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.

Southern Area Supplement

MOBILIZATION

The following criteria should be used when ordering aircraft: Airtankers:

- *Loaded or empty.*
- *Carded for local use or interagency use.*
- *Special applications such as: special-use flights, de-icing equipment, weather related instrumentation, pressurization etc.*

The Southern Area Coordination Center conducts "strategic" dispatch functions to fill requests from State Coordination Centers, other GACCs, etc. The SACC Aircraft Desk does not conduct tactical dispatching operations. However, the SACC Aircraft Desk does have the responsibility of filling requests in a cost effective and timely manner with the most effective resource. It is extremely important for State Coordination Centers to keep the SACC Aircraft Desk informed when resources are relocated or reassigned.

Carding/Approvals

All aircraft and pilots must be approved and carded by either OAS or USFS for the contract they are working under. Aircraft and pilots requiring an "Authorized Uses" endorsement require inspection by a USFS or OAS authorized inspector. Point-to-point only approvals are on point-to-point cards for both USFS and OAS.

Aircraft Selection Factors

- ***Day/Night:*** *A multi-engine or turbine powered single-engine aircraft is required whenever a passenger flight will be flown within the period beginning 30 minutes after legal sunset until 30 minutes before legal sunrise.*
- ***Instrument Flight Rules (IFR)/Visual Flight Rules (VFR):*** *A multi-engine or turbine powered single-engine IFR approved aircraft is required whenever the flight will be in or is expected to be in IFR conditions. One pilot and a functioning autopilot or two pilots are required for IFR flights.*
- ***Passenger & Baggage Weight:*** *Be sure the aircraft has the weight capacity for the passengers, luggage or other material being transported. It is important to remember that weight is the limiting factor, not the number of passenger seats.*
- ***Aircraft Speed:*** *Check the schedules of the passengers to insure they can arrive on time in the aircraft selected. Generally, aircraft speed isn't too important for short trips but becomes more important on long trips.*
- ***Airports:*** *Are the airports used in the flight suitable for the aircraft? Are the runways of adequate length? Is there fuel available for the aircraft? Will the elevation and air temperature of the airport affect the performance of the aircraft (density altitude)?*
- ***Cost:*** *A cost analysis must be completed for administrative flights. Normally this involves a comparison between commercial flights and agency owned aircraft but could involve a comparison between the various costs of charter aircraft.*

DISPATCH/ORDERING FACTORS AND CRITERIA

Selection and dispatching of mission aircraft will be based upon the factors outlined in the "Aircraft Selection Factors" section. If all other factors meet the needs of the requested flights, the two primary considerations will be the timeliness and cost effectiveness of the aircraft. A cost analysis should be completed to determine the most efficient aircraft. For most nationally contracted USFS aircraft, the cost analysis and other selection criteria will be done at the NICC. In that case, requests will be placed to SACC, and then to the NICC. Timeliness and cost effectiveness factors that should be considered in selecting the appropriate Call-When-Needed aircraft:

- ***Ferry Costs:*** *The costs associated with ferrying aircraft to and from incidents should be taken into consideration. Note that CWN aircraft are paid from their point of hire and to that point upon demobilization.*
- ***Relief Crew Transportation:*** *When pilots reach mandatory days off, determine whether the cost of transporting a relief crew is the best value to the government.*
- ***Ordering Priorities:*** *Agency owned aircraft must be considered first, followed by Exclusive Use contract aircraft. Since the SACC Aircraft Desk may receive an order, and must determine the appropriate resource, it is important that State Coordination Centers notify the SACC Aircraft Desk if an Exclusive Use aircraft is relocated from its assigned*

home base to a new location. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN or On Call Aircraft and Aircraft Rental Agreement (ARA) aircraft may be ordered.

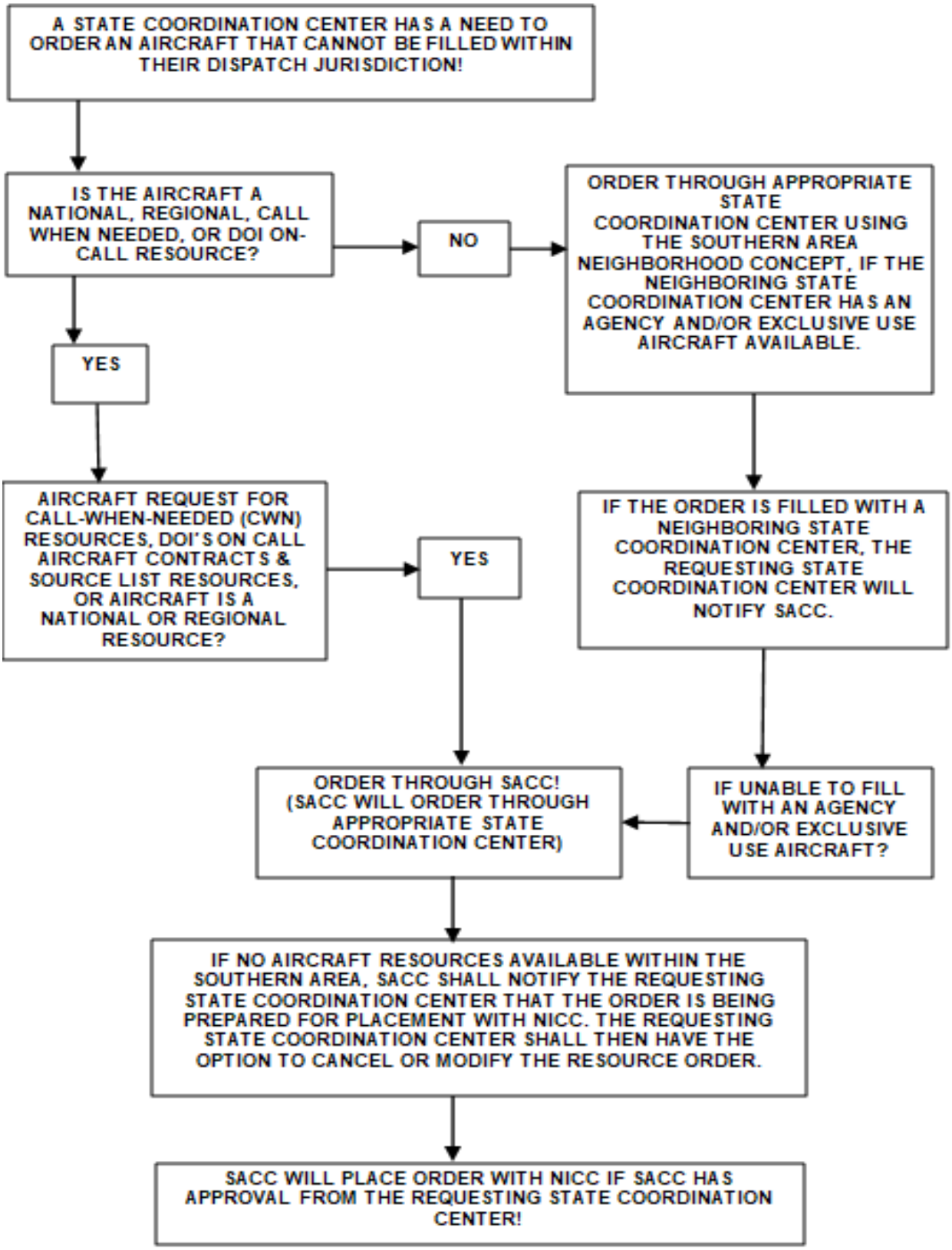
- *CWN Aircraft – If agency exclusive use aircraft are unavailable, CWN aircraft may be considered. All USFS CWN helicopters are dispatched from the NICC. Requests for these aircraft will be placed to SACC by the requesting state coordination center. SACC will place the requests to the NICC. This applies to some DOI On-Call aircraft as well, such as SEATs or Single Engine Water Scoopers. NICC will fill the request with the resource that provides the best value to the government that also meets the needs stated in the request.*

- *For any CWN or On-Call aircraft still dispatched locally from State Coordination Centers, requests may be filled locally for use by units where those aircraft reside, with a courtesy notification to SACC. Requests for these locally dispatched aircraft generated from outside the dispatch areas where they reside will be placed to SACC. SACC will place these requests to the appropriate State Coordination Center.*

- *Requests for ANY CWN or DOI On-Call helicopters must include a qualified Helicopter Manager's name and contact phone number before they can be processed. Requests for any SEATs or Single Engine Water Scoopers must likewise include the name and contact information of the SEAT Manager.*

- *OAS On-Call Aircraft Contracts & Source List and Aircraft Rental Agreement (ARA) aircraft may also be considered, however, DOI agencies must use OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list at: https://www.doi.gov/aviation. Non -DOI personnel will need to obtain information from an appropriate DOI employee, since DOI login credentials are required to access the Source List. The relevant DOI Aviation Officer is a good contact for this information. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List or Aircraft Rental Agreement (ARA) aircraft is selected, the SACC Aircraft Desk will order that aircraft directly from the contractor.*

SOUTHERN AREA AIRCRAFT ORDERING



AIRCRAFT DISPATCH FORM REQUIREMENTS

The Aircraft Dispatch Form (kneeboard) is required for all Mission Flights.
If multiple aircraft are being ordered, or they are ordered within reasonably close timeframes of each other, one submission of the form to neighboring dispatch offices or to SACC is appropriate.

The Aircraft Dispatch Form provides many benefits for both dispatch and the aviation community that a resource order form does not, such as readability of incident locations, frequencies, hazards, contacts, and flight following information. A resource order request must still be sent to the sending dispatch office through normal dispatch ordering channels.

Information Required on Aircraft Dispatch Forms:

- *Name of the Incident or Project.*
- *Name of the air or ground contact.*
- *Air-to-Air and Air-to-Ground frequencies and tones.*
- *Location and description of destination, LAT/LONG.*
- *Initial contact for flight following (name, forest, district, radio frequencies and tones, etc.).*
- *Hand-off contact for flight following (Name, Unit, District, radio frequencies and tones, etc.).*
- *Are other aircraft in the area of operations and what type are they? (air attack, airtankers, helicopters, etc.)*
- *Are there any known hazards: power lines, towers, flight restrictions, Military Training Routes (MTRs), Military Operating Areas (MOA), or weather factors?*
- *Sunrise/Sunset times.*

Requests not filled within the Southern Area may be sent to NICC for placement (with concurrence from the requesting unit). Dispatch offices will ensure that incident information is accurate, including current frequencies, reporting location, and contacts in IROC.

Values at Risk

Values at Risk and Timeframe of Threat must be entered in Special Needs of IROC and on the kneeboard. The following are what are considered values at risk and Timeframe of Threat:

- ***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.*

SACC and Regional Prepositioned Aircraft

At the end of shift all SACC and regional prepositioned aircraft will be released in IROC to the appropriate base or to a regional preposition incident for a clean start on the next shift.

Aircraft Relocation - Requests to relocate airtankers, leadplanes, ASMs, Exclusive Use air attack aircraft, aircraft on Regional Support and SACC support must be made through the SACC Aircraft Desk. (Note that prior to relocating a CWN aircraft outside of the state, a determination must be made as to whether or not a timelier and more cost-efficient aircraft is located near the new location, the determination will be made by the SACC or at the NICC in the case of nationally contracted aircraft or national aircraft resources).

All relocations, reassignments, and other missions involving national resources (such as Large Airtankers, Leadplanes, and Aerial Supervision Modules) will be coordinated with the NICC by the SACC Aviation Coordinator or SACC management.

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).

Southern Area Supplement
Administrative Flights

Administrative Flight - Point-to-point flights that are not mission oriented or tactical in nature. They do not require the use of a resource order and typically involve the transport of people or cargo while conducting normal agency business.

For complete information on the US Forest Service Administrative Use of Aircraft, please reference the Administrative Use of Aircraft Desk Reference found at: https://www.fs.usda.gov/sites/default/files/media_wysiwyg/administrative_use_of_aircraft_desk_reference_updated_2018.pdf

- *Ordering Priorities – Generally, priority for ordering is agency aircraft, and then contract aircraft. Use the most formal contracts first, then move from most to least formal. If the cost analysis indicates commercial air travel is not feasible or cost effective, agency owned aircraft must be considered first, followed by Exclusive Use Contract aircraft. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN aircraft may be ordered.*

- *Local CWN Aircraft - If agency exclusive use aircraft are unavailable, local (in state) CWN contract resources may be considered. Some USFS CWN Aircraft are dispatched*

exclusively by the NICC. This, for example, is applicable to all USFS contracted CWN helicopters. All orders for nationally contracted (MATOC) aircraft will be placed to SACC for subsequent placement to the NICC. Other CWN aircraft, or DOI On-Call Aircraft may be ordered directly by the State coordination center where those resources reside.

- *Ordering Through the SACC Aircraft Desk - If an order cannot be filled locally, the State Coordination Center will place the order with the SACC Aircraft Desk. The SACC Aircraft Desk will process the requests.*

    - *If either scheduling or a cost analysis dictate the use of Exclusive Use aircraft, the SACC Aircraft Desk will place the order with the appropriate State Coordination Center. The SACC Aircraft Desk will also place requests that can be filled with DOI On-Call aircraft with the appropriate State Coordination Center. The SACC Aircraft Desk will not order these aircraft directly from the contractors. All requests that are to be filled with USFS CWN resources that fall under the national USFS MATOC contract will be placed with NICC. When the aircraft has been scheduled or ordered, the SACC Aircraft Desk will complete the remaining blocks in the AFRS and provide a copy to the requesting unit and the sending unit.*

    - *DOI Office of Aircraft Services (OAS) Aircraft - OAS On-Call Aircraft Contracts & Source List aircraft may also be considered along with CWN aircraft, however, DOI agencies must use OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list at https://www.doi.gov/aviation. The source list is only available to individuals with a DOI computer login. Non-DOI employees will have to ask an appropriate DOI employee, such as a DOI COR or Aviation Officer, for any DOI contract information. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List aircraft is selected, and the aircraft is within that state, State Coordination Centers may order direct. If you need an aircraft from another state, the SACC Aircraft Desk will order the aircraft through the appropriate dispatch channels.*

Non-Administrative Flights

The non-administrative flight process will be identical to the administrative flight process with the following exceptions:

Non-administrative flights normally result from a resource order. An Aircraft Flight Request/Schedule (AFRS) will be used for the scheduling. In some cases, non-administrative flights may be of an emergency nature and the order would be filled with the timeliest appropriate resource available. Continued use of the aircraft after the emergency has passed may result in replacement with a more cost-effective aircraft. The Incident Hosting Unit shall approve the cost of using charter aircraft prior to scheduling.

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, rap

pelling 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.

Southern Area Supplement

Aircraft Flight Request/ Flight Schedule (Flight Strip)

An Aircraft Flight Request/ Flight Schedule (Flight Strip) will be completed by the pilot or the flight manager prior to take off and will be provided to the local dispatch center for dissemination through dispatch channels. SACC requires a flight strip any time an aircraft is mobilized across state boundaries (excluding initial attack) or crossing GACC boundaries (including initial attack). Flight Strips should also be used for aircraft that are demobilizing from an incident if the resource is an agency aircraft or an Exclusive Use aircraft, or if an agency person is aboard the aircraft. For CWN aircraft being demobilized, an Aircraft Flight Request/ Flight Schedule (Flight Strip) is unnecessary, unless agency personnel are onboard. Released CWN aircraft are no longer under operational control, and do not have to provide demob information. Flight strips are therefore optional.

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.

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.

Southern Area Supplement

The SACC Aircraft Desk will resource track all aircraft crossing Southern Area dispatch boundaries which have been ordered through SACC on:

- *Aircraft Orders*
- *Aircraft Flight Request/ Flight Schedule (Flight Strip)*

Responsibilities

- *On any flight requiring stops enroute to a destination within Southern Area that crosses state boundaries, instruct the Pilot-In-Command or Flight Manager to contact the SACC Aircraft Desk at (678) 320-3012 at all stops.*

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/

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.

Southern Area Supplement

CALL WHEN NEEDED (CWN) CONTRACT HELICOPTERS

- ***National Resources:*** *Type 1 and 2 helicopters are considered National Resources and must be ordered through SACC Aircraft Desk to NICC.*
- ***Manager's Name:*** *A manager's name and contact information is required in the Special Needs of any order before filling orders for helicopters.*
- ***Resource Order Numbers:*** *CWN helicopters are ordered with "A" numbers, modules may be ordered either using subordinate aircraft requests ("A dot" numbers) or with individual "O" numbers, depending on needs.*

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.

Southern Area Supplement
Helicopter Typing:

Components	***Type 1***	***Type 2***	***Type 3***
Allowable payload at 59° F at sea level	*5,000*	*2,500*	*1,200*
Passenger seats	*15 or more*	*9 – 14*	*4 – 8*
Retardant or water-carrying capability (gal)	*700*	*300*	*100*
Maximum gross takeoff and landing weight (lb)	*12,501+*	*6,000 – 12,500*	*Up to 6,000*
Examples	*CH-54, CH-47*	*Bell 204, 205A++, 212HP*	*Bell 407 A-Star B3*
Helitanker	• *Fixed Tank* • *1,100 minimum gallon capacity*		

Helicopter Categories:

- ***Standard Category (FAA designation)*** *- Authorized for passenger hauling as well as internal and external loads.*
- ***Restricted Category (FAA designation)*** *- Lift only, no passenger carrying, the seats are removed, and the aircraft is placarded. Many Type 1 helicopters are in this category.*
- ***Standard Category, Limited Use (Agency designation)*** *- Generally a temporary designation that restricts the use of the helicopter to external loads, no passenger carrying, but the seats are not removed. Designated crew members essential to the mission are authorized passengers.*

Standard category Type 2 helicopters may be placed in the Limited use category. The Regional Aviation Officer must write a letter each time a Type 2 helicopter is placed in or out of the limited use category. A copy of the letter must be sent to the requesting unit and a copy must be placed on board the aircraft.

Standard category Type 3 helicopters may be placed in the Limited use category. For Forest Service units in the Southern Area a blanket letter issued by the Regional Aviation Officer is presently on file, allowing individual forests to manage their Type 3 helicopters in a Limited use capacity when necessary, provided certain guidelines have been followed.

HELICOPTER MODULES

All helicopters ordered for suppression purposes will be sent with a complete helicopter module based upon the type and category of the helicopter. The manager will meet the CWN helicopter at a location other than the incident so that an acceptance inspection can be completed on the aircraft and pilot prior to the actual performance of any aviation operations. Note that the DOI Fish and Wildlife Service and National Park Service do not require full modules for non-interagency incidents.

TYPE/ CATEGORY	***STAFFING***
Type 1 helicopter, standard	*Manager and four crew persons*
Type 1 helicopter, restricted	*Manager only*
Type 2 helicopter, standard	*Manager and three crew persons*
Type 2 helicopter, restricted	*Manager only*
Type 2 helicopter, standard category in limited use status	*Manager only*
Type 3 helicopter, standard category	*Manager and two crew persons*
Type 3 helicopter, standard category in limited use status	*Manager only*

- ***Helicopter Modules:*** *When exclusive use contract helicopters are dispatched to other units, the assigned manager and module will accompany the ship. When "Call When Needed" (CWN) helicopters are ordered, a qualified module, if in standard category, will also be ordered to manage the ship, unless the ordering unit can provide a module. Names of personnel must be furnished.*

SOUTHERN AREA EXCLUSIVE USE HELICOPTERS

State	*Base Name*	*Agency*	*Contract Dates*
AL	*Anniston*	*USFS*	*1/20 – 3/30*
AR	*Clarksville*	*USFS*	*2/04 – 4/29*
AR	*Mena 1*	*USFS*	*2/16 – 4/21*
AR	*Mena 2*	*USFS*	*2/22 – 4/27*
FL	*Homestead*	*NPS*	*2/01 – 5/31*
FL	*Ocala*	*USFS*	*1/04 – 9/30*
FL	*Crawfordville*	*USFS*	*1/08 – 3/08*
FL	*Titusville*	*FWS*	*3/22 – 5/20*
GA	*Cornelia*	*USFS*	*1/19 – 5/18 & 11/01 – 11/30*
KY	*Sterns*	*USFS*	*2/24 – 4/24*
LA	*Alexandria 1*	*USFS*	*1/09 – 5/31*
LA	*Alexandria 2*	*USFS*	*1/04 – 2/26*
MS	*Laurel*	*USFS*	*1/18 – 5/27*
MS	*Forest*	*USFS*	*1/29 – 4/28*
MS	*Wiggins*	*USFS*	*1/25 – 4/25*
NC	*New Bern*	*USFS*	*1/26 – 4/25*
SC	*Huger*	*USFS*	*2/01 – 5/31*
SC	*McBee*	*FWS*	*1/22 – 3/21*
SC	*Savannah River*	*USFS*	*2/03 – 4/03*
TN	*Chattanooga*	*USFS*	*2/15 – 4/29*
TX	*Huntsville*	*USFS*	*1/23 – 5/02*
TX	*Lufkin*	*USFS*	*2/01 – 5/17*
TX	*Winnie*	*FWS*	*1/08 – 3/15*
VA	*Blacksburg*	*USFS*	*3/05 – 5/03*

Exclusive Use helicopters are under formal contract, for specified periods, to various units and agencies nationally, regionally, or locally. In the Southern Area, State Coordination Centers are responsible either directly or indirectly through Contracting Officer Representatives (CORs) for management and dispatch of the Type 3 helicopters. See "Mission Flights" for information related to dispatching Type 3 helicopters. The relevant State Coordination Center must notify SACC Aircraft Desk of the new location if an Exclusive Use helicopter in their dispatch area is relocated.

The modules for Exclusive Use Contract helicopters are dispatched with the contract helicopters. Exclusive Use helicopters with modules are ordered with a single "A" number. The crew members are subordinate "A" numbers to the parent request.

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.

Southern Area Supplement
SHORT-HAUL CAPABLE HELICOPTERS

Currently, there are no short-haul capable helicopters in the Southern Area. However, one may be pre-positioned in the Southern Area during increased incident activity. Short-haul capable aircraft will still be considered primarily a firefighting resource; they will continue to perform typical fire missions such as water drops, cargo and personnel transport while being available for short-haul missions, if needed.

Emergency medical short-haul will be just one of a number of options for getting medical care to a person in need, or for extracting injured or ill personnel. All options must be considered and included in pre-incident emergency medical planning.

Short-haul proficiency operations will be allowed on all incidents, in accordance with the requirements in the Forest Service Emergency Medical Short-Haul Operations Plan and the Department of Interior Helicopter Short-Haul Handbook.

For additional information and current locations of short-haul helicopters, visit the Emergency Medical Evacuation page at https://gacc.nifc.gov/sacc/emergencymedical.php

For additional sources, visit the Interagency Emergency Helicopter Extraction Source List (PMS 512): https://www.nwcg.gov/committee/hshu-ehe

Helicopter Support Equipment
If not provided locally, helicopter support kits, rescue kits, and extraction kits, etc, must be ordered.

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.

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

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

Southern Area Supplement
LEADPLANES/ AERIAL SUPERVISION MODULES (ASM)
Leadplanes and ASMs are considered National Resources. Initial Orders into the Southern Area must be made through the SACC Aircraft Desk to NICC.

(Note: Unless there is a special exemption letter in place at the time, USFS Air Tactical Group Supervisors (ATGS) cannot be substituted in ASM. ATGS placed in ASM platforms must have obtained ASM qualified status (AITS).

State Coordination Centers will be responsible for ordering replacement Leadplane/ASM resources through SACC in a timely manner, allowing for the coordination between SACC and NICC, as these resources are often limited nationally.

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).*

Southern Area Supplement
If a CWN Air Attack aircraft is assigned to an airtanker base, the airtanker base's State Coordination Center may dispatch the air attack for initial attack. Before CWN air attack aircraft may be relocated, the SACC Aircraft Desk should be notified to determine whether a more timely and cost-effective aircraft is available.

Aerial Supervision Requirements
When aerial supervisors are co-located with retardant aircraft, they will be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations. Federal policy dictates additional requirements as listed below.

Incident Aerial Supervision Requirements Incident Aerial Supervision Requirements

Note: Deviations from this table may be authorized by the agencies through local mitigations.

Incident Aerial Supervision Requirements

Note: Deviations from this table may be authorized by the agencies through local mitigations.

SITUATION	HLCO	ASM / LPIL	ATGS / ASM
Three or more manned aircraft over an incident or when mixed type and kind aircraft are over the incident working at the same time.	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
If manned and unmanned aircraft are operating within the same working area/area of operation (WA/AO). *(If only UAS, no aerial supervision is required.)*	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
Fixed-Wing Low-Level Operations in Low Light conditions.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Airtanker not IA Rated/ MAFFS/VLAT.	N/A	REQUIRED	N/A
Muti-Engine Amphibious Water Scooping Aircraft not IA carded.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Level 2 SEAT / Single-Engine Scooper operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Foreign Government Aircraft.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Congested Area Flight Operations.	ORDERED	ORDERED	REQUIRED
Periods of marginal weather, poor visibility, or turbulence.	REQUIRED IF NO ATGS/ASM / LPIL	REQUIRED	REQUIRED
Active Duty (Non-National Guard) Military Helicopter Operations.	ORDERED	N/A	REQUIRED IF NO HLCO
When requested by airtanker, helicopters, ATGS, LPIL, or ASM.	REQUIRED	REQUIRED	REQUIRED

**ASM can perform all ATGS missions however, an ATGS is required when requested by ASM.

Required: *Aerial supervisory resource(s) shall be over the incident when specified air tactical operations are being conducted. Required aerial supervision resources shall be on scene before dispatching tactical resources (helicopters, airtankers, water scoopers) during periods of marginal weather, poor visibility, or turbulence.*

Ordered: *Aerial supervisors shall be ordered by the unit maintaining operational control (i.e. operations may be continued while the Aerial Supervisor is en route to the incident, or if the resource is not available and assigned resource are notified).*
Assigned: *Tactical resource allocated to an incident. The resource may be flying en route to and from, or on hold at assigned airport/helibase.*
N/A: *Not authorized or applicable to the level of supervision required for the mission/resource.*

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/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

Southern Area Supplement
UAS Typing

Type	*Configuration*	*Endurance*	*Data Collection Altitude (agl)*	*Max Range (mi)*	*Typical Sensors**
1	*Fixed-Wing Rotocraft*	*6-14 hrs. N/A*	*3,500-8,000 N/A*	*50 N/A*	*EO/Mid Wave IR High Quality IR*
2	*Fixed-Wing Rotocraft*	*6-14 hrs. N/A*	*3,500-8,000 N/A*	*25 N/A*	*EO/Long Wave IR Moderate Quality IR*
3	*Fixed-Wing Rotocraft*	*20-60 min. 20-60 min.*	*2,500 and Below 2,000 and Below*	*5 5*	*EO/IR Video and Stills Moderate Quality IR*
4	*Fixed-Wing Rotocraft*	*Up to 30 min. Up to 20 min.*	*1,200 and Below 1,200 and Below*	*<2 <2*	*EO/IR Video and Stills Moderate Quality IR*

**Sensor payloads are variable but typically include daylight (electro-optical), infrared (IR), thermal, or mapping cameras. Type 1 and 2 UAS carry multiple camera types in a gimbaled configuration.*

Note: Certain aircraft are specialized and will not fit this classification.
Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, or NWCG Standards for Fire Unmanned Aircraft Systems Operations PMS 515, or the Interagency Fire UAS Operations Website.

Interagency Fire UAS Ordering

Best Practices for Ordering
USFS Region 8 has a Regional UAS Coordinator who will facilitate and coordinate UAS ordering for fire and RX missions in the Region, and who will coordinate with the National UAS Coordinator for out of region UAS resources and incidents. The current Region 8 UAS Coordinator is Jacob Shuler, who can be reached at 707-672-3187. The National UAS Coordinator can be reached at 208-387-5335.

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

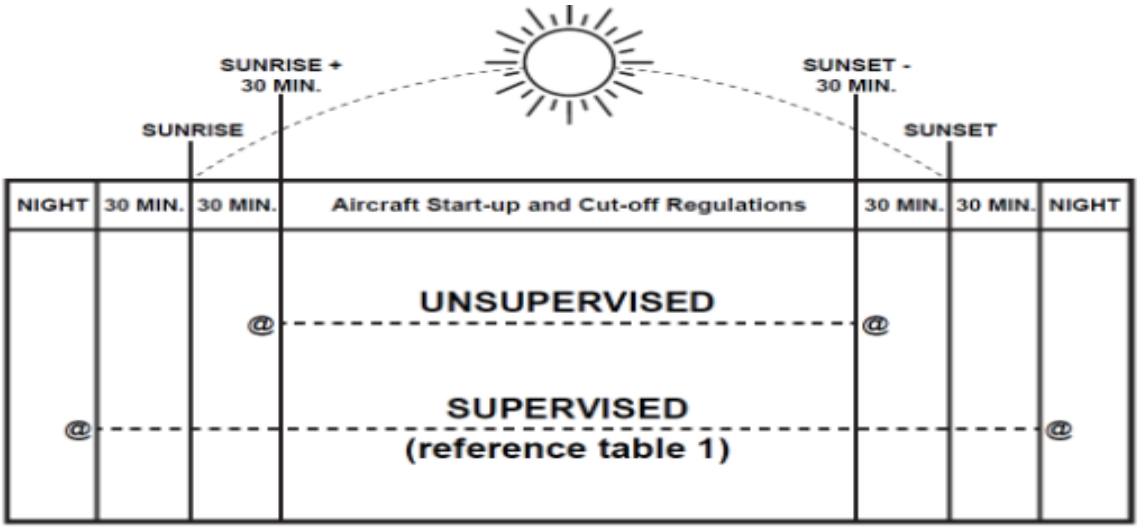
Post Season and Optional Use airtanker activations are processed by the Contracting Officer (CO), via a signed modification. The following process is used to activate airtankers during the Post Season and Optional Use periods:

- 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.

Southern Area Supplement

Retardant Operations and Low Light Conditions (Sunrise/Sunset) – Unsupervised multi-engine airtankers shall be dispatched to arrive over a fire no earlier than 30 minutes after official sunrise and no later than 30 minutes before official sunset. Retardant operations are permitted 30 minutes before official sunrise to 30 minutes after official sunset (civil twilight) but must have concurrence by the involved flight crews and aerial supervision (Lead, ATCO, ASM or ATGS) must be on scene. Flights by multi-engine aircraft to assigned bases may occur after daylight hours.

SACC will prioritize and allocate federal airtankers, positioning them in areas of current or predicted high wildfire danger or activity, with coordination with the NICC.



Note: Single engine/VFR aircraft, sunrise and sunset are determined by the official sunrise and sunset tables of the nearest reload base.

Note: Multi-engine/IFR aircraft sunrise and sunset are determined by the GPS coordinates of the incident.

Aircraft Scheduling *- The State Coordination Center responsible for managing the airtanker base, reload base, or portable airtanker base will be responsible for scheduling airtankers, leadplanes, and air attack aircraft assigned to the airtanker base. This includes establishing daily starting and ending times. The State Coordination Center shall receive concurrence on daily starting and ending times from the SACC Aircraft Desk.*

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

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.

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/sites/default/files/publications/pms508.pdf
- *Interagency Standards for Fire and Fire Aviation Operations (NFES 2724)*

Southern Area Supplement

See the NWCG Standards for SEAT Operations for additional information.

SEATs are 500 - 800 gallon capacity single engine airtankers. They typically come with 1-4 support people, a support vehicle, and a trailer or truck mounted retardant mixing plant.

All initial orders for SEAT requests excluding initial attack shall be placed with NICC thru SACC to determine best value of closest forces.

Single Engine Water Scoopers will be ordered as a "ATS4 - Airtanker, Type 4 (Single-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.

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

Southern Area Supplement

Permanent Airtanker Bases in Southern Area

Airtanker Base	*City/State*	*Capacity/ Approved Operations*
Florida (FL-FIC)		
Lake City (LCQ)	*Lake City, FL*	*VLAT, LAT, SEAT*
Ocala (OCF)	*Ocala, FL*	*LAT, SEAT*
Kentucky (KY-KIC)		
London (LOZ)	*London, KY*	*SEAT*
North Carolina (NC-NCC)		
Kinston (ISO)	*Kinston, NC*	*LAT, MAFFS, SEAT*
Oklahoma (AR-AOC)		
Ardmore (ADM)	*Ardmore, OK*	*LAT, SEAT*
Tennessee (TN-TNC)		
Chattanooga (CHA)	*Chattanooga, TN*	*VLAT, LAT, SEAT*
Texas (TX-TIC)		
Abilene (ABI)	*Abilene, TX*	*LAT, MAFFS, SEAT*
Austin (AUS)	*Austin, TX*	*VLAT, LAT, MAFFS, SEAT*
Childress (CDS)	*Childress, TX*	*SEAT*
Mineral Wells (MWL)	*Mineral Wells, TX*	*SEAT*

PORTABLE AIRTANKER BASE

The Southern Area maintains (3) portable airtanker bases (PABs), which are self-contained semi-trailers that also have office space. Each is pre-wired for electrical and telephone service and has a back-up generator. The PABs come with hoses, valves, fittings, service and support equipment, and safety items to operate a two-pit airtanker base. The PABs can be prepositioned or moved to support incidents based on priorities determined by the SACC Center Manager, USFS Region 8 Regional Aviation Officer, and the USFS Region 8 AD Operations. The USFS Region 8 Regional Aviation Officer has oversight and management of the PABs. PABs are ordered in IROC using Catalog: Equipment, Catalog Category: Miscellaneous, Catalog Item: Retardant Plant, Portable. The SACC Aircraft Coordinator will facilitate SACCs role in

ordering a PAB. State Coordination Centers may need additional assistance arranging for and ordering support resources, such as a tractor-trailer and driver.

NFES #	DESCRIPTION	QTY	UNIT OF ISSUE
	Featherlite 52' tandem-axle trailer	*1*	*EA*
	Facsimile/Printer/Copier	*1*	*EA*
	VHF-AM/VHF-FM radio with antennas and cables	*1*	*EA*
	VHF-AM Walkie-talkies w/ headsets and adapters	*4*	*EA*
	Telephones	*3*	*EA*
	Manuals, Office supplies, Forms		*Assorted*
	2500 gallon Poly-Tanks	*2*	*EA*
	Gorman-Rupp VG4-D or VH4-D pumps	*3*	*EA*
	Model 350 retardant eductor	*1*	*EA*
	Micro-Motion mass flow meter	*1*	*EA*
	3,600 gallon containment berms	*1*	*EA*
	200 gallon Containment berms	*2*	*EA*
	Fire extinguishers	*3*	*EA*
	Pressure washer (gasoline powered)	*1*	*EA*
	10 KW portable generator	*1*	*EA*
	Awning kit	*1*	*EA*
	Toolbox (Complete)	*1*	*EA*
	4" Hard Suction Hose	*Varies*	
	3" Hard Suction Hose	*Varies*	
	3" Fire Hose	*1500*	*Feet*

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

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.

Southern Area Supplement

When large transport aircraft are needed for mobilization, the SACC Aircraft Desk will work with the NICC Aircraft Desk to coordinate the missions.

When using large transport aircraft, the following characteristics of destination airports must be considered:

- *Runway length must be adequate for large, dual wheeled aircraft.*
- *Runway elevation: high temperatures and elevations negatively affect aircraft capabilities.*
- *Load bearing weight: both runway and ramp must be adequate to handle aircraft weight.*
- *Ground handling facilities must be available for large aircraft, including auxiliary power, hot air starts, external stairs, and sanitation services.*
- *Fueling facilities must provide an adequate supply of appropriate fuel.*

Time frames are critical with large transport aircraft. For this reason, it is important that personnel and cargo be weighed, manifested, and ready to load as soon as an aircraft arrives. All power tools, including pumps and chainsaws, must be free of fuel and purged before being loaded onto aircraft.

Currently there are no Large Transport Fixed Wing Aircraft in the Southern Area.

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.

Southern Area Supplement

Aviation activities related to incidents in the Southern Area may become very complex due to the population density, numerous private, commercial, and military aircraft, complex airspace, and

various other factors. The single biggest risk in the Southern Area is related to communications or the lack of communication between aircraft and between aircraft and ground personnel.

Each State Coordination Center is allocated primary Initial Attack AM Air-to-Air and FM Air-to-Ground frequencies annually from National Interagency Incident Communications Division (NIICD). Some states are broken up into zones. State Coordination Centers are authorized to assign the primary Initial Attack AM Air-to-Air Frequency and any of the Initial Attack FM frequencies within their dispatch area. Units under their respective State Coordination Center will coordinate with the State Coordination Center anytime there is a need to use a primary Initial Attack AM Air-to-Air and/or Initial Attack FM Air-to-Ground frequencies.

Types of frequencies requested through the SACC Aircraft Desk:

***Air to Air AM** – communications between aircraft using an AM (victor) frequency.*
Catalog: Aircraft
Category: Frequency
Catalog item: FQAA - Air to Air AM
Service Volume:
• Frequency authorized up to 5000' AGL per FAA engineering
• Incident specific usage is within 20 NM radius of provided center point
• 10W max transmission by aircraft

***Air to Ground AM** – Airtanker Base (ATB) ramp frequency and for communications between ATB and aircraft*
Catalog: Aircraft
Category: Frequency
Catalog item: FQFF - Air to Ground AM
Service Volume:
• Frequency authorized up to 5000' AGL per FAA engineering
• Usage is within 40 NM radius of provided center point (ATB lat/long)
• 10W max transmission by aircraft
Special Needs: ATB ramp frequency with latitude and longitude of ATB
***Air to Ground FM** – for communications between aircraft and ground personnel*
Catalog: Aircraft
Category: Frequency
Catalog item: FQAG - Air to Ground FM
Service Volume:
• Frequency authorized up to 3000' AGL by Radio Frequency Authorization (RFA)
• Incident specific usage is within 20 NM radius of provided center point
• 10W max transmission by aircraft

***Ground Tactical** – intra-division ground communications within incident operations area*
Catalog: Aircraft
Category: Frequency
Catalog item: FQTA - Tactical
Service Volume:

• Frequency authorized for ground use only; NOT to be used in the air
• Incident specific usage is within 20 NM radius of provided center point

***DECK** – helibase flight deck logistics frequency for ground use only*
Catalog: Aircraft
Category: Frequency
Catalog item: FQDE - Deck
Service Volume:
• Frequency authorized for ground use only; NOT to be used in the air
• Incident specific usage is within 5 NM radius of provided center point (helibase)
Special Needs: Latitude and longitude of helibase

Takeoff and Landing (TOLC) – AM *– a specific-use air to ground frequency for helibase air traffic control*
Catalog: Aircraft
Category: Frequency
Catalog item: FQTL - Takeoff and Landing
Service Volume:
• Frequency authorized up to 2000' AGL
• Incident specific usage is within 5 NM radius of provided center point (helibase)
• 10W max transmission by aircraft
Special Needs: Latitude and longitude of helibase

Takeoff and Landing (TOLC) – FM* *– a specific-use air to ground frequency for helibase air traffic control*
Catalog: Aircraft
Category: Frequency
Catalog item: FQTO - Takeoff and Landing
Service Volume:
• Frequency authorized up to 2000' AGL
• Incident specific usage is within 5 NM radius of provided center point (helibase)
• 10W max transmission by aircraft
Special Needs: Latitude and longitude of helibase
**TOLC can be ordered as an AM or FM frequency, depending on local preference.*

***NOTE:** The incident origin lat/long listed on the Resource Order is considered the "provided center point" unless otherwise specified in Special Needs. If incident requires a larger service radius, specify in Special Needs*

As the incidents or conditions become more complex, frequencies are ordered as follows:

- *State Coordination Centers will place an aircraft resource "A" order to the SACC Aircraft Desk for discrete AM/FM frequencies, secondary Initial Attack Air-to-Air frequency, tertiary Initial Attack Air-to-Air frequency, specific incidents and/or preplanning for multiple incidents.*

- *SACC will fill the secondary Initial Attack Air-to-Air frequency and tertiary Initial Attack Air-to-Air frequency.*

- *SACC will place frequency orders to NIICD for discrete AM/FM frequencies, specific incidents and/or preplanning for multiple incidents.*

When an incident has ended or a frequency is no longer needed, that frequency must be released back to either SACC or NIICD in IROC.

The following Forest Service frequency managers are available to help answer specific communication issues in those areas referenced on Forest Service incidents.
Frequency Manager:

Southern Region
Jerry Patrick: *Cell: 601-942-2786*

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

Southern Area Supplement
In the Southern Area, requests for Temporary Flight Restrictions (TFRs) are requested by the State Coordination Centers through the SACC Aircraft Desk. The SACC Aircraft Desk will submit TFR requests directly through the appropriate FAA Air Route Traffic Control Centers (ARTCC). State Coordination Centers will provide the SACC Aircraft Desk a IROC Aircraft Request for a TFR and a TFR Request Form.

TFRs in the USA may be found at: https://tfr.faa.gov/tfr3/?page=list. When there are active incidents within the Southern Area, request the information on existing TFRs from the relevant State Coordination Center. The aircraft desk should be made aware of existing TFRs since SACC Aircraft Desk frequently receives inquiries regarding existing TFRs. TFRs are not considered to be in effect until the FAA has issued a Notice to Airmen (NOTAM) regarding the specific TFR.

Reference 91.137; placing a TFR over an incident area does not automatically eliminate non-tactical aircraft from the area. Note the exceptions for law enforcement and news media in the FAR.

It is highly recommended that an Airspace Coordinator be ordered in those cases where the airspace is complex or numerous aircraft are deployed. If an Airspace Coordinator is needed, contact the SACC Aircraft Desk.

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.*

Southern Area Supplement
Flight restrictions involving Military Training Routes (MTRs) require additional notification of that closure to the controlling military base. MTRs & SUAs require deconfliction prior to requesting a TFR.

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.nwcg.gov/tags/iasc

Southern Area Supplement

The local dispatch office or aviation manager shall, upon notification of a conflict, report the occurrence and furnish the documentation to the appropriate aviation officer at the state, regional, or area level. A courtesy call shall also be made to the SACC Aircraft Desk and a SAFECOM should be initiated for record.

AIRSPACE COORDINATOR (ASCO)

The position may function at either the local or Coordination Center level. The SACC Center Manager will activate the position at SACC when aviation activity warrants.

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.

Airspace Coordination

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

Southern Area Supplement

NOTICES TO AIRMAN DISTANT (NOTAM (D))

Reference the "NWCG Standards for Airspace Coordination" (CHAPTER 6 Temporary Flight Restrictions (TFRs), FDC NOTAMs and Advisory NOTAM (D)) for pertinent information.

In some cases, a NOTAM (D) may be appropriate to notify non-participating general aviation, commercial, or military aircraft of an agency aviation project or activity such as an aerial ignition on a prescribed fire, blasting, for helibases located outside a TFR, or for operations at an agency owned airstrip that does not require closure.

In the Southern Area, requests for NOTAM (D)s are requested by the State Coordination Centers. The State Coordination Centers may request the assistance from the SACC Aircraft Desk, and by filling out and submitting the SACC NOTAM (D) Request Form. The SACC Aircraft Desk will work directly with the appropriate FAA Flight Service Station (FSS).

NOTAM (D)s in the USA may be found at: https://pilotweb.nas.faa.gov/PilotWeb/.

LOCAL HAZARD MAPS

A Local Hazard Map, religiously updated as changes occur or updated annually at a minimum, will increase the pilot's awareness of existing "wire" or "obstacle" hazards, which may be encountered during operations at low altitudes.

Additionally

MANIFEST

A manifest of all crewmembers and passengers on board shall been completed for each flight. A copy of this manifest will remain at the point of departure. Manifest changes will be left at subsequent points of departure when practical.

PASSENGER BRIEFING

All passengers shall be briefed in accordance with the briefing items contained in 14 CFR 135. In those instances where multiple short flights are made, the pilot's briefing does not need to be repeated unless new passengers come aboard.

SAFECOMS

Anyone who observes or becomes aware of a situation related to aviation that is or could result in an aviation safety situation may initiate a SAFECOM.
SAFECOMs may be entered and current SAFECOMs read by accessing the SAFECOM website at https://www.safecom.gov/. If the initiator does not have internet access, the information needed to complete a SAFECOM should be forwarded to the State Coordination Center for input.

SUNRISE/SUNSET TABLES

These tables are available through the internet at:
https://sunrise-sunset.org/

INTERAGENCY INTERIM FLIGHT AND DUTY LIMITATIONS

Refer to the Interagency Standards for Fire and Fire Aviation Operations (Red Book), Chapter 16.

FEDERAL EXCESS PROPERTY PROGRAM (FEPP) AIRCRAFT

Several states operate aircraft obtained under the Federal Excess Property Program. Generally, these aircraft are used by the states primarily for fire related activities. They cannot be planned for use on federal projects, however, the following conditions apply to these aircraft:

- *The States may utilize FEPP aircraft to combat fires on federal lands when the action is taken to protect adjacent non-federal lands.*

- *FEPP aircraft may be ordered ONLY for initial attack on federal lands only if:*
  - *The ordering unit certifies that no commercial source aircraft are available (suggest this be done directly on the resource order), and*
  - *The FEPP aircraft meets the criteria of timeliness and cost efficiency (in essence, it is the closest appropriate aircraft to attack the fire), and*
  - *The FEPP aircraft is released as soon as possible and not planned for extended attack, and*
  - *The federal agency places an order for a non-FEPP replacement aircraft immediately. Reference FSMs 3000 and 5700 and FSH 5709 for more details.*