



# **Pacific Southwest Region Helicopter Deployment In Accordance With The National Fire Plan 2002**



Region 5 Fire S.T.O.P. Helicopter (H-527)  
Rappelling Firefighters



PACIFIC SOUTHWEST REGION  
HELICOPTER DEPLOYMENT  
NATIONAL FIRE PLAN 2002

Proposed performance specifications for Region 5 Type 3 helicopters:

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PACIFIC SOUTHWEST REGION  
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Proposed performance specifications for Region 5 Type 3 helicopters:

***BID ITEM NO.***

One fire suppression helicopter fully operated, meeting the requirements of this Schedule and the specifications for operation at the designated base, and during the periods shown below:

A.	Designated Base(s)
	Name: <span style="margin-left: 150px;">National Forest:</span>
	Location:
	Special Instructions:

<u>INSPECTION LOCATION (IF OTHER THAN DESIGNATED BASE)</u>	
Name: <span style="margin-left: 50px;">Regional Aviation Group</span>	National Forest: SCSC
Location:	

B.	<u>MANDATORY AVAILABILITY PERIOD AND NET DAYS:</u>
	xx-xx-xx thru xx-xx-xx <span style="margin-left: 150px;">###</span>
	Mandatory Availability Period <span style="margin-left: 150px;">Days</span>

C.	<input checked="" type="checkbox"/> SEATING CAPACITY FOR A MINIMUM OF 5 PASSENGERS <input type="checkbox"/> SEATING CAPACITY FOR A MINIMUM OF [ ] 9 or [ ] 14 PASSENGERS
----	---

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Proposed performance specifications for Region 5 Type 3 helicopters:

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Section B

D.

**CAPBILITY OF**

1.

Hovering in ground effect (HIGE)

Hovering out of ground effect (HOGE)

At 5,000 feet pressure altitude and 30 °C with  non-jettisonable  jettisonable  
Payload of 1000 pounds, as determined by the Standard Interagency Load Calculation Method,  
Helicopter Load Calculation Form FS 5700-17 or OAS-67 (See Sec J) using a standard pilot weight of  
200 pounds and fuel for one hour and 30 minutes (01+30) as determined by the applicable fuel  
consumption rate published in Section J.

2.

Taking off, landing, and hovering in ground effect (HIGE) at 8,000 feet pressure  
Altitude and 20 °C with a non-jettisonable load of 800 pounds as determined by the Standard  
Interagency Load Calculation Method using a standard pilot weight of 200 pounds and fuel for one hour  
(01+00) as determined by the applicable fuel consumption rate published in Section J..

E.

Must be capable of maintaining 120 knots true air speed while equipped as  
prescribed in the contract (including any internal non-jettisonable loads) at the altitude, temperature, and  
payload specified in D. 1. above.

F.

**BIDDING ON**

MAKE \_\_\_\_\_

MODEL \_\_\_\_\_

SERIES \_\_\_\_\_

N NUMBER \_\_\_\_\_

FAILURE TO FURNISH THIS INFORMATION  
WILL RENDER YOUR BID NON-RESPONSIVE

G.

Engine:  Single turbine or  Twin turbine.

**PACIFIC SOUTHWEST REGION  
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**Proposed performance specifications for Region 5 Type 3 helicopters:**

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Section B

H.  ONE PILOT CREW       TWO PILOT CREW       THREE PILOT CREW

And

WITH RELIEF PILOT (S)       WITHOUT RELIEF PILOT(S)

WITH RELIEF FUEL SERVICING VEHICLE DRIVER       WITHOUT RELIEF FUEL SERVICING VEHICLE DRIVER

WITH FULL-TIME MECHANIC, DESIGNATED/ALTERNATE BASE

GOVERNMENT PILOT (See Section H)

The bidder will allow a Government pilot to operate the aircraft and will provide the required hull insurance as specified in Section H.

Yes       No

COVERAGE	FUEL SERVICING VEHICLE DRIVER (FSVD)	MECHANIC
6-day	6-day coverage. No relief required.	3-hour call-up. (Section C)
7-day A.	FSVD required. Relief FSVD required.	3-hour call-up.
B.	FSVD required. Relief FSVD required.	Mechanic required at Designated Base (may serve as FSVD). Relief Mechanic – 3-hour call-up.
C.	FSVD required. Mechanic can serve as relief FSVD.	Mechanic required at Designated Base. Relief mechanic – 3-hour call-up.
<input type="checkbox"/> SIX-DAY COVERAGE (see chart above)		
<input checked="" type="checkbox"/> SEVEN-DAY COVERAGE <input type="checkbox"/> A; <input type="checkbox"/> B; or <input checked="" type="checkbox"/> C above.		

**PACIFIC SOUTHWEST REGION  
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 NATIONAL FIRE PLAN 2002**  
**Proposed performance specifications for Region 5 Type 3 helicopters:**

IFB - - - -

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Section B

I. 9 HOURS STANDBY PER DAY.

J. EXTENDED STANDBY RATE (SPECIFIED) HR \$xx

K. STANDARD PER DIEM RATE (SPECIFIED) HR \$\*  
 \*Rates as published in Federal Travel Regulations (See Section G)

L.

	PER DAY	TOTAL
(See Section J, Flight Rate Chart)		
1. <u>AVAILABILITY RATE BID PER DAY</u> <span style="margin-left: 20px;"><u>xxx</u> DAYS x</span> <span style="margin-left: 20px;">\$ _____ =</span> <span style="margin-left: 20px;">_____</span>		
NOTE: Offerors are requested to structure daily availability rate to be divisible by Fifty-six (56) and rounded up to the nearest hundredth (cent).		
2. <u>SPECIFIED HOURLY FLIGHT RATE</u>		
<input type="checkbox"/> REGULAR	ESTIMATE _____ HRS X \$ <u>*</u> = \$ _____	*The government will fill in.
3. (Will not be used in evaluation) <span style="float: right;">HR \$ _____</span>		

The Daily Availability Rate will be adjusted in accordance with the contract economic price adjustment clause at the time the contract renewal option as specified in Section F is exercised.

M. The Offeror warrants that the price (s) offered do not include any contingency amount for anticipated increased costs of contract performance for which price adjustments are provided in Section I, Economic Price Adjustment.

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Proposed performance specifications for Region 5 Type 3 helicopters:

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N. SPECIAL REQUIREMENTS (check those that apply)

Rappel capability (See Section H)

Litter kit with litter (s)

Wire cutters (See Section H) (If commercially available for model offered.)

OVER WATER SPECIALIZED EQUIPMENT REQUIREMENTS DESCRIBED BELOW:  
Life raft (s) capable of transporting all occupants (Maximum seating capability). Personal Flotation Device (MAE WEST) for all occupants. Life raft (s) and personal flotation devices must meet all applicable Federal Aviation Regulations for certification and recertification.

Fixed Suppressant/Retardant Delivery Tank

Fixed Suppressant/Retardant Delivery Tank with self-filling capability of 60 seconds or less (See Section H).

Note: Tank must be manufactured with an opening that allows access to the cargo hook when the tank is attached.

Suppressant/Retardant Mixing Equipment (See Section H).

Variable capacity collapsible water bucket, per Section C.5.2.  
(Capable of being transported in cabin.)

Variable capacity collapsible water bucket, per Section C.5.2.  
(Capable of being transported in cabin, external basket or baggage compartment.)

Additional 9600 channel radio.  
(In accordance with the requirements for a 9600 channel radio in Section C.)

Interphone – All passenger positions (See Section H).

Internal PA (See Section H).

External PA (See Section H).

External antenna for Trimble survey grade GPS unit.



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Proposed performance specifications for Region 5 Type 3 helicopters:

IFB \_-\_-

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- VHF Navigation Receiver with indicator (VOR).
- Global Positioning Satellite (GPS) Capability (See Section H).
- Additional 720 Channel VHF-AM Radio (See Section H).
- Active Traffic Advisory System (TAS), such as the BF Goodrich Skywatch (SKY497) or equivalent (See Section H).
- Additional Aux-FM antenna shall be installed using the requirements in paragraph C.6.1.d.1, except that the antenna shall be a UHF type in the frequency range of 403 MHz to 512 MHz, such as the Comant type CI-273 or equivalent.
- IFR qualified aircraft and pilot (See Section H).
- Fuel service vehicle VHF-FM radio requirement: One VHF-FM two-way mobile radio (See Section H.19).
- Minimum fuel for 2.5-hour range without reserve. (Using fuel consumption rates shown in Section J.)
- Automatic engine re-ignition system.
- Engine Air intake filtration system.
- Closed circuit fueling system. (If commercially available for model offered.)
- Wiring to accommodate government furnished carousel.
- Remote cargo hook for long-line use (See Section H).
- Contractor furnished long-line (See Section H).
- Long-line (vertical reference) qualified pilot (See Section H).
- Certification for left seat long-line operation (See Section H).
- FAA approved high visibility, pulsating, forward facing conspicuity lighting. (System or alteration of the current system shall be FAA approved.)
- Operations in countries bordering contiguous United States may be required.
- Operations specifications will be compatible with the maximum seating capacity of the aircraft furnished.

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Proposed performance specifications for Region 5 Type 3 helicopters:

IFB \_\_\_-\_\_\_-\_\_\_

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- Touchdown footprint of aircraft shall not exceed 20 x 20 feet.

Note: This requirement is in full compliance with Type 2 helicopter landing pad requirements as identified in the Interagency Helicopter Operations Guide, Chapter 8.

- Aft cabin audio control panels for transmit and receive selection capability from the back seats.

- All AS-350/355 helicopters shall be equipped with high-back front seats with shoulder straps.

- All AS-350/355 helicopters shall be bid with options for dual sliding cabin doors and for one sliding cabin door opposite the pilot side of the helicopter.

- All AS-350/355 helicopters shall be equipped with external baskets that meet, or are equivalent to, STC #SH45905W specifications for dimensions, load carrying capability, and material construction, and have appropriate FAA approval.

- All AS-350/355 helicopters shall be equipped with aluminum door track guards, with an oak wood support, and bondo material must be applied to bolt heads on skids to prevent rope abrasion during rappelling operations.

- AIRCRAFT MARKED "H-5##" and "FIRE" IN HIGH VISIBILITY COLOR ON UNDERSIDE. LETTER SIZE MINIMUM 8 INCHES, MAXIMUM 12 INCHES.

**PACIFIC SOUTHWEST REGION  
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**Proposed performance specifications for Region 5 Type 2 helicopters:**

**BID ITEM NO.**

**A. R-5 Helibases – R-5 National Forests**

Directions:

Mandatory availability period xx/xx/xx thru xx/xx/xx

1. Availability rate offered per day - XXX DAYS x \$ \_\_\_\_\_ = \$ \_\_\_\_\_

2. Specified hourly flight rate

Estimate 200 HRS X \$    \* = \$ \_\_\_\_\_

\*The government will fill in based on the Flight Rate Chart in Section J.

3. OPTIONAL USE PERIOD FLIGHT RATE

(Will not be used in evaluation)

Per Hour \$ \_\_\_\_\_

Bidding on:

Make

Model

Series

"N" number

Equipped weight

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**NOTE: Offeror warrants that the price(s) offered do not include any contingency amount for anticipated increased costs of contract performance for which price adjustments are provided in Section I, Economic Price Adjustment.**

**B.**

ONE PILOT CREW       TWO PILOT CREW       THREE PILOT CREW

And

WITH RELIEF PILOT(S)       WITHOUT RELIEF PILOT(S)

WITH RELIEF FUEL SEVICING VEHICLE DRIVER       WITHOUT FELIEF FUEL SERVICING VEHICLE DRIVER

WITH FULL-TIME MECHANIC, DESIGNATED/ALTERNATE BASE

GOVERNMENT PILOT (See Section H)

The bidder will allow a Government pilot to operate the aircraft and will provide the required hull insurance as specified in Section H.

Yes       No

**PACIFIC SOUTHWEST REGION  
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**Proposed performance specifications for Region 5 Type 2 helicopters:**

<b>COVERAGE</b>	<b>FUEL SERVICING VEHICLE DRIVER (FSVD)</b>	<b>MECHANIC</b>
6-day	6-day coverage. No relief required.	3-hour call-up (Section C)
7-day		
A.	FSVD required.	3-hour call up
B.	Relief FSVD required. FSVD required.	Mechanic required at Designated Base (may serve as FSVD).
C.	Relief FSVD required. FSVD required. Mechanic may serves as Relief FSVD.	Mechanic required at Designated Base. Relief mechanic 3-hour call-up
[ ] SIX-DAY COVERAGE (SEE CHART ABOVE)		
[X] SEVEN-DAY COVERAGE [ ] A; [ ] B; [X] C above.		
<b>C. <u>9 HOURS STANDBY PER DAY.</u></b>		
<b>D. <u>EXTENDED STANDBY RATE (SPECIFIED)</u></b>		<b>HR \$37</b>
<b>E. <u>STANDARD PERDIEM RATE (SPECIFIED)</u></b>		<b>HR \$ *</b>
*Rates as published in Federal Travel Regulations (See Section G.)		
<b>F.</b>	[X] SEATING CAPACITY FOR A MINIMUM OF 9 PASSENGERS	
	[ ] SEATING CAPACITY FOR A MINIMUM OF 14 PASSENGERS	
<p>1. [ ] Hovering in ground effect (HIGE) Or [x] Hovering out of ground effect (HOGE)</p> <p>At <u>5,000</u> feet pressure altitude and <u>30</u> °C with [x] non-jettisonable [ ] jettisonable Payload of <u>2000</u> pounds, as determined by the Standard Interagency Load Calculation Method, Helicopter Load Calculation Form FS 5700-17 or OAS-67 (See Sec J) using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by the applicable fuel consumption rate published in Section J.</p> <p>2. [x] Taking off, landing, and hovering in ground effect (HIGE) at <u>8,000</u> feet pressure Altitude and <u>20</u> °C with a non-jettisonable load of <u>1500</u> pounds as determined by the Standard Interagency Load Calculation Method using a standard pilot weight of 200 pounds and fuel for one hour (01+00) as determined by the applicable fuel consumption rate published in Section J.</p>		
<b>H.</b>	[X] Must be capable of maintaining <u>110</u> knots true air speed while equipped as prescribed in the contract (including any internal non-jettisonable loads) at the altitude, temperature, and payload specified in D above.	

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Proposed performance specifications for Region 5 Type 2 helicopters:

I. Engine:  Single turbine or  Twin turbine.

J. SPECIAL REQUIREMENTS (check those that apply)

Rappel capability (See Section H)

Litter kit with litter (s)

Wire cutters if commercially available for model bid (See Section H)

OVER WATER SPECIALIZED EQUIPMENT REQUIREMENTS DESCRIBED BELOW:  
Per 14 CFR Part 91.509(b) to include: Life raft(s) capable of transporting all occupants (Maximum seating capability). Personal Flotation Device (MAE WEST) for all occupants. Life raft (s) and personal flotation devices must meet all applicable Federal Aviation Regulations for certification and recertification.

Fixed Suppressant/Retardant Delivery Tank

Fixed Suppressant/Retardant Delivery Tank with self-filling capability of 60 seconds or less (See Section H).

Note: Tank must be manufactured with an opening that allows access to the cargo hook when the tank is attached.

Suppressant/Retardant Mixing Equipment (See Section H).

Variable capacity collapsible water bucket, per Section C.5.2.  
(Capable of being transported in cabin.)

Variable capacity collapsible water bucket, per Section C.5.2.  
(Capable of being transported in cabin, external basket or baggage compartment.)

Additional VHF-FM Aeronautical Transceiver (FM-2).  
(In accordance with the requirements for a 9600 channel radio in Section C.)

Internal PA (See Section H).

External PA (See Section H).

External antenna for Trimble survey grade GPS unit.

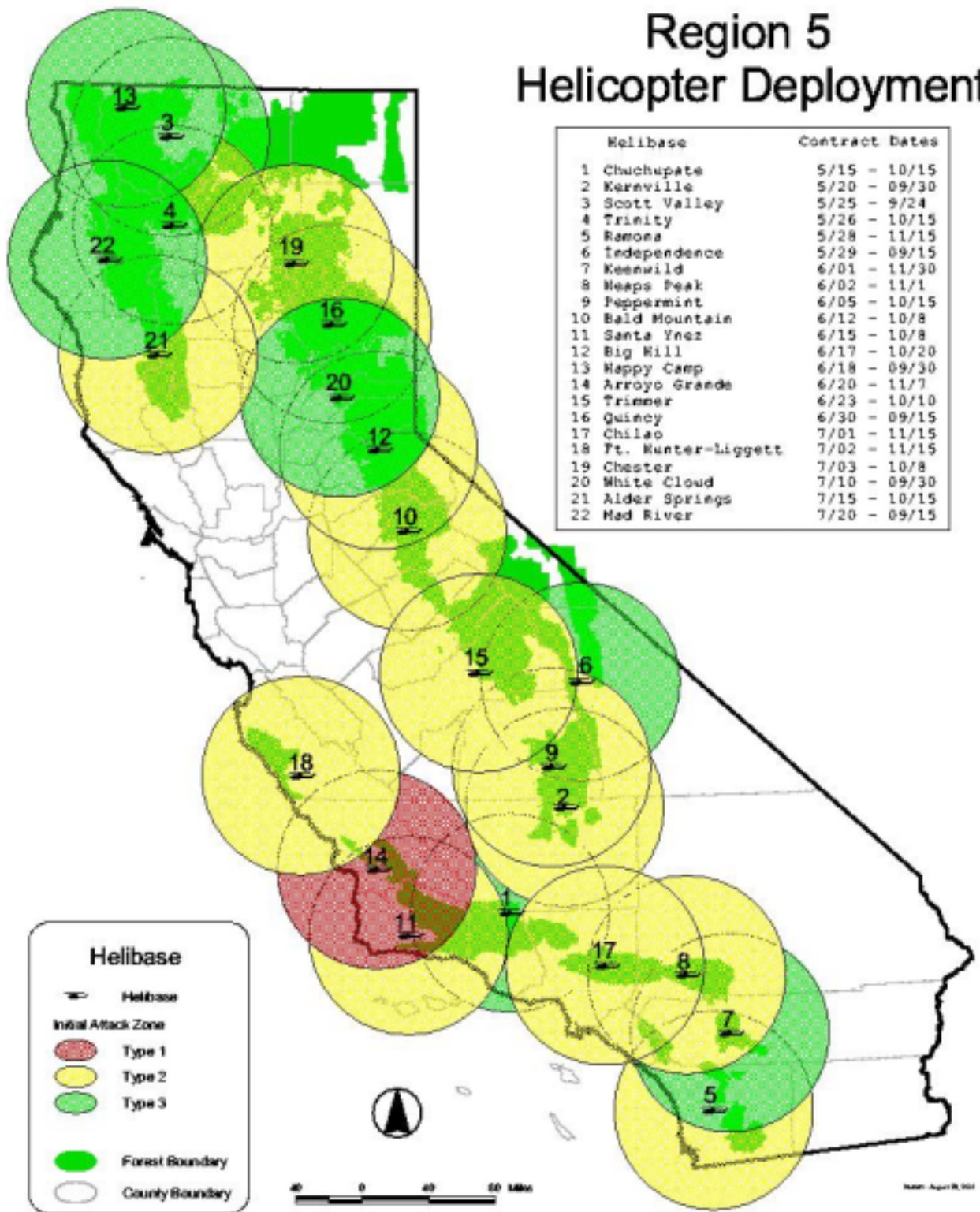
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Proposed performance specifications for Region 5 Type 2 helicopters:

- VHF Navigation Receiver with indicator (VOR).
  - Global Positioning Satellite (GPS) Capability (See Section H).
  - Additional 720 Channel VHF-AM Radio (See Section H).
  - Active Traffic Advisory System (TAS), such as the BF Goodrich Skywatch (SKY497) or equivalent (See Section H).
  - Additional Aux-FM antenna shall be installed using the requirements in paragraph C.6.1.d.1, except that the antenna shall be a UHF type in the frequency range of 403 MHz to 512 MHz, such as the Comant type CI-273 or equivalent.
  - Fuel service vehicle VHF-FM radio requirement: One VHF-FM two-way mobile radio (See Section H.19).
  - Minimum fuel for 2.0-hour range without reserve. (Using fuel consumption rates shown in Section J.)
  - Engine Air intake filtration system.
  - Closed circuit fueling system. (IF commercially available for model offered.)
  - Kit for disposal of fuel during start-up/shut down; i.e., EPA Bell Kit, if commercially available for model offered.
  - Remote cargo hook for long-line use (See Section H).
  - Contractor furnished long-line (See Section H).
  - Long-line (vertical reference) qualified pilot (See Section H).
  - Certification for left seat long-line operation (See Section H).
  - FAA approved high visibility, pulsating, forward facing conspicuity lighting. (System or alteration of the current system shall be FAA approved.)
  - Operations in countries bordering contiguous United States may be required.
- 
- Touchdown footprint of aircraft shall not exceed 20 x 20 feet.  
  
Note: This requirement is in full compliance with Type 2 helicopter landing pad requirements as identified in the Interagency Helicopter Operations Guide, Chapter 8.
  - Aft cabin audio control system panels. (See Section H.)
  - AIRCRAFT MARKED "H-5XX" and "FIRE" IN HIGH VISIBILITY COLOR ON UNDERSIDE. LETTER SIZE MINIMUM 8 INCHES, MAXIMUM 12 INCHES.

PACIFIC SOUTHWEST REGION  
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# Region 5 Helicopter Deployment





**PACIFIC SOUTHWEST REGION  
HELICOPTER DEPLOYMENT  
NATIONAL FIRE PLAN 2002**

The following is Region 5 Fire & Aviation Management's standard staffing for helicopter modules. The helicopter modules are established to meet the modeling standards for Interagency Initial Attack Assessment and are in support of implementation of the National Fire Plan.

Helitack crews will be funded 2 pay periods prior to the availability dates of the helicopter in order to provide the crews with the mandatory training needed for fire readiness. For Rappel certified modules, the training time is increased by one week, requiring funding 2 ½ pay periods prior to the helicopter availability start date.

The following are module configurations in order to provide supervision and direction to implement the National Fire Plan:

**Type III Helicopters**

Helicopter Module

- |                                  |          |                 |
|----------------------------------|----------|-----------------|
| ○ Helicopter Superintendent (1)  | GS-462/9 | 26-0 Permanent  |
| ○ Helicopter Crew Supervisor (1) | GS-462/8 | 26-0 Permanent  |
| ○ Helicopter Lead Crewmember (2) | GS-462/6 | 13-13 Permanent |
| ○ Skilled Firefighter (2)        | GS-462/5 | 13-13 Permanent |
| ○ Helicopter Crewmembers (8)     | GS-462/4 | Temporary       |

Total Crew Size = 14

**Type II Helicopters**

Helicopter Module

- |                                  |          |                 |
|----------------------------------|----------|-----------------|
| ○ Helicopter Superintendent (1)  | GS-462/9 | 26-0 Permanent  |
| ○ Helicopter Crew Supervisor (1) | GS-462/8 | 26-0 Permanent  |
| ○ Helicopter Lead Crewmember (2) | GS-462/6 | 13-13 Permanent |
| ○ Skilled Firefighter (2)        | GS-462/5 | 13-13 Permanent |
| ○ Helicopter Crewmembers (8)     | GS-462/4 | Temporary       |

Total Crew Size = 14

Plus, to increase deliverable firefighters, Forests may add:

Supplemental Helicopter Module

- |                                  |          |                 |
|----------------------------------|----------|-----------------|
| ○ Helicopter Crew Supervisor (1) | GS-462/8 | 26/0 Permanent  |
| ○ Helicopter Lead Crewmember (1) | GS-462/6 | 18-8 Permanent  |
| ○ Skilled Firefighter (3)        | GS-462/5 | 13-13 Permanent |
| ○ Helicopter Crewmembers (2)     | GS-462/4 | Temporary       |

Total Crew Size = 21



**PACIFIC SOUTHWEST REGION  
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**Type I Helicopters** (FIRESTOP - Standard-Category Crew Transport Type One)

Helicopter Module:

Helicopter Superintendent (1)	GS-462/9	26-0 Permanent
○ Helicopter Crew Supervisor (3)	GS-462/8	26-0 Permanent
○ Helicopter Lead Crewmember (5)	GS-462/6	18-8 Permanent
○ Skilled Firefighter (5)	GS-462/5	13-13 Permanent
○ Helicopter Crewmembers (14)	GS-462/4	Temporary

Total Crew Size = 28

**Type 1 Helitanker Module**

○ Fire Crew Supervisor (1)	GS-462/9	26/0 Permanent
○ Helicopter Lead Crewmember (1)	GS-462/8	26/0 Permanent
○ Skilled Firefighter (1)	GS-462/5	13-13 Permanent

Total Module Size = 3

Note: For NFMAS modeling purposes, the modules may be broken into smaller sized units in order to fit within the computer-modeling format. The above staffing levels are operational levels that are supported by the NFMAS planning process.

These staffing levels produce additional benefits to the National Helicopter Program in support of the National Fire Plan:

- Increased size provides a position ladder to bring in and train additional personnel in helicopter skills.
- Increased size allows an initial attack helicopter module to support and manage additional Call When Needed helicopters on incident when fire escapes initial attack efforts.
- Increased size allows for off duty personnel to remain at the home unit when aircraft is assigned out of area. This provides skilled helicopter management for the home unit to activate a Call When Needed helicopter or meet other Forest staffing needs for potential initial attack activity. This is in support of the National Fire Plan.

Increased size allows for coverage of helicopter staffing during periods when the normal module returns from assignment and must have time off to meet the Work Rest Guidelines. Personnel who were on days off when aircraft went on assignment can be at the home unit and staff the helicopter while the crew that was on assignment has two days off.

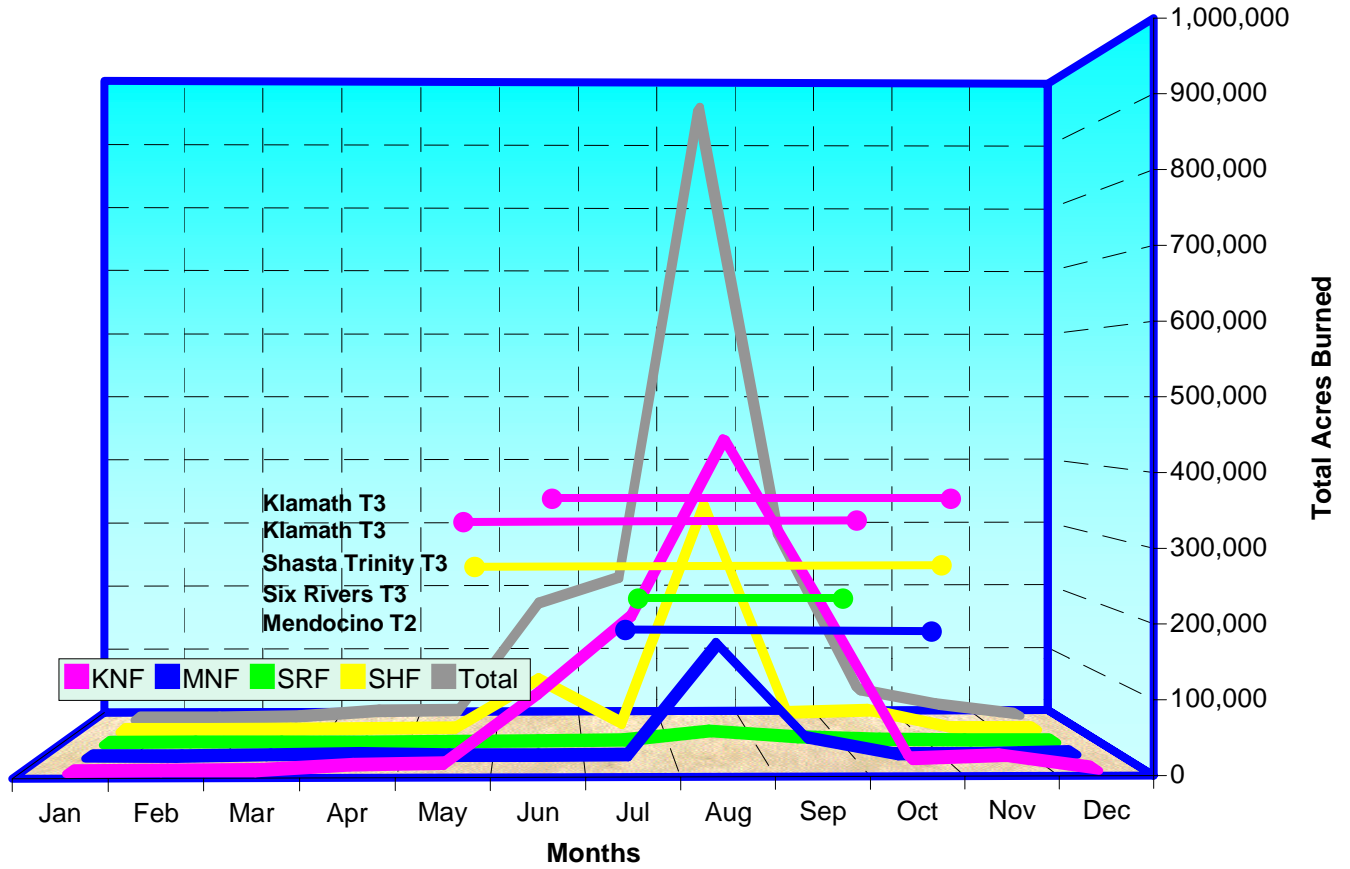
**PACIFIC SOUTHWEST REGION  
HELICOPTER DEPLOYMENT  
NATIONAL FIRE PLAN 2002**

## Contract Dates Based on Fire History

Forest/Helicopter Type	Start Date	Stop Date	Days
<b><u>Southern California Province</u></b>			
ANF T2	7/1	11/15	137
CNF T2	5/28	11/15	170
LPF T1	6/20	11/7	140
LPF T2	6/15	10/8	116
LPF T2	7/2	11/15	136
LPF T3	5/15	10/15	153
BDF T2	6/2	11/1	152
BDF T3	6/1	11/30	182
<b><u>IBET Province</u></b>			
ENF T2	6/17	10/20	125
INF T3	5/29	9/15	108
TMU			
TNF T3	7/10	9/30	82
<b><u>Northern California Province</u></b>			
KNF T3	5/25	9/24	121
KNF T3	6/18	9/30	104
MNF T2	7/15	10/15	92
SRF T3	7/20	9/15	58
SHF T2	5/26	10/15	141
<b><u>Sierra Cascade Province</u></b>			
LNF T2	7/3	10/8	97
MDF			
PNF T2	6/30	9/15	77
<b><u>Southern Sierra Province</u></b>			
SQF T2	5/20	9/30	133
SQF T2	6/5	10/15	133
SNF T2	6/23	10/10	109
STF T2	6/12	10/8	118
<b>Region 5 Total Days</b>			<b>2684</b>

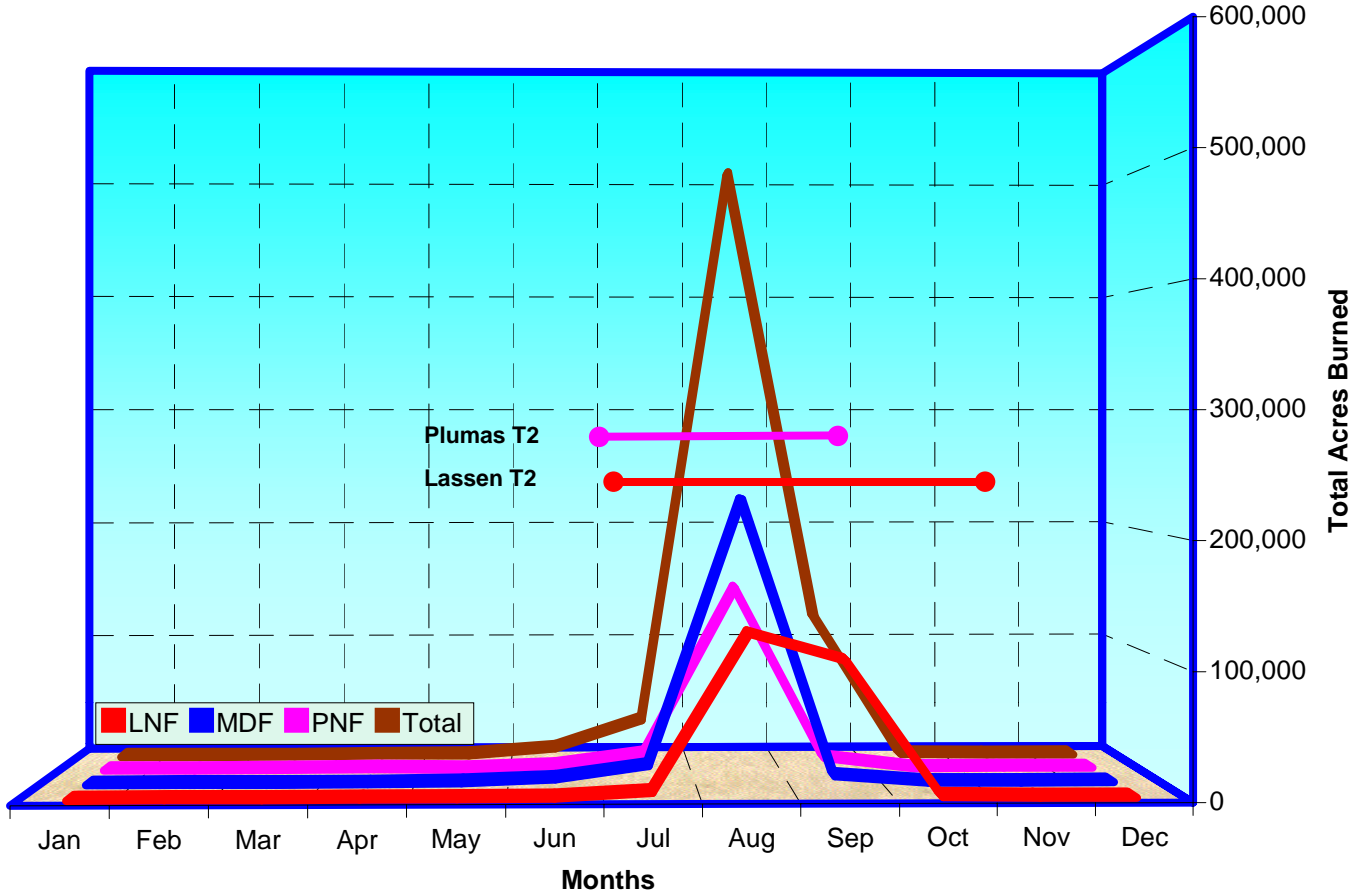
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 HELICOPTER DEPLOYMENT  
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Northern California Province  
 Authorized Helicopter Contract Periods  
 Based on Fire History 1970-2000



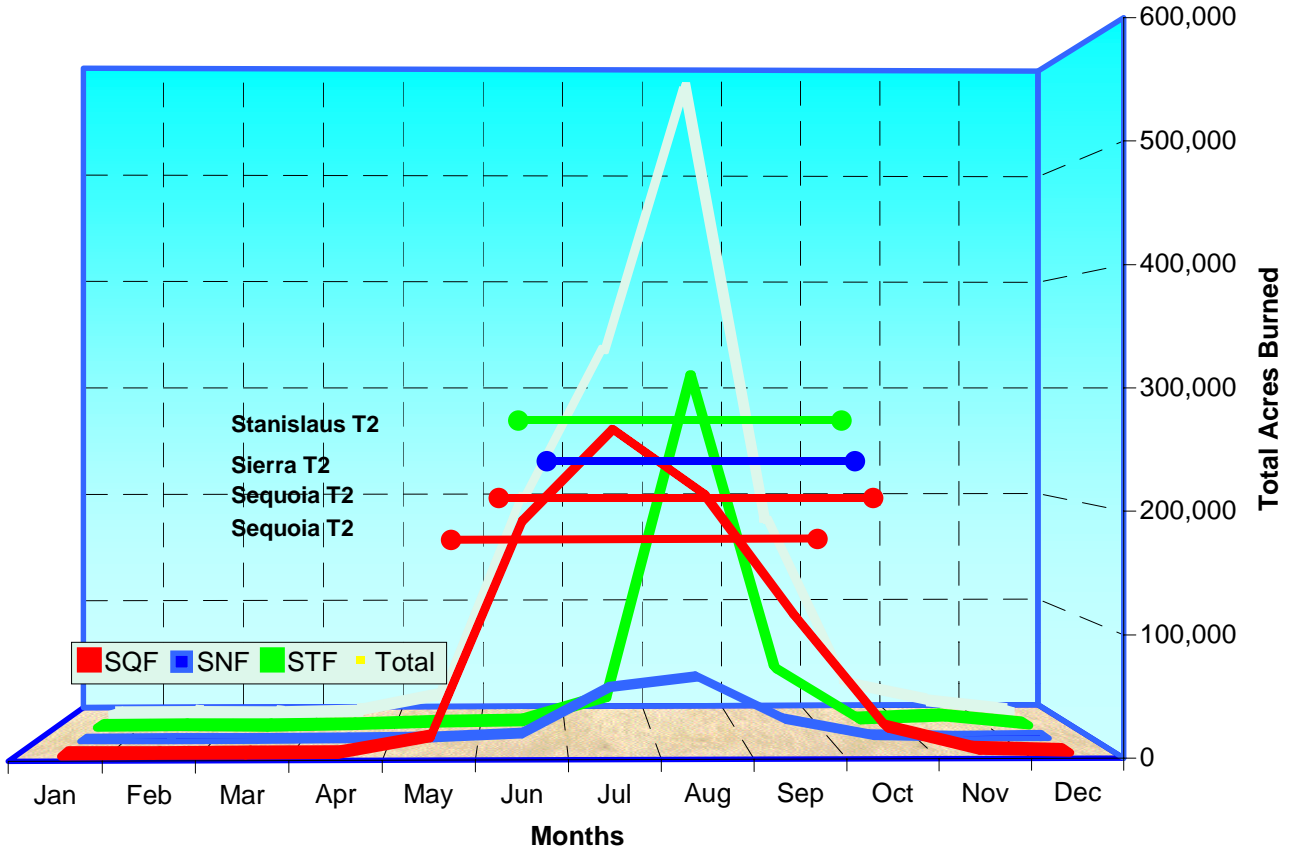
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Sierra Cascade Province  
 Authorized Helicopter Contract Periods  
 Based on Fire History 1970-2000



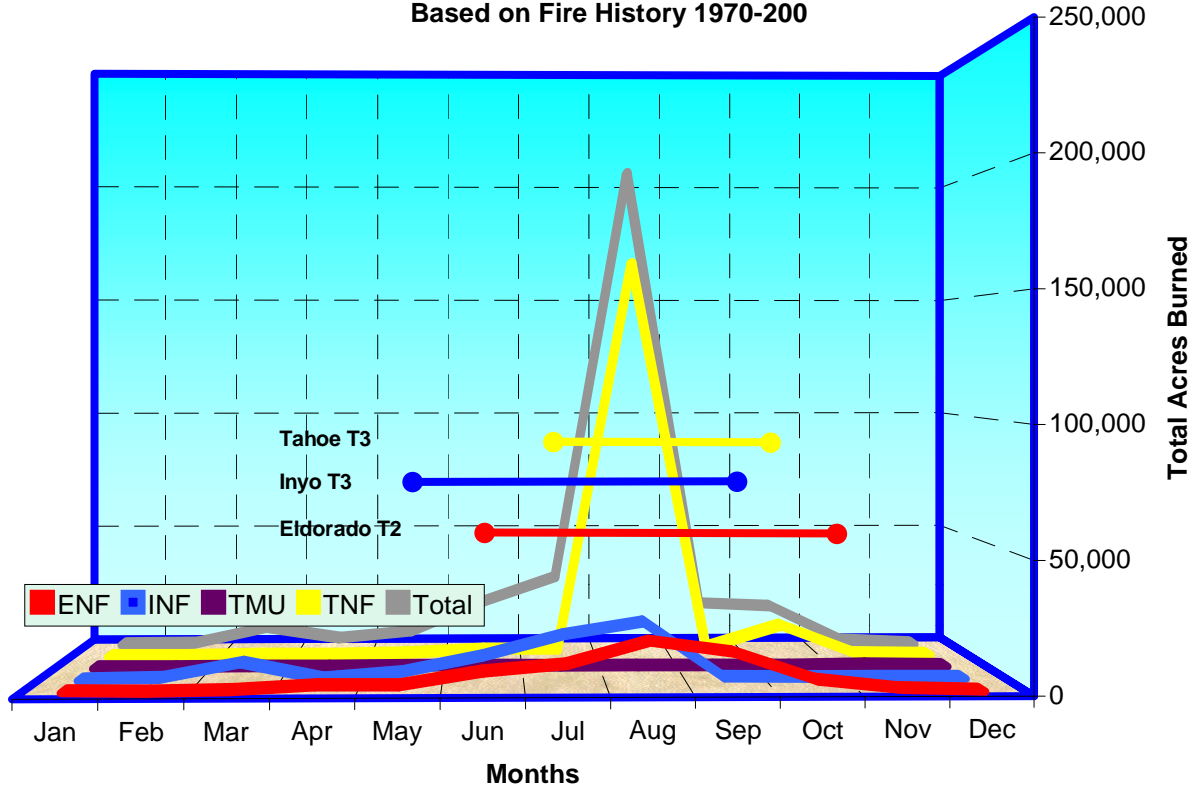
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**Southern Sierra Province**  
 Authorized Helicopter Contract Periods  
 Based on Fire History 1970-2000



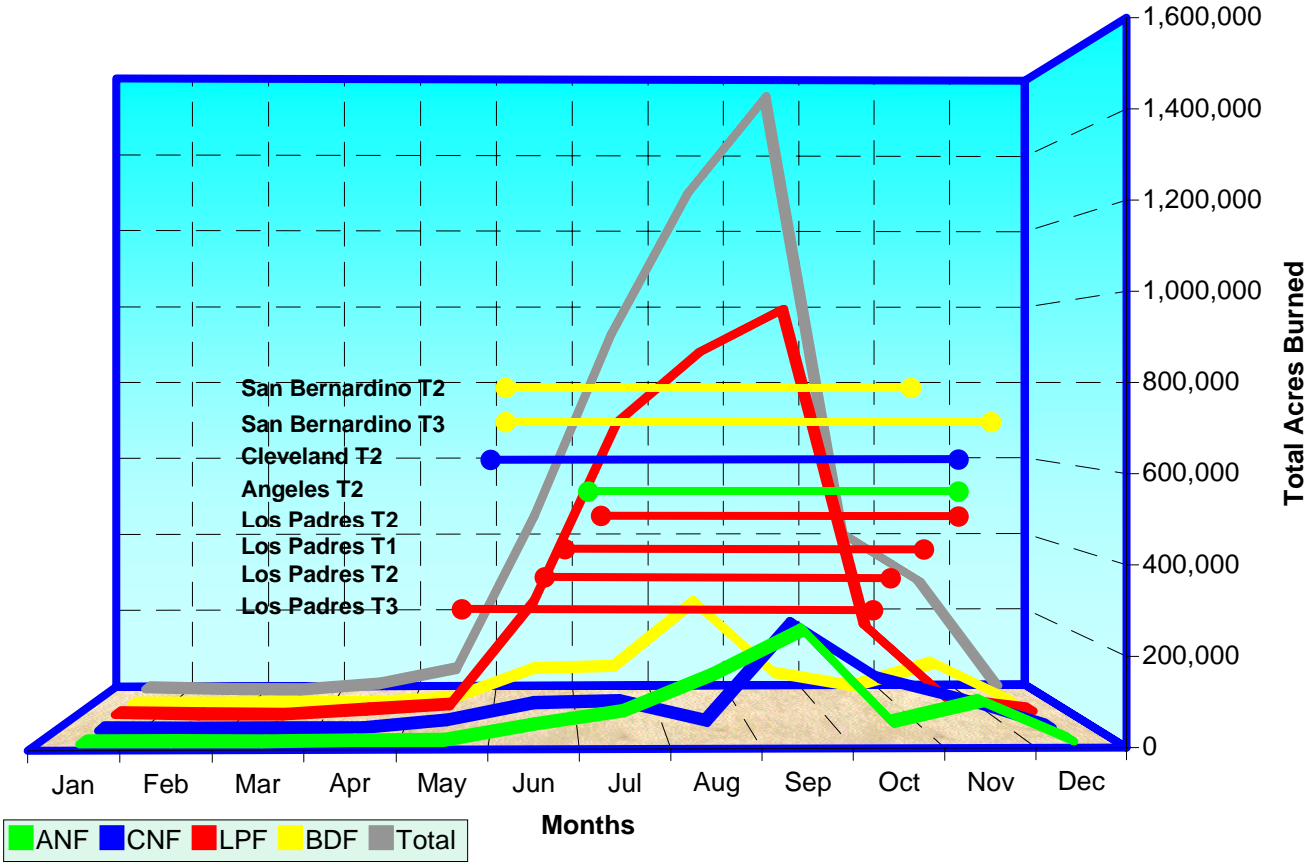
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 NATIONAL FIRE PLAN 2002

**IBET Province**  
 Authorized Helicopter Contract Periods  
 Based on Fire History 1970-200



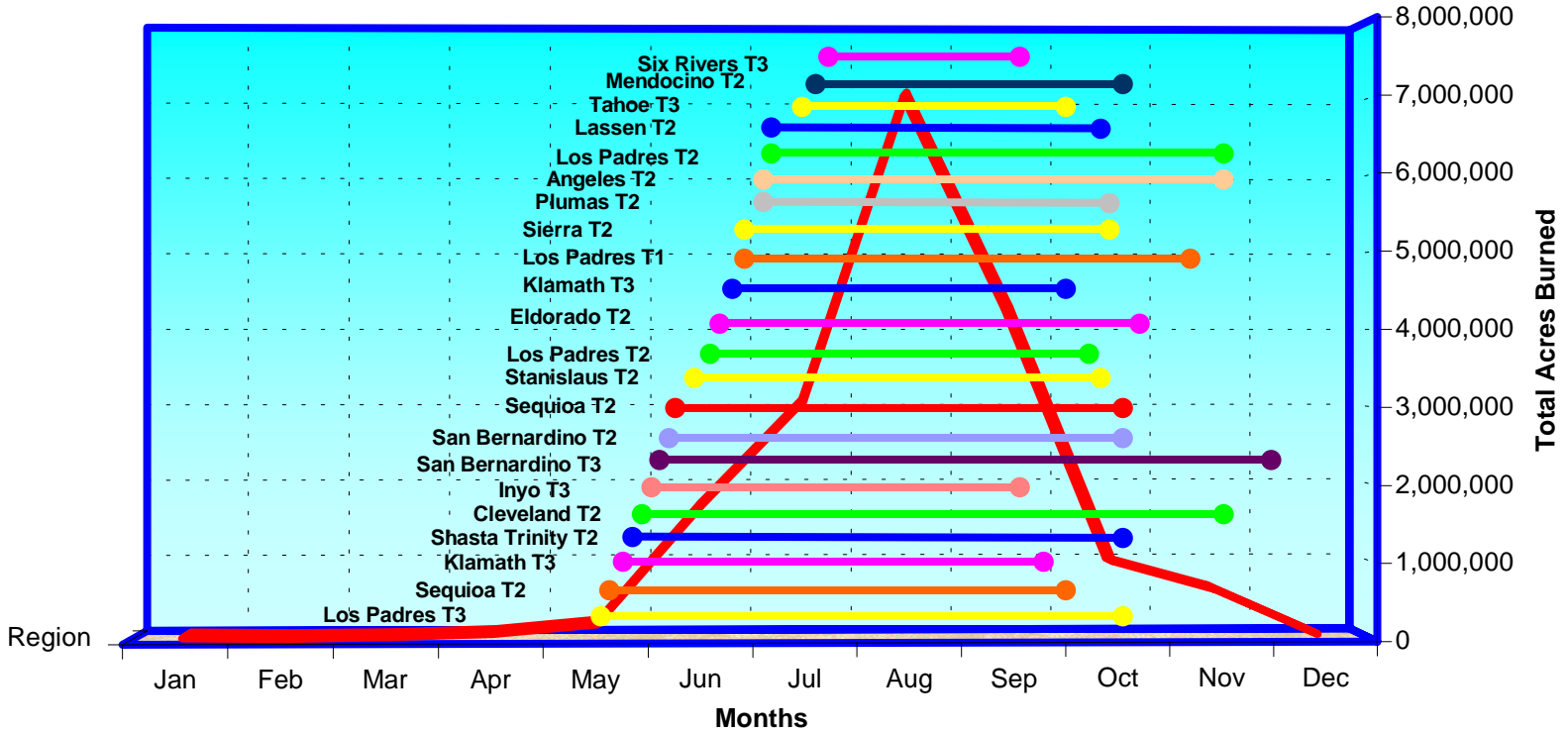
PACIFIC SOUTHWEST REGION  
 HELICOPTER DEPLOYMENT  
 NATIONAL FIRE PLAN 2002

**Southern California Province**  
 Authorized Helicopter Contract Periods  
 Based on Fire History 1970-2000



PACIFIC SOUTHWEST REGION  
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**Pacific Southwest Region**  
 Authorized Helicopter Contract Periods  
 Based on Fire History 1970-2000





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***Proposed Region 5 FY 2002 Exclusive Use Helicopter Inspection Schedule***

	<u>Inspection Date</u>	<u>Inspection Location</u>	<u>Forest &amp; Helibase</u>	<u>Start Date</u>	<u>End Date</u>	<u>Helicopter Type</u>
1.	5/14	SBD	LPF – Chuchupate	5/15	10/15	Type 3 - BH-206-L3
2.	5/19	SBD	SQF – Kernville	5/20	9/30	Type 2 - BH-212-HP
3.	5/24	RDD	KNF – Scott Valley	5/25	9/24	Type 3 - BH-407
4.	5/25	RDD	SHF – Trinity	5/26	10/15	Type 2 - BH-212
5.	5/27	SBD	CNF – Ramona	5/28	11/15	Type 2 - <b>TBD</b>
6.	5/28	SBD	INF – Independence	5/29	9/15	Type 3 - AS 350B3
7.	5/31	SBD	BDF – Keenwild	6/1	11/30	Type 3 -BH-206-L3
8.	6/1	SBD	BDF – Heaps Peak	6/2	11/1	Type 2 - <b>TBD</b>
9.	6/4	SBD	SQF – Peppermint	6/5	10/15	Type 2 - BH-212-HP
10.	6/11	SBD	STF – Bald Mountain	6/12	10/8	Type 2 - BH-212-HP
11.	6/14	SBD	LPF – Santa Ynez	6/15	10/8	Type 2 - <b>TBD</b>
12.	6/16	MHR	ENF – Big Hill	6/17	10/20	Type 2 - BH-214-B1
13.	6/17	RDD	KNF – Happy Camp	6/18	9/30	Type 3 - BH-407
14.	6/19	SBD	LPF – Arroyo Grande	6/20	11/7	Type 1 - SK-61L
15.	6/22	SBD	SNF – Trimmer	6/23	10/10	Type 2 - <b>TBD</b>
16.	6/29	RDD	PNF – Quincy	6/30	9/15	Type 2 - <b>TBD</b>
17.	6/30	SBD	ANF – Chilao	7/1	11/15	Type 2 - <b>TBD</b>
18.	7/1	SBD	LPF – Ft. Hunter- Liggett	7/2	11/15	Type 2 - <b>TBD</b>
19.	7/2	RDD	LNF – Chester	7/3	10/8	Type 2 - BH-212
20.	7/9	RDD	TNF – White Cloud	7/10	9/30	Type 3 - BH-206-L3
21.	7/14	RDD	MNF – Alder Springs	7/15	10/15	Type 2 - <b>TBD</b>
22.	7/19	RDD	SRF – Mad River	7/20	9/15	Type 3 - <b>TBD</b>

**Region 5 Fire S.T.O.P. Program**

***Standard-category Type One Project***



***INTRODUCTION***

This project involves the strategic placement, staffing, and operation of a standard-category type one helicopter in Region 5. The helicopter was procured through an exclusive-use contract for the 2001 fire season.

***OBJECTIVES***

The objectives of the Region 5 Fire S.T.O.P. are:

1. To increase the current Regional initial attack capabilities by utilizing a standard-category type one helicopter to rapidly deploy large numbers of highly skilled firefighting personnel, immediately support them with water drops, and transport internal and external cargo as necessary.
2. To provide highly trained and skilled Type I initial attack firefighters able to access remote, otherwise inaccessible areas by helicopter rappelling.
3. To augment the Region's helicopter management program by training and qualifying additional helicopter crewmembers and helicopter managers.
4. To complement the Region's Strategic Plan for increased workforce capacity with career paths, improved opportunity for diversity, and integration of the apprenticeship program.

***PLAN***

Initiated exclusive-use contract for a type one standard-category helicopter to support National Fire Policy and NFMAS.

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Place the helicopter in strategic location on the Los Padres NF to provide initial attack coverage for the entire state. The helicopter is a Regional resource.

The Regional Aviation Group, with the involvement of the National Aviation Office, provides oversight of the Region 5 Fire S.T.O.P.

The hosting Forest provides management and crew for the helicopter. The helicopter is staffed to its maximum daily initial attack capability seven days a week. This provides additional apprenticeship opportunities for accelerated Helitack and Hotshot experience.

The helicopter is equipped for a variety of missions i.e. water dropping, personnel transport, and internal & external cargo transport.

### ***IMPLEMENTATION and OPERATIONS***

The helicopter is based on the Los Padres NF at Arroyo Grande.

The host Forest will:

- Manage the S.T.O.P. helicopter on a daily basis.
- Ensure helicopter is staffed seven days a week.
- Provide necessary helicopter support equipment and vehicles.
- Make a trained crew available to fulfill the Type I Hotshot role.
- Train and equip the crew for helicopter rappelling.
- Strategically position the crew for rapid deployment with the S.T.O.P. helicopter.
- Place the S.T.O.P. Helicopter in all Initial Attack Dispatch Plans within their zones of influence.

The S.T.O.P. helicopter is a Regional resource and will be dispatched following the procedures detailed in Chapter 28.2 of the California Interagency Mobilization Guide.

When the S.T.O.P. helicopter is assigned to an incident the appropriate Geographic Area Coordination Center (GACC) will determine on a daily basis if there is a higher priority need in the Region for the resource. A “divert policy” will be established to allow the helicopter and crew to work the ongoing incident until there may be a greater need elsewhere i.e. initial attack (I.A.). At this time the GACC would “divert” the resource to the new incident. While in “divert” status the Hotshot crew would be kept in I.A. readiness mode.

When the S.T.O.P. helicopter has been committed to an incident that moves beyond the initial attack stage the GACC should order a Call-When-Needed (CWN) Type One helicopter to replace it as soon as feasible. This will expedite getting the resource back into its primary role of I.A. availability for the Region.

A qualified Helicopter Crewmember will be required to be onboard at all times during personnel transport. Safety features of the aircraft will be briefed before each flight and demonstrated onboard prior to departure.

### ***DOCUMENTATION***

The host Forest will maintain documentation of S.T.O.P. helicopter use and associated costs to determine the project’s efficiency and effectiveness.

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**Helitanker Program**

For year 2001, four Type 1 helitankers were contracted for initial attack capability from the following locations:

- 1) Mariposa, Sierra NF
- 2) Van Nuys, Angeles NF
- 3) San Bernardino, San Bernardino NF
- 4) French Valley, Cleveland NF

The Type I helitanker employs a specially designed tank approved by the Interagency Tanker Board of 2,000 gallons capacity. This helitanker combines the large capacity of a fixed-wing Airtanker with the greater accuracy and quicker turn around time of the helicopter. The helitanker can be filled in approximately 30 to 45 seconds by pumping with its snorkel from a suitable water source or on the ground from a high volume hose. When portable tanks are in use, the helitanker can hover fill with its snorkel. The helitanker can also deliver long term retardant or Class A foam that is injected from an onboard tank. The helitanker is capable of making multiple drops in which the pilot selects the volume of each drop at one of eight different coverage levels. The helitanker can deliver up to 30,000 gallons of water or retardant per hour on a fire at a much lower cost than any other tanker.

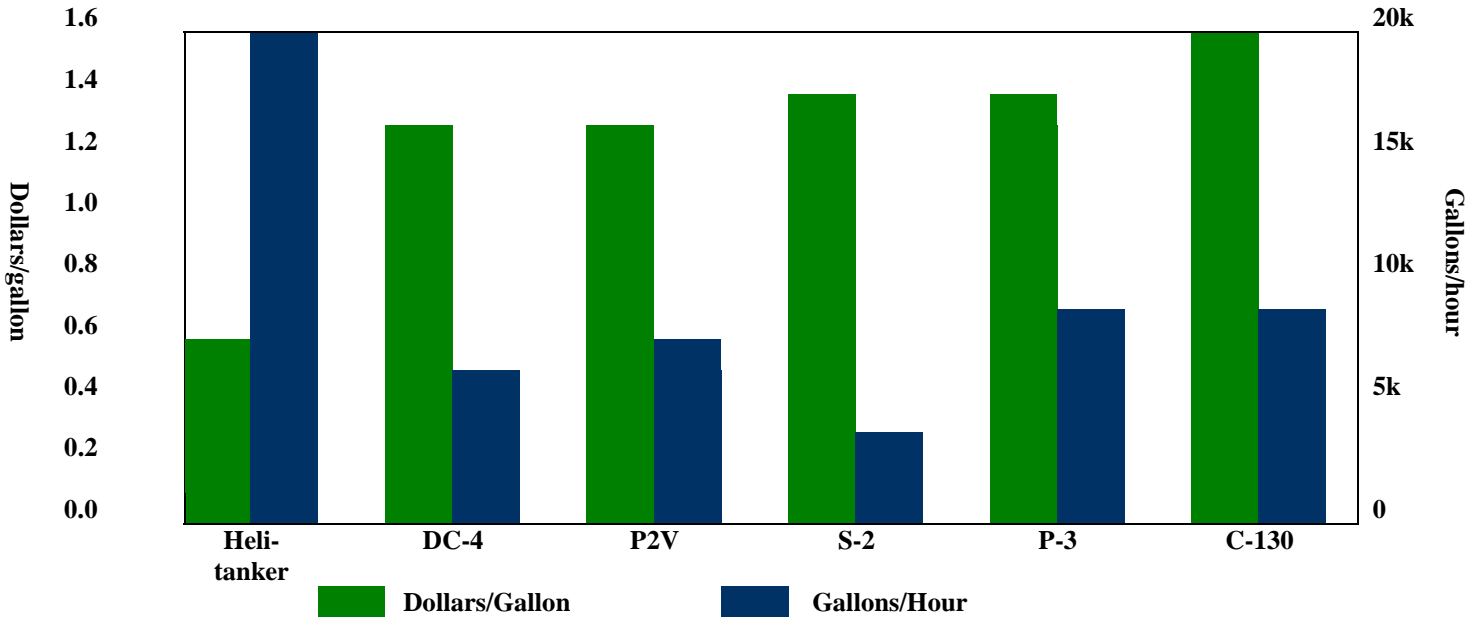


Each helitanker base is staffed with a Helicopter Manager, an Assistant Helicopter Manager and a helicopter crewperson, which provides 7-day a week coverage. The managers go on dispatches with the helitanker to provide positive and immediate management of the helitanker.

Previously only two helitankers were contracted, one at Van Nuys and one at French Valley. Beginning 2001 and subsequent, four helitankers are available to provide increased firefighting capabilities for the National Fire Plan.

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Helitanker Program  
Cost Comparison of Aerial Delivered Retardant



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Briefing Paper  
On  
Helicopter Management Issues and Concerns

Background: The interagency community is considering significant changes in helicopter management policies in response to several challenges. This briefing paper is provided for information purposes to decision makers.

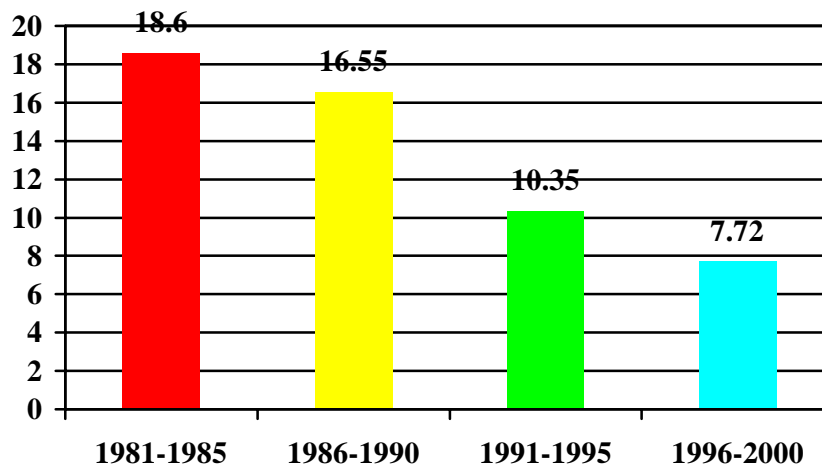
***History: Helicopter Program Growth***

- The use of helicopters for fire suppression began in California in 1947. In 1988, the year of the Yellowstone National Park fires, there were only 41 Type I and Type II Call When Needed (CWN) helicopters on contract. In 2001, that number has grown to 421, over a 1000% increase.

***History: Helicopter Management and Safety***

- Between 1968 and 1973, the Forest Service had 104 accidents that injured 47 people and killed 19 others, resulting in a call from the Chief for an evaluation of helicopter management activities.
- The implementation of enhanced helicopter management following the adoption of recommendations from the National Helicopter Operations Study in 1974 has resulted in dramatic reductions in mishap rates over the past two decades (source: USDA Forest Service Safety Office Database)

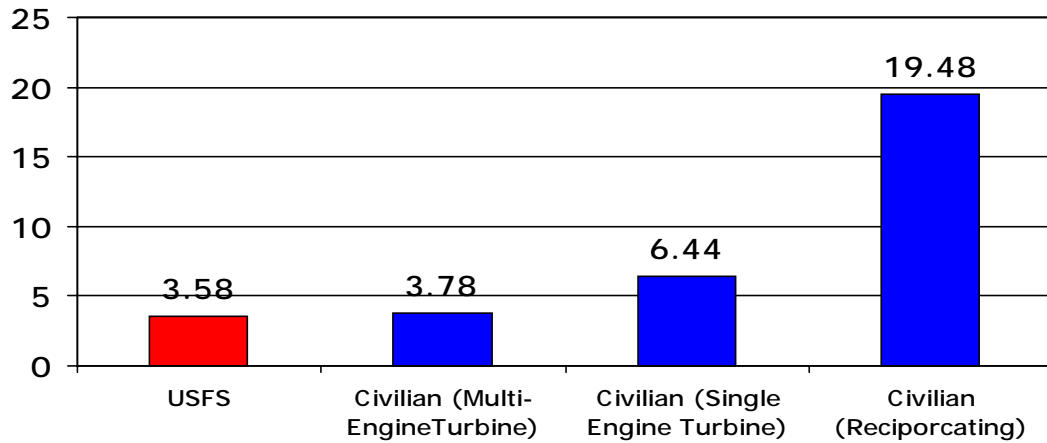
USDA FS Helicopter Accident Rates



(per 100,000 hours flown)

In spite of the hazardous nature of the fire mission, helicopter mishap rates are now at or below civilian benchmarks for both turbine and reciprocating fleets (FY 2000 USDA FS Safety Summary)

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**Conclusions.** The steps taken to provide for safety and effective helicopter utilization have been extremely successful by any quantitative measure. We have increased helicopter utilization by over 1000% in the past 20 years while *simultaneously reducing the mishap rate by over 600%* (FY 2000 USDA FS Safety Summary). The USDA Forest Service helicopter operations are now (FY 2000) statistically safer than the civilian reciprocating and turbine fleet at large (NTSB database, FY 2000). *These data quantitatively underscore our commitment to safety as a core value.*