargo are available to load.
- NICC requires 48-hour lead time to plan and schedule aircraft for demobilization flights.
- Pick-up point at the jetport is the Fixed Base Operator (FBO) or gate at the airport terminal where the aircraft will park.
- Passengers must be weighed and manifested prior to boarding the aircraft.
- Government or contractor support available at each airport, including contact name and telephone number.
- All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.
- **Note:** Lithium Batteries are not permitted and cannot be transported in the cargo hold on NICC large transport aircraft.

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*NIFC aircraft or large transport aircraft use the following Northern Rockies jetports: **

State	*Identifier*	*Pick Up/Drop Off points*
ID	*COE*	*Stancraft 208-772-6404*
ID	*LWS*	*Lewiston-Nez Perce County Airport 208-746-7962 / 208-746-4471*
MT	*BIL*	*Edwards Jet Center 406-252-0508*
MT	*BTM*	*Butte Aviation 406-494-6694*
MT	*BZN*	*Yellowstone Jet Center 800-700-5381*
MT	*GTF*	*Holman Aviation 406-453-7613*
MT	*HLN*	*Exec Air 406-442-2190*
MT	*MSO*	*Golf Taxiway to Tanker Base 406-728-4381*
MT	*WYS*	*Yellowstone Aviation 406-646-7359 (seasonal)*
ND	*BIS*	*Main Terminal 701-355-1808 day / 701-220-9885 24hr*
ND	*FAR*	*Fargo Jet Center 701-235-3600 or 800-770-0538*
ND	*MOT*	*Minot General Aviation & Refueling Office 701-857-4738*

** NICC Jet support is subject to availability of support personnel and area activity to assist with this operation. Please check with dispatch centers before scheduling a NICC Jet*

FREQUENCIES

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, "CONTROLLED UNCLASSIFIED INFORMATION//BASIC." This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

FM, VHF, and UHF Frequencies

NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. To ensure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.

AM Frequencies

Initial attack AM air-to-air frequencies will be assigned by the NIICD Communications Duty Officer (CDO) after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by the dispatch zones.

When the tertiary assignment (if applicable) is used the NIICD CDO will be notified by phone or email. VHF AM assignments are used for air-to-air communications and are authorized only within the zone to which they are assigned. IA frequency assignments are not to be used on project fires. To utilize the initial attack AM assignments to their fullest capabilities they should only be used on TFRs for the initial burning period, after that a dedicated AM frequency should be ordered from the CDO through IROC.

FM Air-to-Ground Frequencies

FM air-to-ground frequencies will be facilitated and coordinated by the NIICD CDO in cooperation with the agency frequency managers with the intent to create permanent assignments. Both AM and FM assignments will be used on an interagency basis and master records of the assignments are maintained by the NIICD CDO. Updated frequency information for initial attack air-to-air, and air-to-ground is coordinated annually with the GACCs.

Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from the incident host GACC, directly to the NIICD, followed by a call placed to the CDO. The CDO coordinates all National Cache FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Frequencies are ordered on an Aircraft "A" request.

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Communications/Frequency Zones

The Northern Rockies Geographic Area has been divided into 14 Initial Attack Communication Zones (IACZ). The boundaries of these zones closely align with initial attack areas for the dispatch centers that manage each frequency, however, some communication zones include more than one dispatch zone. The zone boundaries and frequencies are printed on the IACZ map distributed by NRCC and NIICD.

The initial attack frequencies for each IACZ are assigned by the NIICD Communications Duty Officer annually and managed by a designated local dispatch center.

The IACZ assignments are:

DISPATCH CENTER	Zone #
ID-CDC	ID06
ID-GVC	ID07
MT-KIC/KDC	MT01
MT-MDC	MT02
MT-DDC/BRC	MT03
MT-HDC	MT04
MT-BDC	MT05
MT-LEC	MT06
MT-BDC	MT07
MT-MCC	MT08
MT-MCC	ND01
MT-MCC	ND02
MT-MCC	ND03
MT-MCC	ND04

Air Guard

Air Guard (168.625 MHz, TX Tone 110.9) is a national frequency utilized to contact aircraft while in flight. Air Guard shall be constantly monitored by a dedicated receiver in all aircraft in the vicinity of an incident as well as the assigned VHF-AM frequency. Scanning of Air Guard is not acceptable.

A separate receiver in the aircraft always permits monitoring of this frequency to accomplish quick reaction to emergency or changing conditions. Base stations and repeaters require specific approval and a radio frequency assignment (168.625 MHz) at each location. Fire cache portables have this frequency on channel 14 for the purpose of emergency correction of aerial delivery, aerial evacuation, and general safety. Ground-to-ground or other daily routine operational use of this frequency is prohibited.

Conditions for use of Air Guard are:

- *Genuine emergency use between aircraft and between fire ground crews and aircraft.*
- *To correct or update critical navigation and/or communication information.*
- *Emergency contact with aircraft to identify proper frequency.*

Boundary Zone Air Operations

Incidents that occur on or near dispatch jurisdiction boundaries require increased coordination and management emphasis for integrated air operations concerning flight routes, TFRs, resource assignments, and communications/frequency assignments.

The priority concern in a boundary fire situation involving aircraft is to first ensure airspace safety. Determining the exact location, fire behavior or additional resource needs should be secondary to this principle. The following measures are critical to the safety of air resources.

Boundary Zone Airspace Coordination Plan

To mitigate the inherent mid-air danger of multiple aircraft sharing the same airspace while on different radio frequencies; and in recognition that this situation is potentially created whenever aircraft operate near the often-invisible boundaries of different assigned frequency zones; aircraft and dispatch centers will implement the following procedures:

- *A "boundary zone" on each side of dispatching jurisdiction boundaries should be pre-identified by depiction on Flight Hazard Maps.*
- *Prior to entering the boundary zone, aircraft will notify their respective dispatch center of their intent to enter the boundary zone. Aircraft will not enter the boundary zone until they have been assured that any airspace conflicts have been mitigated.*
- *Dispatch will contact the adjoining unit/agency dispatch to notify of aircraft under their control within the boundary zone, request location information on any adjoining unit aircraft in the area and relay locations of other adjacent aircraft.*
- *Aircraft will confirm their location while within this boundary area through normal flight following procedures with dispatch.*
- *Aircraft within the boundary zone will monitor VHF-AM multicom frequency (122.900) for initial contact with other aircraft. This use of multicom is to provide a common Air-to-Air frequency for all aircraft, including general aviation, but is not intended for use as a tactical frequency. Pilots are also encouraged to provide occasional call-in-the-blind position reports on 122.900.*
- *When aircraft are flight following at a local level (i.e., district or incident) the local area contact shall contact the local dispatch center informing them of the status of boundary zone flight operations. The local dispatch center shall then inform the adjacent dispatch center of the boundary zone operations.*
- *Aircraft within boundary areas should also be provided assigned Air-to-Air and Air-to-Ground frequencies of the adjoining unit/agency.*
- *It is critical for adjoining dispatch centers to identify as soon as possible which unit's tactical frequencies (both A-A and A-G) or discrete frequencies will be assigned for use on those incidents which are near, on or overlap unit boundaries.*
- *Dispatch centers will notify adjoining dispatch centers when the status of an incident changes (i.e., change in number of aircraft, TFR requests).*
- *Agency aircraft that do not have avionic capability to utilize multicom or adjoining unit Air-Air frequencies or cannot establish radio contact for any other reason with aircraft known to be in the vicinity, shall immediately withdraw from the area.*

Units Sharing a Boundary with Another Administrative Unit Shall Implement the Following When Appropriate:

When aircraft resources from two or more adjoining dispatch centers are being committed to the same general area within the boundary zone:

- *Prompt initiation of a joint or shared Air Tactical Group Supervisor (Air Attack) will be considered.*
- *If adjacent unit aircraft are known to be in the boundary zone, the approaching aircraft will establish air-to-air contact before entering the general area.*
- *For an incident in progress, use of airtankers will be coordinated between adjoining dispatch centers.*

The identification of joint-use airspace or the possible need for a TFR within or overlapping the boundary zone will be negotiated between adjoining dispatch centers with input from the Unit Aviation Officers. The use of an area defined by terrain features (e.g., rim-to-rim concept) should be strongly considered when establishing incident management, initial attack, or airspace frequency areas. If possible, these areas should also be aligned with the TFR dimensions.

For joint-use airspace situations, the involved dispatch centers will identify a common aircraft frequency. This could be one of the unit's assigned initial attack air-to-air frequencies, or a discrete frequency if a TFR is established, but must be identified prior to launching aircraft.

During large fire operations, the initial attack area assigned to an Incident Management Team and the associated air travel routes within the boundary zone will be shared with the adjoining dispatch centers. When transitioning between incident management teams, the local unit aviation officers must ensure that this information is passed onto the incoming team members.

AIRSPACE

Temporary Flight Restrictions (TFR) FAR 91.137

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The Federal Aviation Administration (FAA) requires that latitude/longitude information for TFRs must be provided in degrees, minutes, seconds, including reference to north latitude and west longitude. If seconds' information is not available, add two zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmmssN/dddmmssW or 450700N/1175030W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid "bow tie" depictions.

For further information on how flight restrictions are requested and implemented, please reference the *NWCG Standards for Airspace Coordination, PMS520* located at: https://www.nwcg.gov/publications/520

Participating Aircraft

Internal procedures for requestors to participate in the hazard relief effort and work within incident TFRs will be coordinated to ensure the utmost safety. Please reference the NWCG Standards for Airspace Coordination, PMS520 for standard procedures for Participating Aircraft.

Military Training Routes and Special Use Airspace

Military Training Routes (MTR) and Special Use Airspace (SUA) that present conflicts with incident related aviation activities will be identified by local units. One source for this information is the *AP/1B, Flight Information Publication, Military Training Routes.* Each dispatch office should

download a current edition of the AP/1B. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight operations should be organized for easy and rapid utilization (i.e., displayed on local unit aviation hazard maps). Further direction may be obtained in the *NWCG Standards for Airspace Coordination, PMS520.*

Airspace Conflicts

Aviation personnel have a responsibility to identify and notify the FAA and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the FAA should be timely. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions, TFR intrusions, and Fire Traffic Area (FTA) communication non-compliance. Further guidance is available in the *NWCG Standards for Airspace Coordination, PMS520.*

The Aircraft Conflict Initial Report can be accessed at: https://www.nifc.gov/nicc/airspace

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Temporary Flight Restrictions will be ordered through IROC from NRCC as an A#: Service – Aviation. The IROC order needs to be accompanied by a completed Request for Temporary Flight Restriction form which can be found on the NRCC website.

Always order a dedicated FAA VHF-AM Air to Air frequency for each TFR. If a TFR is desired to be effective ASAP, a zone's IA Air to Air AM frequency can be used for the initial TFR. The dedicated Air to Air AM frequency will then be tied to the TFR for the next operational shift.

Whenever there are 5 or more TFRs in effect in the NRGA, NRCC will send a daily Aviation Summary, listing all TFRs in the Northern Rockies and associated dedicated incident A/A and A/G frequencies.

FAA Temporary Control Tower Operations

Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

Geographic Areas within the FAA's Central Service Area (which includes, either entirely or portions of the following states: AR, AZ, IL, IN, KS, KY, LA, MD, MI, MN, MO, MS, ND, NM, NY, OH, OK, PA, SD, TX, WI, WY) may request FAA Air Traffic Control support through the Central Service Area Agreement when air operations in support of an incident becomes complex or unsafe at uncontrolled airports or helibases.

FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.

The Interagency agreement with the FAA requires that a resource order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by the GACC to the FAA's Regional Operations Center (ROC). For additional information on requesting a temporary tower, please reference the checklist found in the *NWCG Standards for Airspace Coordination, PMS520.*

When procuring a Temporary Tower with an EERA for Forest Service incidents, The Buying Team or a purchaser will need to begin with the At Incident Management Support (AIMS) process to set up an EERA with a contractor to provide Temporary Tower Services. All other agencies will need to follow their local procurement process.

NOTE: The contractor will need to have a Letter of Agreement (LOA) and the Controllers need to be certified for the specific location. The FAA will send a certifier to the location where the Temporary Tower Services are being requested once the contracted Mobile Temporary Control Tower is in place.

The contractor cannot provide services until the LOA is in place and the Controllers have been certified by the FAA. If the EERA route is utilized, please notify the National Airspace Coordinator. Please follow your local and Geographic Area protocols.

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A link to the current FAA Temporary Tower Agreement can be found on Aviation Contracts section of the NRCC website.

Airspace Coordination

All assigned Airspace Coordinators will actively participate in the Airspace Coordination meeting at National Preparedness Level 3, and above, Monday – Friday.