CHAPTER 50
AIRCRAFT

Aircraft **Refer** to RMG (Ch. 50)

Aircraft Mobilization Refer to RMG (Ch. 50)

Between the hours of 2000 and 0600 charter pilots shall not be dispatched or contacted to ensure crew rest requirements are met (10 hours of uninterrupted rest). Orders for charter aircraft should not be placed with vendors between these hours, unless they have a separate dispatcher available. Pilots should ensure duty limitations are being met.

Ordering Procedures

Aerial Fire Detection

All requests for aerial detection within the CRC area for ongoing incidents or after thunderstorms should originate from the zone FMOs, be coordinated with the duty officer, and be placed through the dispatch center. USFS & NPS requests should be placed to CRC through the appropriate agency FMO or their designee. Coordination and prioritization will occur in the event that multiple units request a flight. The dispatcher will then initiate procedures to acquire the appropriate aircraft from either Forest Service agreements or DOI source lists. CRC will establish the flight following process in accordance with the Interagency Standards for Fire and Fire Aviation Operations (Red Book).

Air tankers and Lead Planes

All air tanker, lead plane and smokejumper requests will be placed through CRC. The acquisition of aircraft will follow agency guidelines. All requests for tactical aircraft will be filled on a first come, first serve basis unless multiple incidents require the establishment of priorities. In such an instance, the CRC center manager will consult with the Multi-Agency Coordination Group. Until that meeting can occur, priorities will be established in accordance with policies and procedures set forth in the National Mobilization Guide. **Aerial retardant drops will be used only when authorized by the agency with jurisdictional responsibility**.

Helicopters

All requests for helicopters and helitack crews will be placed through CRC with dispatching done according to agency guidelines. Flight following will be conducted through the dispatch center.

Prioritizing Incidents Refer to RMG (Ch. 50)

Aircraft Demobilization Refer to RMG (Ch. 50)

Flight Management Procedures

- **Point-to-Point Flights**: All agency contract, lease, charter or owned aircraft, fixed and rotor wing, shall file and open a FAA flight plan for every administrative (point-to-point) flight mission flown for the benefit of the agency.

Point-to-Point Flight Following
The sending dispatch center has the ultimate responsibility for flight following. This responsibility may be handed off to RMCC for fire mobilization flights. If the flight was originated by CRC then the Chief of Party/Flight Manager or pilot will notify CRC of any delays and upon arrival at the final destination (unless the flight following has been handed off to RMCC). For all point-to-point flights a Flight Request Form will be filled out.

- **Mission Flights/Special Use**: All mission flights (tactical fire flights) shall file a flight plan with CRC which will assure flight following procedures are followed. Mission flights will be documented using ROSS or a resource order form. Special use flights are generally resource oriented and will require a Project Aviation Safety Plan and a Flight Request Form.

  The flight following procedures for aircraft flying non point-to-point missions require a status check-in at 15-minute intervals. This can be accomplished utilizing Automated Flight Following (AFF) or by radio check-ins.

  The following information should be documented at each 15 minute interval:
  - Time of check in.
  - Current position of aircraft (Latitude/Longitude and geographic landmark if known).
  - Direction of travel (unless orbiting or consistently working in one area).
  - Any changes in flight plan or status.

Prior to any flight, the aircraft dispatcher should have a full understanding of the purpose of the mission, destination, duration, persons on board, check-in intervals, communication networks, and emergency procedures in the event of an accident/mishap. The aircraft dispatcher and pilot must agree to which method of flight following will take place (AFF or radio check-ins). Pilots must monitor at least one predetermined radio frequency as an alternate means of flight following in the event the AFF system fails in the aircraft or dispatch; or in case dispatch needs to cancel a mission, divert the aircraft to a higher priority incident, or relay other critical information regarding hazardous weather, TFRs, etc. Regardless of AFF being used, radio communications must be maintained with all aircraft that the dispatcher has agreed to flight follow. If radio communications cannot be maintained through the duration of the flight, the flight will be immediately terminated and the dispatch office contacted. For flights crossing dispatch area boundaries and/or when the aircraft has flown out of radio contact, CRC will contact the dispatch center whose area the aircraft has flown into and assure the aircraft is "handed off". The flight will not be closed out with CRC until it is confirmed that another dispatch center has radio communication with the aircraft.

Refer to Airspace Boundary Management Checklist, in the Northwest Colorado Fire Management Unit Aviation Plan for flights taking place in the common corridor along dispatch boundaries.

Automated Flight Following (AFF) Requirements & Procedures

When aircraft is initially airborne and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating, "N*xxx* off (airport or helibase name), ATD, SOB, FOB, and ETE on AFF". This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and the dispatcher can 'see' the aircraft on the computer screen. If there is a problem at this point, change to radio 15 minute 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 and briefed flight route, the pilot will contact the dispatch office via radio with changed information. The dispatch office will keep the AFF system running on the computer for the entire flight and will set a 15 minute timer, monitor the computer, and document the aircraft call sign, lat/long, and heading for the duration of the flight.

For more detailed information refer to RMG (Ch. 50)

Flight Management Procedures Refer to the CRC Unit Aviation Plan, NMG (Ch. 50)

Aircraft Incident/Accident Reporting Refer to Local Aircraft Incident/Accident Response Guide
All incidents and accidents will be reported immediately to CRC and appropriate line officers. Emergency procedures will be followed as outlined in the Aircraft Incident/Accident Response Guide. SAFECOMs need to be filed by persons that observed or were involved with the incident. A copy of the SAFECOM will be provided to the unit aviation officer.

Overdue and Missing Aircraft Refer to RMG (Ch. 50)

Airborne Thermal Infrared (IR) Fire Mapping Refer to NMG (Ch. 50)

State Owned Aircraft Refer to RMG (Ch. 50)

Colorado Division of Fire Prevention and Control Multi-Mission Aircraft (MMA)
MMA requests must be placed through the Denver Regional Colorado State Patrol (CSP) dispatch office via the State Emergency Operations Line at: 303-279-8855. Request to speak to the DFPC duty Officer. Orders are to include standard information for ordering Tactical Aircraft.

Lead Planes Refer to RMG (Ch. 50)

A lead plane, air attack, or Airtanker coordinator is required for the following missions:

- Two or more airtankers will be over the incident at the same time or at staggered intervals of 15 minutes or less
- Any mission where the airtanker pilot is not IA rated
- The fire is in a congested area
- When any airtanker is operating over an incident within 30 minutes prior to official sunset of the nearest airtanker base
- When any airtanker is operating over an incident within 30 minutes after official sunrise of the nearest air tanker base.

If a lead plane is not available, a qualified Air Tactical Group Supervisor (ATGS) may be used until a lead plane arrives, as long as the Airtanker Pilot-In-Charge (PIC) is IA rated. Non-IA rated PIC's require a lead plane. For additional information regarding aerial supervision requirements in the Rocky Mountain Area refer to RMG (83-1).

Aerial Supervision Modules **(ASM)** Refer to RMG (Ch. 50)

Aerial Supervision Requirements Refer to RMG (Ch. 50)

Air Tactical and Reconnaissance Aircraft Refer to RMG (Ch. 50)

Large Transport Aircraft Refer to RMG (Ch. 50)

RMCC will notify CRC if a large transport is expected to come into the Yampa Valley Regional Airport (YVRA) located in Hayden, Colorado. CRC will then notify YVRA of the large transport's ETA and arrangements. This is especially important if the large aircraft is scheduled to land after regular airport hours.

- **Passenger/Cargo Manifest**
  All crews must have a manifest and send a copy to RMCC via e-mail or fax within 2 hours of their departure.

Helicopter – Call When Needed **(CWN)** Refer to RMG (Ch. 50)

All CWN helicopters will be ordered through CRC. If the CWN helicopter is for fire suppression the order will then be placed with RMCC. If it is for a non-fire incident CRC will go to the AMD source list or USFS rental agreements and find an appropriate aircraft for the mission.

When a CWN helicopter is used, it must have appropriate level of supervision depending on size and mission. A qualified Helicopter Manager or Project Manager must inspect the aircraft prior to use.

Modules are not automatically ordered by RMCC when a helicopter order is filled by a CWN aircraft. CRC dispatchers need to order the module upon notification that a CWN helicopter is filling the order. The module is ordered on an overhead order and cross-referenced with an aircraft order.

Refer to the appropriate agency aviation plan for guidance concerning use of aircraft for non-fire flights and projects.

CRC CWN Helicopters Refer to the DOI/OAS Source List or USFS Rental Agreements.
Exclusive Use Contract Helicopters Refer to NMG (Ch. 50)

Airtankers Refer to RMG (Ch. 50)

Airtankers are initially ordered through Grand Junction Dispatch or Ft. Collins Dispatch. If Grand Junction or Ft. Collins does not have any available, the order is then placed with RMCC. Values at risk must accompany all orders for prioritization purposes.

Very Large Airtankers (VLAT's) Refer to RMG (Ch. 50)
An order for an airtanker may be filled by a VLAT. However this will not occur without dialogue between NICC and RMCC and the ordering unit. Documentation and dialogue will be critical for a positive outcome in these scenarios, especially if the ordering unit is not willing or able to accept a VLAT.

An IC may specify "no VLAT" when ordering if terrain, cost, or other factors limit the use of a VLAT. CRC will specify "No VLAT" in special needs on the order and list the limiting factors described by the IC. These restraints will also be communicated verbally with the GACC.

Airtanker use in Optional and Post Season Periods Refer to NMG (Ch. 50)

Modular Airborne Firefighting Systems (MAFFS) Refer to RMG (Ch. 50)

National Guard Helicopters **Refer to RMG** (CH 50)

National Guard Helicopters may be available out of Buckley AFB on the Front Range and Eagle on the Western Slope. These resources may be used on wildland fires, for extraction, or for other emergencies and natural disasters. They require special procedures for activation via the Colorado Division of Fire Prevention and Control. Incidents managed completely by the State or a County require different procedures than for incidents on Federal lands.

Single Engine Airtankers (SEATS) Refer to RMG (Ch. 50)

See RMG and the SEAT Operations Guide for general policy and guidelines.

For CRC dispatched resources: if county-ordered aircraft is on scene of a fire, resources should assure LCES is in place prior to engaging the fire, and may need to engage on a different area of the fire than the SEAT is working in until communications are established with the aircraft. A local SEAT Manager should be ordered as soon as possible upon activation of a SEAT.

Colorado State SEATs Refer RMG (Ch. 50)

BLM – Colorado & Wyoming SEATs Refer RMG (Ch. 50)

RMA FS OWNED/LEASED AIRCRAFT Refer RMG (Ch. 50)

NIFC Aircraft – USFS Refer NMG (Ch. 50)

Owner/Operator Listings, USFS Approved Vendors Refer RMG (Ch. 50)

DOI Approved Vendors Refer RMG (Ch. 50)

AIRCRAFT CAPABILITIES Refer to RMG (Ch. 50)

Temporary Flight Restrictions (TFR) (FAR 91.137) Refer to RMG (Ch. 50)

All TFR's will be ordered through CRC. CRC will then place the order with RMCC. It is important that after the need for a TFR no longer exists, CRC is notified so the TFR can be released.

Military Training Routes (MTR) and Special Use Airspace (SUA) Refer to RMG (Ch. 50)

There are no MTRs within the boundaries of the CRC area.

Airspace Conflicts Refer to Appendix F, Airspace Boundary Management Checklist, in the Northwest Colorado Fire Management Unit Aviation Plan, RMG (Ch. 50) and NMG (Ch. 50)

FAA Temporary Control Tower Operations Refer to RMG (Ch. 50)

Dedicated Radio Frequencies and Management Refer to RMG (Ch. 50)

Interagency Interim Flight & Duty Limitations Refer to RMG (Ch. 50)

Time Conversion Table Refer to RMG (Ch. 50)

Sunrise and Sunset Table

Refer to **http://aa.usno.navy.mil/data/** for Sunrise/Sunset Tables for the CRC Zone.

Commonly Used Airport Capabilities and Services

For more information use Ac-U-Kwik Directories or **www.airnav.com/airport**

Craig-Moffat Airport (CAG)

N40-29.7 x W107-31.3
Elevation: 6193 ft.
VOR: CHE r247@10nm
EKR r021@31.6nm
Fuel: Jet A
AvGas
FBO: Mountain Airspray : 970-824-6335
Control Tower: No
Runway: 5600 ft. x 100 ft.

Weight Limitations:
Single Wheel 35,000 lbs.
Double Wheel 40,000 lbs.
Uses by CRC:
Helibase, SEAT Base, Satellite Smokejumper base at terminal, Air Attack Base, Small Charter aircraft (Recon, PAX transport, cargo transport)

Food & Lodging:
Food, none on premises, but golf course has a restaurant and is located North of airport within walking distance
Lodging 2 miles into Craig
Ground Transportation:
None

Hayden – Yampa Valley Regional Airport (HDN)
N40-28.9 x W107-13.1
Elevation: 6602 ft.
VOR: CHE r106@4.6nm
BQZ r261@15.8nm
Fuel: Jet A
AvGas
FBO: Spectrum Jet Center 970-276-3743
Control Tower: No
Runway:
10000 ft .x 150 ft.
Weight Limitations:
Single Wheel 75,000 lbs.
Double Wheel 170,000 lbs.

Double Tandem Wheel 260,000 lbs .
Uses by CRC:
Jetport
Small Charter aircraft (Recon, PAX transport, cargo transport)
Air Attack Base
Food & Lodging:
Lodging & food 2 miles into Hayden
Ground Transportation:
Commercial rentals
Various shuttles

Kremmling Airport (20V)
N40-03.2 x W106-22.1
Elevation: 7411 ft.
VOR: RLG r34@4.6nm
BQZ r124@33.7nm
Fuel: Jet A

AvGas
FBO: Alpine Wings 970-724-0611
Control Tower: No
Runway: 5600 ft. x 100 ft.
Weight Limitations:
Single Wheel 46,000 lbs.
Double Wheel 68,000 lbs.
Uses by CRC:
Helibase
SEAT Base
Air Attack Base
Small Charter aircraft (Recon, PAX transport, cargo transport)
Food & Lodging:
Lodging & food 1 mile into Kremmling
Ground Transportation:
None

Meeker Airport (EEO)
N40-29.9 x W107-53.2
Elevation: 6421 ft.
VOR: RIL r334@32.2nm
EKR r107@2.1nm
Fuel: Jet A
AvGas
FBO: Coulter Aviation 878-5045
Control Tower: No
Runway:
6500 ft. x 60 ft.
Weight Limitations:
Single Wheel 21,000 lbs.
Double Wheel 27,000 lbs.
Uses by CRC:
Helibase
SEAT Base
Air Attack Base
Small Charter aircraft (Recon, PAX transport, cargo transport)
Food & Lodging:
Lodging & food 2 miles into Meeker
Ground Transportation:
None

Rangely Airport (4V0)
N40-05.7 x W108-45.7
Elevation: 5274 ft.
VOR: VEL r102@37.6nm
EKR r258@38.4nm

Fuel: AvGas
FBO: Rangely Airport 970-675-2316
Control Tower: No
Runway:
6400 ft. x 75 ft.
Weight Limitations:
Single Wheel 25,000 lbs.
Uses by CRC:
Helibase
SEAT Base
Air Attack Base
Small Charter aircraft (Recon, PAX transport, cargo transport)
Food & Lodging:
Lodging & food 2 miles into Rangely
Ground Transportation:
None

Steamboat Springs Airport (SBS)

N40-31.0 x W106-52.0
Elevation: 6878 ft.
VOR: CHE r77@20nm
BQZ r352@3.2nm
Fuel: Jet A
AvGas
FBO: Steamboat Springs Airport 970-879-1204
Control Tower: No
Runway:
4452 ft. x 100 ft.
Weight Limitations:
Single Wheel 50,000 lbs.
Double Wheel 60,000 lbs.
Uses by CRC:
Helibase
SEAT Base
Air Attack Base
Small Charter aircraft (Recon, PAX transport, cargo transport)
Food & Lodging:
Lodging & food 3 miles into Steamboat Springs
Ground Transportation:
None

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