

## MOBILIZATION

The following criteria will be used when ordering aircraft: Note: (This information is referred in the National Interagency Standards for Resource Mobilization, Chapter 50):

- Airtankers: Loaded or empty.
- Initial Attack vs Large Fire Support.
- Closest Resources.
- Timeliness.
- Cost Effectiveness.
- Performance specifications for density altitude/high altitude operations.
- Carded for local use or interagency use.
- Special applications such as: special-use flights, de-icing equipment, weather related instrumentation, pressurization etc.
- 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.

## AIRCRAFT SOURCES

- Agency owned or leased
- Exclusive use
- Call When Needed (CWN) contracts, On-Call contracts, Aircraft Rental Agreements (ARA) through the US Forest Service (USFS) and Department of Interior Office of Aviation Services (OAS)
- Commercial carriers

## 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.

## DEMOBILIZATION

Refer to the National Interagency Standards for Resource Mobilization, Chapter 50.

Flight Following/resource tracking will be performed on all government or exclusive use contract aircraft being demobilized. Chartered and CWN aircraft should be released to the vendor without flight following or tracking, provided no government personnel or cargo is on board. CWN aircraft are no longer accountable to the government for tracking after being released. All aircraft release information will be entered into IROC.

## FLIGHT MANAGEMENT PROCEDURES

### Definitions:

- **Flight Manager:** The person designated responsibility for all personnel assigned on a flight manifest until the destination is reached. The sending dispatch is responsible for ensuring a flight manager is identified. Duties of the flight manager are outlined in the National Interagency Standards for Resource Mobilization.
- **Flight Categories:** There are two major categories of flight used by the agencies; “Point-to-Point” and “Mission Flights”.
  - **Point-to-Point Flight** - A flight that typically originates at one developed airport/heliport, with the flight route being directly to another developed airport/heliport with no work performed in the air, or a combination of in the air and on the ground. Point-to-point flights may be administrative or non-administrative:
    - **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.
    - **Non-Administrative Flight** - Point-to-point flights conducted solely to transport people or cargo as a result of a resource order.

These typically involve logistical movements of aircraft, overhead, crews, equipment, or supplies. These flights can be emergency in nature, e.g., transporting a critical resource to a point from which the resource will be involved in initial attack.

- **Mission Flights** - Mission flights are those flights that do not meet the definition of a point-to-point flight. These types of flights are often referred to as “tactical” flights. A mission flight requires work to be performed in the air (such as retardant or water delivery, reconnaissance, or sketch mapping), or through a combination of ground and aerial work (such as delivery of personnel or cargo from a helibase to an unimproved landing site, cargo let-down, or short-haul). The pilot and aircraft must be agency approved and carded for the mission being performed.

### General Procedures

- **Essential Passengers:** Only passengers that are essential to the mission will be on a government flight. The pilot-in-command has the final say and responsibility for the safety of the aircraft and its occupants.
- **Manifests:** Manifests will be prepared for all point-to-point flights regardless of whether the load is personnel or cargo (SF-245 Prescribed by USDA FSM\_5716/USDI MP 9400.51B). Passenger and cargo manifests will be completed with name, weight, and destination.
- **Local Resources:** State Coordination Centers unable to meet aircraft needs using local resources may place requests with the SACC Aircraft Desk (see the AIRCRAFT DISPATCHING section on page 50-72 for procedures on ordering aircraft).
- **Aircraft Resource Orders:** All orders for aircraft will be documented on a resource order with the following information: flight schedule, airport or latitude and longitude, radio frequency and any special requirements (e.g., helicopter long line, fuel truck, cargo door configuration, etc.).
- **Aircraft Status Notification:** Whenever an aircraft status changes, (e.g., available local, available GACC, available nationally, unavailable, committed or away from their designated base overnight) the State Coordination Center will pass this information to the SACC Aircraft Desk.

### FLIGHT FOLLOWING AND RESOURCE TRACKING PROCEDURES

#### Purpose

Flight Following and Resource Tracking are key components of promoting aircraft safety and efficiency. The purpose of flight following, and resource tracking procedures are to ensure the safety and welfare of flight crews and passengers, promote effective utilization of aircraft, and provide information for the administrative processing of aviation related documents.

**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.

**FAA Flight Plans and Flight Following:** All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) 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. The pilot shall close out the flight plan with the FAA once the flight is completed. FAA flight plans and flight following are generally used for point-to-point flights. To accomplish resource tracking, the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute, and will close out with dispatch once the aircraft is on the ground.

**Agency Flight Plans and Flight Following:** Agency flight plans are the responsibility of the originating dispatch office and are documented on a Flight Request/Flight Schedule and/or an Aircraft Resource order for mission flights. For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and radio check-in. 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 appropriate while using AFF (See AFF procedures below for more information). Radio check-in/check-out flight following (generally when AFF is unavailable, but not exclusively) 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. All aircraft operating on agency flight plans shall monitor Air Guard. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing, as soon as communications can be established, per the NWCG Standards for Helicopter Operations (PMS 510) Chapter 04, page 30.

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, at 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 that responsibility is 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. For more on overdue aircraft procedures, reference the NWCG Aviation Mishap Response Guide and Checklist (PMS 503), page 10. Flight following problems are documented through the SAFECOM system.

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**

**SENDING UNIT** – The Sending Unit is the dispatch unit which sends the aircraft from the vendor or government aviation unit.

**RECEIVING UNIT** – The Receiving Unit is the dispatch unit which is receiving the resource.

- 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 SACC Aircraft desk via established ordering channels.
  - Notify the SACC Aircraft desk 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 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.
  - On any flight requiring stops enroute to a destination, instruct the Pilot-In-Command or Flight Manager to contact NICC at (800) 994-6312. Aircraft support vehicles should contact NICC at fuel stops.
  - Refer to the National Interagency Standards for Resource Mobilization, Chapter 50 for Flight Manager Responsibilities.
- Responsibilities of the SACC Aircraft Desk:
  - Relay flight itinerary to the receiving dispatch unit by email or fax.

- Notify receiving dispatch unit of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
  - Resource track tactical aircraft to specific destinations.
  - Monitor flight plans for additional utilization.
- Responsibilities of Receiving Unit:
- Confirm arrival of all tactical aircraft with the SACC Aircraft Desk.
  - Notify the SACC Aircraft Desk of any delays of a flight plan exceeding thirty (30) minutes.
  - Initiate/assist with search procedures for overdue aircraft. Utilize agency aircraft search and rescue guides, as appropriate.

### **Automated Flight Following (AFF) Requirements and Procedures**

Refer to the National Interagency Standards for Resource Mobilization, Chapter 50.

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

**Sterile Cockpit for All Aircraft:** (Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information)

Sterile cockpit rules apply within a 5 nautical mile radius of the airport. Dispatch Centers should not attempt radio contact with aircraft within this area or clear of the runway unless it is an emergency.

### **Law Enforcement Flights**

For safety, flight following must also be done for these flights. Local coordination with local dispatch unit is required prior to the flight. Due to the nature of the law enforcement mission, appropriate flight following procedures will be coordinated between local unit dispatch and law enforcement (flight manager). The intent of flight following is to provide resource tracking and timely search and rescue operations as needed.

### **AIRCRAFT DISPATCHING**

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.

## Point-To-Point Flights

### Administrative Flights

For complete information on the 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](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**

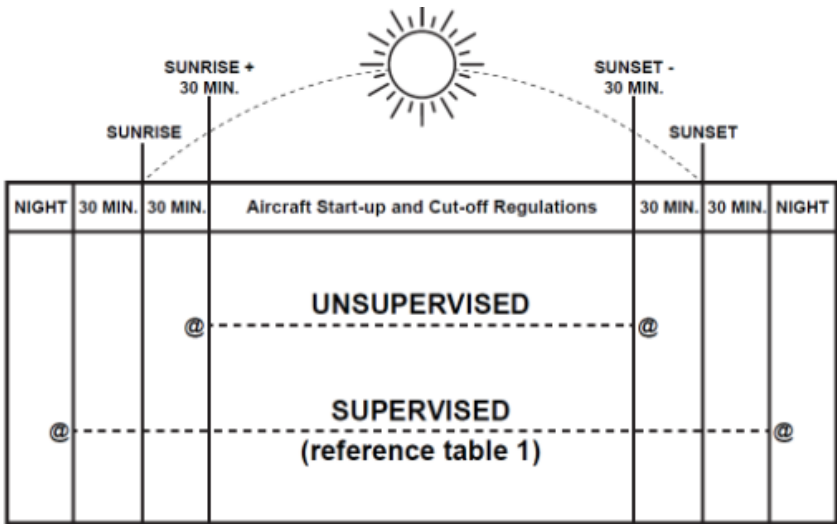
The non-administrative flight process will be identical to the administrative flight process with the following exceptions:

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**

Southern Area: Air Attack, detection, reconnaissance, type III helicopters etc. Tactical dispatch of National Resources assigned to the Southern Area is discussed here.

- Airtankers, Lead Planes, Aerial Supervision Modules
  - Initial Orders into the Southern Area - Initial orders for Airtankers, Lead Planes, and Aerial Supervision Modules into the Southern Area must be made through the SACC Aircraft Desk to NICC.
  - 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.



**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.

- Single engine airtankers (SEATs) and helicopters are limited to flight during the official daylight hours. Daylight hours are defined as 30 minutes prior to sunrise until 30 minutes after sunset.
- Flight crews might experience late dawn or early dusk conditions based on terrain features and sun angle. Flight periods should be adjusted accordingly.

Daylight hours may be further limited at the discretion of the pilot, aviation manager, ATGS, ASM, or Leadplane because of low visibility conditions caused by smoke, shadows, or other environmental factors.

- Aerial Supervision Requirements – In order to maximize safety and efficiency, incidents with three or more aircraft over them should have aerial supervision, however, there are several federal and state policies in place which require aerial supervision based on specific situations. See table below:

**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).<br><i>(If only UAS, no aerial supervision is required.)</i> | 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                     |
| Multi-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.

- Airtankers, Lead Planes, Aerial Supervision Modules -Tactical Dispatching
  - Airtanker Requests –All requests for tactical airtanker missions including Leadplanes, Aerial Supervision Modules and Air Attack aircraft will be conducted by the hosting State Coordination Center and will be coordinated with the SACC Aircraft Desk.
  - Operational Reload and Portable Airtanker Bases (PAB) –All Operational reload and Portable Airtanker Bases must be staffed with a fully qualified Air Tanker Base Manager (ATBM)
  - Inactive Reload and Portable Airtanker Bases – the SACC Aircraft Desk will coordinate the activation of any Southern Area inactive reload and

Portable Airtanker Bases (PABs) when a request is made from the local unit, in conjunction with the relevant Zone Aviation Officer.

- Nationally contracted Mobile Retardant Bases will be ordered through NICC. Orders should be placed by the relevant State Coordination Center to the SACC Aircraft Desk. The SACC Aircraft Desk will place the order to NICC (See National Interagency Standards for Resource Mobilization Chapter 50 for additional information.)
- Airtanker Bases –

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

- Airtanker Dispatch Priorities - Airtankers, Leadplanes, and Air Attack aircraft assigned to the tanker base will be tactically dispatched by the State Coordination Center with notification to SACC. When aircraft are dispatched from the airtanker bases, each State Coordination Center has the authority to re-route, divert, or recall airtankers, leadplanes, and air attack aircraft assigned to the tanker base within priorities that have been established within the Southern Area. When there are multiple requests that meet the same priority criteria, the SACC Center Manager or Aviation Coordinator will determine which incident will receive the requested resource, based on priorities.

- Aircraft Relocation - Requests to relocate airtankers, leadplanes, ASMs and Exclusive Use air attack aircraft must be made through the SACC Aircraft Desk. (Note that prior to relocating a CWN air attack aircraft outside of the state, a determination must be made as to whether or not a timelier and more cost-efficient air attack aircraft is located near the new location, the determination will be made by the SACC Aircraft Coordinator, or at the NICC in the case of nationally contracted aircraft).
- 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.
- Leadplanes and Leadplane Pilots - State Coordination Centers with an airtanker base, reload base, or portable airtanker base will be responsible for the ordering of replacement resources through SACC in a timely manner, allowing for the coordination between SACC and NICC, as these resources are often limited nationally.
- 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.

**Retardant and Portable Airtanker Bases** - The State Coordination Center that is responsible for managing the reload or portable airtanker base will maintain enough retardant for at least three operational periods and will coordinate the orders for retardant through their USFS Region 8 Zone Aviation Officer. The SACC Aircraft Desk will be responsible for coordinating the dispatching and tracking of the PABs, which are directly dispatched by the State Coordination Centers. In addition, the SACC Aircraft Desk will coordinate with the USFS Region 8 Regional Aviation Officer and the hosting Zone Aviation Officer for the recovery, rehabilitation, and maintenance of the PABs.

- Daily Reporting - The State Coordination Centers responsible for managing the airtanker base, reload base, or PAB will be responsible for ensuring the following information is reported to the SACC Aircraft Desk at the close of each business day:
  - Location and status of each airtanker as well as Leadplanes, Aerial Supervision Modules (ASMs), and Air Attack assigned to airtanker bases.
  - Number of hours flown, and gallons of retardant dropped that day. This information should come to SACC via email from the Airtanker Base.

- Pilot days off schedule. This information will often come from other sources (National Office personnel or the R8 Fixed Wing Operations Specialist, for example). In this case the SACC Aircraft desk will ensure the relevant State Coordination Center receives the information.
- Any scheduled maintenance for Airtankers, Leadplanes, and ASMs
- Frequencies - The State Coordination Centers responsible for managing the airtanker base, reload base, or UAS base will be responsible for ordering, through the SACC Aircraft Desk, any additional frequencies needed. See the frequency ordering section for further information.

### **DISPATCH/ORDERING FACTORS AND CRITERIA**

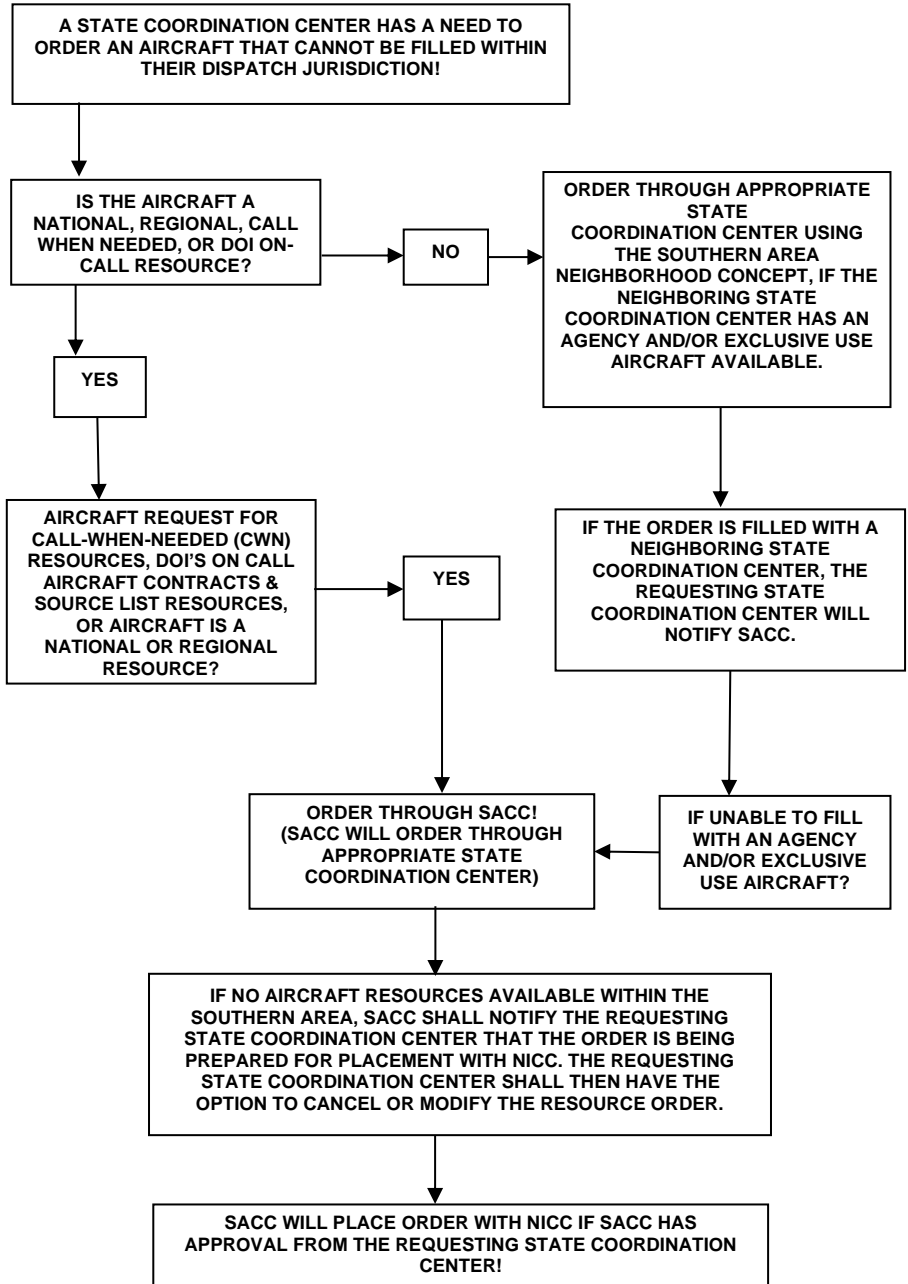
Selection and dispatching of mission aircraft will be based upon the factors outlined in the “Aircraft Selection Factors” section. If all other factors meet the needs of the requested flights, the two primary considerations will be the timeliness and cost effectiveness of the aircraft. A cost analysis 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

Firebosses. 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 Firebosses 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





### Air Attack Aircraft Assigned to Airtanker Bases

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.

### AIRTANKERS

Large airtankers are considered National Resources and must be ordered through the NICC via the SACC Aircraft Desk. 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.

#### Airtanker Typing:

| TYPE | MINIMUM CAPACITY (GALLONS) | EXAMPLES                           |
|------|----------------------------|------------------------------------|
| VLAT | >8,000                     | DC-10, B-747                       |
| 1    | 3,000 – 5,000              | Bae-146, RJ85, MD-87, C-130, B-737 |
| 2    | 1,800 – 2,999              | Q-400, CV-580, P-3                 |
| 3    | 800 – 1,799                | S-2T, AT-802F                      |
| 4    | Up to 799                  | Thrush                             |

**Note:** Tanker Capacity standards may vary by agency.

### MODULAR AIRBORNE FIRE FIGHTING SYSTEMS (MAFFS)

Refer to the National Interagency Standards for Resource Mobilization, Chapter 50

### MULTI-ENGINE WATER SCOOPERS

Refer to the National Interagency Standards for Resource Mobilization, Chapter 50, and refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information.

### SINGLE ENGINE AIRTANKERS (SEATs)

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 Federal SEAT contracts are administered by the DOI Office of Aviation Services (OAS), Department of the Interior (DOI). Program management responsibility is vested with the DOI in accordance with the lead agency concepts. SEATs are not considered national resources.

SEATs will be ordered following the normal Southern Area Aircraft Ordering matrix. A SEAT manager must be ordered separately as an Overhead request. The SACC Aircraft desk will coordinate with the National SEAT Coordinator for best value SEATs for all pre-suppression (staging, preposition, severity) within the Southern Area.

There are multiple vendors with single engine airtankers available in the Southern Area. Please refer to the OAS On-Call Aircraft Contracts & Source List for specifics.

### **LEADPLANES/ AERIAL SUPERVISION MODULES (ASM)**

Leadplanes and ASMs are considered National Resources. Orders for leadplanes from State Coordination Centers will be placed with SACC Aircraft Desk. Requests for leadplanes may be filled with an ASM.

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.

(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).

### **AIR TACTICAL AND RECONNAISSANCE AIRCRAFT**

Refer to National Interagency Standards for Resource Mobilization, Chapter 50 for more information on Air Tactical Aircraft.

There are numerous Southern Area CWN Aircraft presently carded for Air Attack Missions and Reconnaissance Missions. Contact the SACC Aircraft Desk to obtain recent updates and current vendor lists for the Southern Area. Lists are also available on the SACC webpage under Logistics/Dispatch, Aviation/Southern Area Resources. Contact the SACC Aircraft Desk for the username and password. **DO NOT GIVE THE LOGIN INFORMATION TO NON-AGENCY PERSONNEL.**

**HELICOPTERS****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,<br>205A++,<br>212HP | Bell 407<br>A-Star B3 |
| Helitanker                                    | <ul style="list-style-type: none"> <li>• Fixed Tank</li> <li>• 1,100 minimum gallon capacity</li> </ul> |                               |                       |

**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. The SACC Aircraft Desk will manage this process.

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.

## CALL WHEN NEEDED (CWN) CONTRACT HELICOPTERS

- **Type 1 and Type 2 CWN Contract Helicopters:** Refer to the National Interagency Standards for Resource Mobilization, Chapter 50.
- **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 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.
- **Type 3 CWN Contract Helicopters:** Refer to "Mission Flights" for information related to dispatching Type 3 helicopters. Type 3 CWN helicopters on USFS contracts must also be ordered through the NICC.

**EXCLUSIVE USE CONTRACT HELICOPTERS**

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.

**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    | 2/1-5/31                    |
| FL    | Ocala          | USFS   | 1/04 – 9/30                 |
| FL    | Crawfordville  | USFS   | 1/08 – 03/08                |
| 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 – 5/31                 |
| TX    | Winnie         | FWS    | 1/8 – 3/15                  |
| VA    | Blacksburg     | USFS   | 3/05 – 5/03                 |

**Helicopter Support Equipment**

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

**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>

**LARGE TRANSPORT AIRCRAFT**

Large charter aircraft for inter-area movement of crews are generally provided by NICC.

If a large transport aircraft is needed, a resource order should be placed from the incident through established dispatch channels.

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.

### **AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING**

Refer to the National Interagency Standards for Resource Mobilization, Chapter 50.

These aircraft are considered National resources and depending on national priorities, may not be available to fill requests.

All requests for infrared flights will be placed through the SACC Aircraft Desk to NICC no later than 1530 MT daily. All requests for infrared services will be on an IROC aircraft request. Infrared Scanner Request Forms for infrared flights will be created at the National Infrared Operations (NIROPS) website at: <https://fsapps.nwcg.gov/nirops/>. User accounts can be requested by contacting NIROPS directly. If the website is unavailable, a faxed or email Infrared Aircraft Scanner Request Form will be submitted for each request. A new Infrared Aircraft Scanner Request is also required for each flight even though information on this form may not change from day to day, except possibly the latitude/longitude. NICC must be provided with IR parameters, frequencies, hazards etc. A qualified Infrared Interpreter (IRIN) must be confirmed or in place at the time of the infrared flight.

## UNMANNED AIRCRAFT SYSTEM (UAS)

## UAS Typing

| Type | Configuration        | Endurance                      | Data Collection Altitude (agl)     | Max Range (mi) | Typical Sensors*                                 |
|------|----------------------|--------------------------------|------------------------------------|----------------|--|
| 1    | Fixed-Wing Rotocraft | 6-14 hrs.<br>N/A               | 3,500-8,000<br>N/A                 | 50<br>N/A      | EO/Mid Wave IR<br>High Quality IR                |
| 2    | Fixed-Wing Rotocraft | 6-14 hrs.<br>N/A               | 3,500-8,000<br>N/A                 | 25<br>N/A      | EO/Long Wave IR<br>Moderate Quality IR           |
| 3    | Fixed-Wing Rotocraft | 20-60 min.<br>20-60 min.       | 2,500 and Below<br>2,000 and Below | 5<br>5         | EO/IR<br>Video and Stills<br>Moderate Quality IR |
| 4    | Fixed-Wing Rotocraft | Up to 30 min.<br>Up to 20 min. | 1,200 and Below<br>1,200 and Below | <2<br><2       | EO/IR<br>Video and Stills<br>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 Terry Owen, who can be reached at 601-660-6316. The National UAS Coordinator can be reached at 208-387-5335.

The proper method for UAS ordering varies based on the mission and type of UAS needed. Reference the ordering procedures on the Interagency Unmanned Aircraft System (UAS) Program webpage at <https://uas.nifc.gov/uas-ordering> for the most current information.

### **Keep in mind:**

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 USFS.

### **TEMPORARY FLIGHT RESTRICTIONS**

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

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: <http://tfr.faa.gov/tfr2/list.html>. 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.

Per the guidance from the Interagency Airspace Coordination Guide, a typical circular firefighting TFR is a minimum 7 NM radius and 5000' above the highest terrain or obstacle in the fire area. However, each incident needs to tailor a TFR to fit their needs if the standard TFR dimension is not appropriate. TFRs should be requested based on the needs of the incident and can be increased in size as the fire grows or reduced in size as aviation operations has decreased, and the ceiling can be lowered. Additional factors may change TFR dimensions such as

proximity to airports and other types of airspace. As a general rule, airspace that does not need to be restricted should not be restricted. Coordination with FAA personnel at the ARTCC issuing the TFR will be necessary. 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 airspace is complex or numerous aircraft are deployed. If an Airspace Coordinator is needed, contact the SACC Aircraft Desk.

### **NOTICES TO AIR MISSIONS 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/>.

### **MILITARY TRAINING ROUTES AND SPECIAL-USE AIRSPACE**

Military Training Routes and Special Use Airspace presenting conflicts with incident related aviation activities will be identified by local units. The source for this information is AP-1B, Flight Information Publication, "Military Training Routes" and the AP/1A FLIP, "Special Use Airspace." It is recommended that State Coordination Centers keep a copy of the most current edition of these documents. Special Use Airspace information should be organized for easy and rapid utilization, i.e., displayed on dispatch maps, with conversions available from legal descriptions to latitude/longitude prepared.

Further direction may be obtained in the Interagency Airspace Coordination Guide.

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**

All airspace conflicts, including accidents (mid-air collision), incidents (near mid-air collision), hazards (intrusions into airspace restricted under Title 14 CRF part 91.137 Temporary Flight Restrictions), and other occurrences involving airspace shall be reported immediately by the individual involved with or observing the conflict to the local unit dispatch office or aviation manager.

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.

### **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.

### **NEWS MEDIA AIRCRAFT**

News media aircraft are only permitted into the incident restricted airspace with the permission and control of the incident management team. Media aircraft must have incident radio frequency capabilities and must receive a complete briefing prior to entering the restricted area. It is recommended that when extensive fire activity is occurring, news media be provided with information regarding TFRs and the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident (See FAR 91.137).

### **LAW ENFORCEMENT AIRCRAFT**

Law Enforcement aircraft will frequently operate in an incident area. These aircraft are authorized to do so regardless of whether they are associated with the incident. It is recommended that law enforcement agencies and local fire departments that have aircraft be provided with information related to the TFR and with the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident.

### **FAA TEMPORARY CONTROL TOWER OPERATIONS**

Refer to the National Interagency Standards for Resource Mobilization, Chapter 50.

### **DEDICATED & PRE-ASSIGNED RADIO FREQUENCIES**

Refer to the National Interagency Standards for Resource Mobilization, Chapter 50 for Dedicated Radio Frequencies, for additional information.

## INCIDENT FREQUENCY USE AND ORDERING

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:<br>Cell: 601-942-2786 |

**MANIFEST**

A manifest of all crewmembers and passengers on board shall be 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.

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