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TEXAS FOREST SERVICE

PILOT, FLIGHT CREW, AND AVIATION PERSONNEL ORIENTATION PACKAGE

TEXAS FOREST SERVICE Pilot and Flight Crew Orientation Package

1. Purpose

This package was developed to aid the user in understanding the scope of aviation functions and services available in the state; general policies, regulations, and procedures to be followed while involved with the program; and in becoming familiar with the state personnel and their responsibilities associated with aviation management.

2. Introduction

Welcome to the great state of TEXAS and thank you for coming to assist the Texas Forest Service and the citizens of Texas! The intent of this package is to provide information to pilots and module leaders who are new to working in Texas or are just learning their way around the state. The Texas Forest Service objective is to make your assignment a safe, productive and pleasant experience by familiarizing you with our policies, procedures and guidelines, radio frequencies, flight hazards, weather patterns and other information pertinent to your assignment here in Texas. Please contact our State Aviation Officer, Regional Fire Coordinators, dispatch offices, the Texas Interagency Coordination Center, or your assigned Air Operations Branch Director or Air Support Group Supervisor if you have any questions.

3. Information sources

A. Texas Forest Service Aviation Management Plan

The aviation management plan is attached for your use. All aviation personnel should read the plan and keep it available for reference. The plan can also be accessed from the Texas Interagency Coordination Center website at <http://ticc.tamu.edu/OtherInfo/Aviation.htm>. All of the appendices referred to in the plan can also be found in that website.

B. Texas Forest Service Incident Management Team Toolbox

Additional information related to aviation operations in Texas can be found in this toolbox at <http://tfsfrp.tamu.edu/toolbox>. This website contains multiple links for NWCG and other information. When an IMT is in place, you will be provided a password to an FTP site and

may click on “File Transfer” to access Incident Action Plans, Daily Aviation Operations Plans, and other information related to fire activities in Texas.

C. Daily Air Operations Plans

During periods of heavy fire occurrence and typically when an Incident Management Team is assigned, daily air operations plans will be prepared. These plans will be disseminated to air operations personnel, dispatchers, aviation managers, pilots and others via email each day. They will also be posted to the FTP discussed in “B” above. The daily plan will normally include sunrise/sunset time, listing of assigned aircraft and personnel, radio communications information, personnel contact information, TFS office contact information, aviation personnel directory, procedures and processes for aviation operations, and currently pertinent special notices.

D. Briefings

(1) Initial Briefings-All incoming aircraft managers and pilots must contact the TFS Aviation Officer or Acting or the Air Support Group Supervisor or Air Operations Branch Director if assigned for an initial briefing that includes the following:

- Introductions: management and organization, contractors, crews and status of incidents or incidents.
- Geographic orientation, hazard maps etc.
- Local Base operations: parking, local amenities, fuel, transportation, meals, facilities and rules.
- Texas Interagency Coordination Center procedures.
- Radio Frequencies
- Local Weather
- Incident Aviation Plan
- Administration: management codes, etc.

(2) Daily Briefings-Aviation managers eg. ATBM, HMGB, HEB, SEMG will conduct daily briefings at each base prior to the operational period. These briefings will include the items listed on the briefing checklist (Appendix__).

E. Aviation Conference Call- During periods of heavy fire occurrence and typically when an Incident Management Team is assigned, daily aviation conference calls will be conducted each morning

prior to the burning period. The call will include operations and air operations personnel, aviation weather briefing, dispatchers and pilots. The call provides an opportunity to provide situational updates, discuss issues and insure communications.

F. Texas Forest Service Statewide Conference Call- During periods of heavy fire occurrence and typically when an Incident Management Team is assigned, the Texas Forest Service Emergency Operations Center (EOC) in College Station will conduct statewide calls including the IMT, Assistant Chiefs, RFC's, State Operations Center (SOC), Texas Department of Transportation, Texas Military Forces and other participants. This call includes a thorough weather forecast by NWS IMET as well as fuels and fire behavior updates. Aviation personnel are invited to participate in this call. The audio and visuals on the calls are recorded and available on line to aviation personnel that were unable to participate in the call. Access directions are included in the daily air operations plan.

4. Aviation Safety is the Number One Priority in Texas. TFS will not knowingly condone and/or tolerate any unsafe procedures, practices or equipment while operating in the state. A safe air operation requires teamwork and a joint effort by all persons involved in the operation. TFS respects the authority as a pilot and module leader for the ultimate responsibility for passengers and flight safety. If anyone observes unsafe operations or conditions while working on assignment for the Texas Forest Service or have concerns, they should notify the TFS Aviation Officer, Dispatch, or the assigned AOBD/ASGS immediately.

5. Summary and Charge for Aviation Personnel-The Texas Forest Service appreciates the aviation assistance you are providing to the state of Texas. The information above provides guidance to you for information while you are here. TFS asks you to become familiar with this information and specifically, aviation personnel must:

1. Read/review the Texas Forest Service Aviation Management Plan (below).

2. Access and review any and all appendices to the plan pertinent to specific aviation positions. If personnel cannot access the appendices via the internet, request copies from TFS or Incident aviation personnel.

3. Participate in aviation briefings and conference calls.

4. Review daily air operations plans when provided.

5. Not leave questions unanswered; contact a TFS or Incident representative and get answers.

TEXAS FOREST SERVICE AVIATION MANAGEMENT PLAN

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TEXAS FOREST SERVICE AVIATION MANAGEMENT PLAN

I. Purpose

This plan was developed to aid the user in understanding the scope of aviation functions and services available in the State; general policies, regulations, and procedures to be followed while involved with the program; and in becoming familiar with the State personnel and their responsibilities associated with aviation management.

This plan is not intended to be all inclusive and will not cover specific details associated with management of aviation resources. Key processes and procedures are included here but specific directions are contained in multiple guides and references, most of which are available on-line and are linked in the Texas Interagency Coordination Center (TICC) website (<http://ticc.tamu.edu/>.) In addition, most of these handbooks and guidelines as well as other aviation documents can be located in the USDA Forest Service Aviation Library at http://www.fs.fed.us/fire/aviation/av_library/index.html or the Department of Interior, Aviation Management Directorate website at <http://amd.nbc.gov/> (click on “Document Library”). Aviation personnel should refer to these documents or consult with aviation technical specialists to insure proper procedures are being followed.

II. Introduction

Aviation activities in Texas involve detection, suppression, and resource management aircraft as well as commercial transportation for personnel. The Texas Forest Service does not own any aircraft used in fire management or other resource management activities. Aircraft under Contract with TFS are utilized for fire detection in the eastern part of the state. Currently the TFS is using single engine aircraft (such as Cessna 172's) for fire detection. TFS has one twin engine air tactical aircraft under contract on a yearly basis. National Guard Helicopters are also utilized through agreement with the Texas Division of Emergency Management (TDEM).

All other aircraft utilized by TFS for fire management activities are on federal Exclusive Use, Call When Needed (CWN) or “On Call” (OC) contracts. These aircraft are ordered by the Texas Interagency Coordination

Center (TICC) through the Southern Area Coordination Center (SACC) or through the Department of Interior Aviation Management Directorate (AMD).

III. Organization and Responsibility

Air Operations positions for TFS and their responsibilities are:

A. Chief of Fire Operations

The Chief of Fire Operations reports directly to the State Forester/Director

- Responsible for all aviation and fire management operations.

B. Aviation Management Officer

The Aviation Management Officer reports directly to the Chief of Fire Operations and also serves as the FRP Planning and Preparedness Department Head.

- Responsible for all Texas Forest Service air operations programs.
- Serves as contract representative for Alan Degelman, TFS procurement on the TFS tactical aircraft contract.
- Provides assistance and technical support to regional foresters related to their contract roles in the detection aircraft contracts.
- Arranges for, assists, and coordinates schedules for Aviation Safety and Technical Assistance Teams (ASTAT) and coordinates with the aviation representative of Fire and Aviation Safety Teams (FAST) if assigned. If statewide IMTs are assigned, coordinates requests and schedules of ASTAT and FAST teams with the Air Operations Branch Directors (AOBD).
- Maintains communications and provides pertinent information to the TFS Emergency Response Coordinator, Shawn Whitley; Assistant Emergency Response Coordinator, Malinda Fry; and AOBD's if assigned.
- Annually revises and updates the TFS Aviation Plan.
- Maintains communications with Texas-based aircraft operators.

- Reviews and enters corrective actions on Safecomms related to TFS aviation operations.
- Ensures all orders are placed, tracked, and released in accordance with Southern Area and National mobilization guide standards.
- Obtains Temporary Flight Restrictions through the appropriate FAA Air Route Traffic Control Center (ARTCC).
- Serves as TFS liaison to TDEM and Texas Military forces for issues related to use of National Guard aircraft.

C. Emergency Response Coordinator

The Emergency Response Coordinator reports directly to the Aviation Management Officer.

- Serves as “acting” Aviation Management Officer and performs all duties as needed.

D. Assistant Emergency Response Coordinator

The Assistant Emergency Response Coordinator reports to the Emergency Response Coordinator.

- Responsible for ordering, tracking, mobilizing and demobilizing all detection, administrative and tactical firefighting aircraft for the TFS.
- Secures flight plans for arriving and departing aircraft and conducts flight following for tactical and administrative aircraft.
- Acts as the direct link to the Southern Area Coordination Center (SACC) for the TFS.
- NOTE: When Expanded Dispatch is implemented, the above aviation functions are assumed by Expanded Dispatch, typically from College Station EOC.

E. Regional Dispatchers

There are four Regional Dispatch Centers in Texas (Linden, Henderson, Livingston, and La Grange).

- Handle the scheduling of detection aircraft, dispatching of aircraft assigned to the zone, flight following, and reporting.

F. Airtanker Base Liaisons

When Portable Airtanker Bases (PAB's) are activated in the state, a local TFS representative will be designated. The liaison reports to the local TFS administrator but coordinates activities with the Aviation Management Officer.

- Coordinates with the Air Tanker Base Manager (ATBM) on operations and logistical support.

G. Texas Army National Guard Liaisons

National Guard helicopters are utilized for fire suppression. One TFS Liaison is assigned for every two aircraft utilized. Job Descriptions and duties of these liaisons are outlined in Appendix A.

H. Fixed-Wing Flight Manager (formerly Chief of Party)

All flights of more than one-person will have a responsible person designated to serve as the Fixed Wing Flight Manager.

- Insures that the aircraft meets the needs of the mission.
- Insures compliance with all safety guidelines.
- Briefs passengers on appropriate safety and emergency procedures.
- Refuses the mission or the aircraft if deemed to be unsafe.
- Performs required check-ins with dispatcher or Aviation Management Officer

IV. Operational Policy and Procedures

All aviation operations will comply with the Federal Aviation Regulations (FAR) (http://www.faa.gov/regulations_policies/faq_regulations/) and the Texas Forest Service Health and Safety Code. Applicable National Wildfire Coordinating Group (NWCG) Interagency Guides, Department of Interior (DOI) Departmental Manual, National Interagency Mobilization Guide, and the USDA Forest Service Manual and Handbook will be referenced to provide more guidance for the following activities, procedures, and services.

A. Use of Federal Aircraft

Most of the aircraft utilized for fire suppression in Texas are federally contracted. The Southern Area Coordination Center (SACC) maintains a listing of all USDA Forest Service contract light fixed-

wing and Type 3 rotor-wing CWN and Exclusive Use aircraft at (<http://gacc.nifc.gov/sacc/index.htm>).

The DOI Aviation Management Directorate (AMD) maintains a listing of contract “On Call” light fixed-wing and Type 3 rotor-wing aircraft as well as “On Call” Single Engine Airtankers (SEAT’s) (<http://amd.nbc.gov/>).

Type 1 and 2 rotor-wing, heavy airtankers, and transport aircraft are national interagency CWN and Exclusive Use contracts managed by the National Interagency Fire Center in Boise (NIFC). Lead Planes, ASM’s, and infrared aircraft are national resources that are agency operated. (<http://www.fs.fed.us/fire/contracting/directory/directory.htm>).

NOTE: For national security purposes, the aircraft contracts are edited and the schedule of items is not available to the general public on the websites. USDA Forest Service contract aircraft are paid through FS-6500-122 (FS is currently using an ABS system to enter these documents electronically). AMD contract aircraft are paid through form OAS-23. AMD forms require entry of a “Billee code”. The code to be used in Texas is 94E0.

B. Use of Other State or Local Aircraft

Texas Forest Service employees are authorized to fly on Texas Army National Guard, Department of Public Safety and Texas Aircraft Pooling Board aircraft without prior permission from the Aviation Management officer. However, the appropriate dispatcher or AMO should be notified prior to and after the flight. The use of any other aircraft must have prior approval of the Aviation Management Officer or acting. Federal employees will be allowed to fly on state aircraft only with the written approval of the DOI or USDA Forest Service Regional Aviation Officers and TFS AMO.

C. Aircraft Data Cards

TFS does not issue aircraft data cards. The Aviation Management Officer maintains a list of TFS contract detection aircraft. Federally contracted aircraft will have a valid and current aircraft data card issued by AMD or the USDA Forest Service (FS Form 5700-21, 21A; AMD Form 36A, 35B) before they may be placed in service.

D. Pilot Qualifications Cards

TFS does not issue pilot cards. All federally approved pilots flying aircraft on official business are required to carry a Pilot Qualification Card, (FS Form 5700-20, 20A; AMD Form 64A, 64B). NOTE: Individual federal passengers are responsible for insuring the aircraft and pilot are approved and carded.

E. Pilot Flight and Duty Limitations

Pilot flight and duty limits will be the same as outlined in the Interagency Standards for Fire and Aviation Operations. These guidelines will be adhered to except in cases of extreme emergency. TFS and federal contract pilots are limited to 8 hours of flight time per day (10 hours if a two pilot flight crew). Pilots will be restricted to a total of 14 hours on duty in any one day and must have 10 continuous hours off duty prior to the start of the next duty day. Upon approval of the Contracting Officer (CO), pilots may be removed from duty, due to fatigue, before reaching the maximum flight or duty hours, by the Aviation Management Officer. Pilots must have two full days off duty after 12 continuous days worked (days off can be 1 in 6, etc.). Pilots reaching 36 hours of actual flight time within a continuous 6-day period must have the following day off. On the day the 36 hours is reached, pilots may continue to fly up to 42 hours maximum. During periods of long term fire activity, the National Interagency Fire Center may impose "Interim flight and duty limitations". There are two phases of interim limitations:

- Phase 2, duty days are reduced to 12 hours, rest periods are increased to 12 hours,
- Phase 3, phase 2 limitations plus, pilots will have 3 days off after 12 days of flying.

NOTE: There are exceptions to the interim limitations (FSH 5709.16 (http://www.fs.fed.us/cgi-n/Directives/get_dirs/fsh?5709.16!..)).

F. Instrument Flight

FAR's will be followed. Instrument flight is not allowed for single-engine aircraft.

G. Night Flight

Night flights are defined as 30 minutes prior to sunrise, or after 30 minutes past sunset as defined by the U.S. Naval Observatory Sunrise/sunset table for the affected location. Night flight is not allowed in single-engine aircraft carrying passengers. All rotor-wing aircraft working under a TFS order will be on the ground 30 minutes after sunset, including point to point flights.

- H. Obtaining Sunrise/Sunset Tables- These tables may be obtained for U.S. locations at the Naval Oceanography Portal website (<http://www.usno.navy.mil/USNO/astronomical-applications/data-services/rs-one-year-us>). Enter the year, the city or town name, the state, and click compute table. Table can be printed. Times must be adjusted by one hour in Daylight Savings Time. If the location isn't near a town, use Table B and enter the latitude and longitude. If internet access is not available, contact the appropriate dispatch office.
- I. Low Level Flight
No flights are allowed below 500 feet above obstruction level except:
- Helicopter operations
 - Fixed-wing during takeoff and landing
 - Airtanker Drops
- J. Transportation of Hazardous Materials
Hazardous materials transport will be conducted under the guidelines of the "Interagency Aviation Transport of Hazardous Materials Handbook" (<http://amd.nbc.gov/safety/library/hazmathb0105.pdf>). A Special Department of Transportation Permit is required for the aerial transport of hazardous materials and requires approval at the national level. Note that Special Permit number 9198 expired on 8/31/10 but the Department of Transportation has advised that the permit exemption will not expire until DOT "---final administrative action on the application for renewal has been taken" (see Interagency Technical Bulletin No. IA 2010-04 at <http://amd.nbc.gov/dts/tsdocs/IATB201004.pdf>).
- K. Fuel Reserves
FAR part 135 will be followed. Daytime flights require a 30-minute fuel reserve. Night flights require a 45-minute fuel reserve.

L. Airspace

1. Temporary Flight Restrictions (TFR's) - Requests for a TFR can be made through the local dispatcher. All requests will be routed through the TFS Emergency Operations Center at 979-458-7307. Whenever possible, the standard TFR for a five nautical mile radius and 3000 feet MSL (not AGL) should be used. Justification should be provided for TFR requests greater than the standard. The EOC will contact the appropriate FAA Air Route Traffic Control Center (ARTCC) and notify local dispatch upon issuance. The state of Texas falls within 4 Air Traffic Control Areas; Houston, Dallas/Fort Worth, Albuquerque, and Kansas City. Dispatch will furnish the EOC with the information to complete the TFR request form (see Appendix B). NOTE: The Temporary Flight Restriction is not in effect until a Notam is issued by the FAA. Notams are published at <http://www.faa.gov/tfr2/list.html> TFR's will be released in a timely manner through the TFS EOC.

2. Deconflicting Airspace
 - a. Military Airspace - All missions that are conducted near Military Training Routes (MTR's) and Military Operational Areas (MOA's) will be cleared through the local dispatch office. The local dispatch will make the appropriate contacts to deconflict the airspace before the response aircraft begin operations. One source of information concerning military airspace is the Automated Flight Following (AFF) program.

 - b. Other Temporary Flight Restrictions (TFR's) - During periods of aviation activities, the EOC Air Operations desk will review the TFR's in Texas daily to determine if there is a conflict with fire and aviation operations.

3. Class B Airspace- Houston and Dallas/Fort Worth areas fall within Class B Airspace. Significant restrictions and controls are in place in this airspace.

M. Flight Hazard Maps

Maps will be maintained at each established Air Tanker Base, Helibase, SEAT base, and Dispatch Center operated by the TFS. These maps will be updated annually or as new information is received. Pilots flying from any base under the control of the TFS will be briefed on flight hazards that could affect the mission, including Military Routes (MTR) and Military Operational Areas (MOA). When wildfire activity is widespread, helibases are frequently relocated or new bases established, generally at established airports. Airports may have some flight hazard information available. At a minimum, power transmission lines and towers must be identified in the helibase, SEAT base, and fire areas. Towers can be identified using Google Earth Technology, Cavell, Mertz and Associates program. Contact the TFS EOC for more information at 979-458-7307.

N. Pilot Briefing

All incident pilots will be briefed upon arrival and at the beginning of each operational period. Briefings will cover the items outlined in the pilot briefing checklist (see Appendix C). The Pilot Briefing Package found at <http://ticc.tamu.edu/OtherInfo/Aviation.htm> will be provided to each pilot.

For all detection and other TFS contracted aircraft, a pre-work conference will be held during which all contract clauses and operational procedures will be discussed. The local dispatch should provide daily pilot briefings when incident aircraft are or could be in the area.

O. Transport of Passengers-

1. Texas Forest Service Personnel- TFS personnel will not travel on any non-contracted or unassigned helicopter or fixed-wing aircraft while on official duty or performing official duties without first contacting the Aviation Management Officer or acting. (See IV. B)
2. Mission Personnel- Helicopter or fixed-wing aircraft will not transport TFS or other personnel not in official duty status on TFS missions. Only those personnel deemed necessary for the mission are authorized to fly on the aircraft.

1. Non-mission Personnel- Under certain conditions, helicopters or fixed-wing aircraft may transport non-employees such as cooperators, local government officials, company representatives, civic groups, feature writers or reporters, etc. for point to point, observation and reconnaissance related flights but only after approval by the Type I or II Incident Commander, Chief of Fire Operations or Aviation Management Officer. The following requirements must be met:
 - a. For federally contracted aircraft, a “Day Trip Authorization” form (FS-5700-12) must be completed and signed by the appropriate official prior to transporting non-mission passengers, such as those listed in the above paragraph at http://gacc.nifc.gov/nrcc/dispatch/aviation/day_trip_auth.pdf
 - b. Proper PPE will be worn by all passengers.
 - c. Such passengers will not be on board while aircraft are performing mission functions such as bucket work, retardant delivery, low level flights, air attack missions, etc.

In addition to the requirements above, mandated requirements are in place for transportation of federal elected officials. In this situation the TFS AMO will coordinate the process through the Southern Area Coordination Center.

P. Communications

Positive communications will be established between all aircraft and the dispatcher’s office or a designated location prior to any flying. Frequencies will be assigned by the dispatcher and in compliance with the State Aircraft Communications plan (see Appendix D). VHF FM air to ground, VHF FM flight following and VHF AM air to air frequencies must be clearly identified before launching aircraft. Federal aircraft will monitor Guard Channel 168.625 (TX tone 110.9) which can be utilized for emergencies or to establish contact but must not be utilized for normal operations. Interagency coordination centers monitor the National Flight Following frequency 168.650 (TX and RX tone 110.9) (see Appendix R). The Aeronautical Instruction Manual (AIM) identifies VHF AM frequency 122.925 for use by natural resource agencies but it is multi-com and is frequently

congested. VHF AM air to air frequencies for use in Texas are depicted on the frequency map, Appendix E.

If an aircraft loses contact with its dispatch office and is not flight following with the FAA, the secondary flight following plan with the Texas Department of Public Safety should be followed to re-establish communications (See Appendix G).

- Q. Aviation Safety and Technical Assistance Teams (ASTAT) -
During periods of heavy fire occurrence and extensive aviation operations, aviation safety teams are available to assist in insuring safe operations, aircraft and pilot carding, and aircraft maintenance issues. Normal makeup of the teams include a Team Leader, Aviation Safety Officer, Helicopter and Fixed Wing Pilot Inspectors, Helicopter Operations Specialist (HOS) and Maintenance Inspectors. However, only those specialists needed for the situation can be ordered. ASTATS will be ordered through the TFS AMO.
- R. Aircraft Maintenance- When assigned aircraft experiencing mechanical issues are placed out of service or significant scheduled maintenance occurs, they must be placed back in service after repairs by an authorized Maintenance Inspector. Depending on the extent of the issue, this can often be done by phone but in more severe circumstances, an on the ground inspection may be required. In the Southern Area, Donna Shope is the Maintenance Inspector and can be reached at 770-237-0119 x1005 or 404-386-4849. If she cannot be reached, any USDA Forest Service or AMD Maintenance Inspector may be contacted (see the NWCG Interagency Aviation Technical Assistance Directory NFES 2512: <http://www.nwcg.gov/pms/pubs/pms504.pdf>).
- S. Land Use Agreements
Use of properties for aviation operations such as airports, helibases, water sources, private or government facilities, or other activities require that a Land Use Agreement (LUA) be prepared and signed by the property owner. Normally, land use agreements are valid for one year. Agreements are initiated by the finance section, but aviation personnel typically are involved in negotiating cost and securing signatures. The TFS Purchasing Department will provide the template for land use agreements.

T. Fire Traffic Area

All aircraft will adhere to the use of the FTA over the fire. Initial contact must be made at the 12 nautical mile marker or before. Aircraft should not cross the 5 nautical mile marker if no contact has been made. (See Appendix F).

U. Aircraft Contingency Plans

Texas often experiences severe weather including thunderstorms, lightning, and hail. The vendors are responsible for the security and protection of their aircraft. However, it is often for the benefit of the TFS to insure that aircraft are protected and can return to service undamaged. The following procedure governs how TFS will manage aircraft at risk from weather or other inclement conditions.

Each base will require the aircraft vendors to prepare a contingency plan for their aircraft which may include placing aircraft in hangars or moving the aircraft to a base out of harm's way. If the aircraft is repositioned to another location, contingency plans must be prepared for the new location. Contingency plans will be approved by the Air Support Group Supervisor (if assigned) of the State Aviation Management Officer if an IMT isn't assigned. The following procedures apply:

1. TFS is obligated to pay the flight cost to fly Exclusive Use aircraft a reasonable distance to a safe location. TFS will not pay for vendors to place aircraft in hangars.
2. TFS has two options in terms of protection of Call-When-Needed vendor aircraft:
 - a. If TFS wishes to retain the aircraft and maintain its availability, the agency may pay the flight cost for the aircraft to fly a reasonable distance to a safe location. TFS will not pay for vendors to place aircraft in hangars.
 - b. If immediate availability is not required, TFS may simply release the aircraft and the vendor may fly to a safe location at the vendors expense.

5. Dispatching and Controlling Flights

A. Aircraft Priorities

The following priorities will be used for dispatching aircraft for wildfires:

1. Public and firefighter safety
2. Protection of property and resources
3. Initial attack
4. Potential problem fires
5. Unstaffed fires
6. Extended attack fires
7. Mop-up

B. Aircraft Ordering and Dispatching

Tactical orders for aircraft will utilize the TFS Aircraft Dispatch Form (Appendix S).

1. Ordering Administrative Flights- All official flights by TFS personnel on contract or rental aircraft will be ordered through the appropriate dispatch channels. This may vary depending on the level of response and incident management organization established. Day to day ordering should be done through the local dispatch office to TICC. If an incident management team is in place, procedures will be disseminated to identify the ordering process.
2. Ordering Tactical Fire Fighting Aircraft - All tactical suppression aircraft will be ordered through the appropriate dispatch channels. This may vary depending on the level of response and incident management organization established. Day to day ordering should be done through the local dispatch office to TICC. If an incident management team is in place, procedures will be disseminated to identify the ordering process.
3. Release of Aircraft - All aircraft will be released through their normal dispatch channels. The AMO or acting will be notified of all surplus resources prior to release and will notify the Southern Area Coordination Center. No aircraft will be released prior to contacting the TFS AMO or aircraft desk at the EOC.

C. Flight Following

1. Tactical Aircraft Flight Following- Tactical aircraft will be flight followed by dispatch centers via radio or by Air Attack if assigned. Occasionally, when two or more aircraft are dispatched to the same incident and it is not practical to flight follow with a dispatch center, those aircraft may flight follow each other but should hand off to either a dispatch center or Air Attack as soon as practical. Aircraft will initiate flight following with dispatch by reporting takeoff time, ETA to destination, number of persons on board, and amount of fuel. Thereafter, aircraft will check in with dispatch every 15 minutes if radio flight following is being utilized. Automated Flight Following (AFF) may be used to monitor aircraft but may not be used as the sole means of flight following. Positive radio contact must be established and maintained. If communications cannot be established for flight following, the aircraft must return to base.
2. Backup Flight Following Plan- TFS has established a backup flight following plan that may be utilized anywhere in the state but is particularly effective in West Texas. The plan establishes a contact procedure with the Texas Department of Public Safety and can be used when no contact can be made using conventional flight following procedures (see Appendix G).
3. Automated Flight Following(AFF)- Automated Flight Following may be used for flight following but only if there is constant, positive radio contact with the aircraft. If AFF is utilized for flight following, the national guidelines will be followed. Automated Flight Following Systems are contract requirements for federally contracted aircraft. If the system fails on an aircraft, the aircraft may complete that particular mission or until returning for fuel (whichever comes first), but then is out of service until the system is functional. While the aircraft is operating without AFF, fifteen minute radio check-ins must be performed. (See AFF procedures, Appendix V).

4. Filing and Maintaining Flight Plans- Pilots flying point to point or without communications with dispatch will file an FAA flight plan. When leaving the state, the flight plans will be faxed to the Texas Interagency Coordination Center or the expanded aviation desk at the EOC if operational. Normally, incoming aircraft flight plans will be sent to TICC by SACC or other dispatch centers. All flights in East Texas on a regional flight plan (i.e. detection flights) will maintain radio contact on a pre-designated frequency. The aircraft position will be reported to the dispatcher every 15 minutes. If radio contact is lost, the flight must be terminated as soon as possible, and a report made to the dispatcher. In addition, a sterile cockpit (no radio traffic with that aircraft since it might cause a distraction from essential cockpit duties) will be maintained with any aircraft being flight followed when that aircraft is within five miles of an airport.

5. Documenting Flight Information - When an aircraft position is reported, the dispatcher will log the time, aircraft number, and location. If AFF is being used in conjunction with positive radio contact, the aircraft location information from AFF will be recorded. At or near the termination of TFS controlled flights, contact will be made with the dispatcher to close the flight plan. If an aircraft is handed off from one dispatcher to another, positive contact will be made between the two dispatch offices to confirm the hand off. The receiving dispatcher will then assume documentation and flight following responsibilities.

6. Overdue/Missing Aircraft

If an aircraft fails to report after 15 minutes during radio flight following or when radio contact cannot be established when flight following with AFF and the screen indicates lost contact with the aircraft, it is considered “overdue”. The dispatcher will attempt to contact the aircraft and seek information from a ground station in the vicinity of the last report, or along the expected flight path or from another aircraft operating over the area. The attempts will be continued for 15 minutes. When no contact can be established in 15 minutes, the aircraft is reported to the FAA or the Air Force Rescue Coordination Center (AFRCC) as “overdue” (see Appendix H

for contact numbers). If the FAA or Air Force cannot contact or locate the aircraft, it is considered “missing”. An aircraft is considered officially missing when it has not been located after the known available fuel would have been exhausted. After these reasonable efforts to reestablish contact have failed, an aircraft search will be initiated. See Texas Forest Service Crash Rescue Plan (Appendix H) for more information. Dispatchers should note the last location of the aircraft using the Automated Flight Following system. AFF may be useful in identifying the location of the aircraft if a search is initiated. While it is not recommended that cell phones be utilized on board aircraft, contact may sometimes be made with the pilot or crew members via cell phone.

VII. Search and Rescue Operations

Responsibility for initiating searches for TFS controlled aircraft rests with the Texas Interagency Coordination Center or the expanded aviation desk if activated. The following procedures will be followed:

- A. Call the FAA or the Air Force Rescue Coordination Center (AFRCC) and report the aircraft as “overdue” (see Appendix H for contact numbers). If the FAA or Air Force cannot contact or locate the aircraft, it is considered “missing”. These two agencies work together and will contact each other to insure appropriate action is taken. The Air Force will actually initiate search and rescue missions if needed either directly or through Texas Division of Emergency Management.
- B. Emphasize that the aircraft is scheduled for 15-minute check-ins or has lost AFF signal and radio contact for a period of time. They can initiate SAR immediately. SOP is normally one hour past due for IFR flights and two hours for VFR flights.
- D. Also call and alert Texas Division of Emergency Management at (512) 424-2208.
- E. It is important that any crash sites be secured and protected. TFS personnel that arrive on the scene should insure the site is disturbed as little as possible. A Guide for Witnesses of Aircraft Accidents is located in Appendix U.
- F. Once a downed aircraft is located, emergency rescue and medical procedures will be implemented immediately. Generally, dialing 911 is the most expedient procedure to insure the appropriate response. A listing of helivac hospitals is located in Appendix J.

VIII. Management Procedures

This section will describe the procedures for aircraft and facilities that are utilized in Texas. A listing of commonly utilized aircraft is located in Appendix T. Airport and fuel locations are listed in Appendix I. The following major facilities and activities will be managed as described below.

- A. Fixed Wing Operations - Single-engine fixed-wing aircraft will conduct missions only during daylight hours. Multi-engine fixed-wing aircraft will make every effort to return to base by 30 minutes after sunset but are authorized for night flight when necessary. However, retardant drops by fixed-wing aircraft must be completed by 30 minutes after sunset.
1. Airports - All TFS fixed-wing operations will be conducted from FAA approved airports. Private airports may be used with prior approval of the TFS Aviation Management Officer. SEAT operations may use county roads or other alternative airstrips provided the guidelines for operations follow the SEAT Operations Guide located at <http://ticc.tamu.edu/OtherInfo/Aviation.htm> A listing of airports in Texas by TFS branches is available at <http://ticc.tamu.edu/OtherInfo/Aviation.htm> . This listing includes information on fuel availability, runway statistics, services, and other information about the airports. For more detailed information about specific airports, go to the AirNav site at <http://www.airnav.com>
 2. Fire Detection Flights - All flights for East Texas will be ordered through the local dispatcher. West Texas detection flights may be conducted by the Texas Civil Air Patrol. All initial requests for the CAP will go through the expanded aviation desk at the EOC. The EOC will contact the Texas Division of Emergency Management if the service of CAP is determined necessary.
 3. Insect Detection and Other Reconnaissance Flights - The TFS Resource and Development Division personnel generally manage insect and disease flights. The person in charge will schedule the flight with the local dispatcher. These flights will adhere to the

same check-in and radio flight following procedures as outlined in Section V.

4. Transportation of Personnel and Cargo - All flights will be coordinated through the Texas Interagency Coordination Center or the expanded aviation desk at the EOC. Cost comparisons will be made before the flight is approved, except in extreme emergencies under life or death conditions. If the flight is being requested through a Type I or 2 incident management team, concurrence must be given by the incident commander and requests do not need to go through the EOC.
5. Airtankers - All orders for airtankers will be placed through local dispatch to TICC. If an incident management team is in place, requests will be processed through the team Air Operations. A written aircraft request will be prepared and relayed to the tanker base or faxed to a neighboring unit (i.e. AOICC, Alamogordo Dispatch or Albuquerque Dispatch). The requesting unit will be given an ETA for the airtanker. For requests from neighboring non-TFS units, a ROSS order will be completed as soon as possible.
 - a. Single Engine Airtankers- (SEAT's). "On Call" SEAT contracts are managed by the Department of Interior (DOI) Aviation Management Directorate (AMD). SEATs will operate under the Interagency SEAT Operations Guide (ISOG) (see AMD website at <http://amd.nbc.gov/> and click on "Document Library") and the TFS SEAT Operations Guide located at <http://ticc.tamu.edu/OtherInfo/Aviation.htm> . SEAT Managers (SEMG) are required. However, one manager may manage three aircraft if they all are operating from the same location. SEATS typed as Type 3 must have Hatfield or Air Tractor constant flow system gates installed. Type 4 SEAT numbers will be T-400 to T-499. Type 3 SEAT numbers will be T-800 to T-899. Initial orders for SEATs will be placed through TICC or expanded aviation operations desk in the EOC. Once an IMT is in place, requests for initial attack can be placed through established incident ordering procedures.

- b. Heavy Airtankers- These aircraft are national resources. Heavy airtankers currently under national contracts are Lockheed P-3 Orions (3000 gallons capacity) and Lockheed P2V Neptunes (2400 gallons capacity). Both airtankers are now delivering 15 percent fewer gallons than the above capacities to insure safety of operations. Operations for these aircraft will be in accordance with national guidelines. Initial orders for heavy airtankers will be placed through TICC or the expanded aviation operations desk in the EOC. Once an IMT is in place, requests for initial attack can be placed through established incident ordering procedures.

6. Heavy Airtanker Bases - The closest permanent airtanker bases to Texas are Fayetteville AR (FYV), Roswell (ROW), Alamogordo (ALM), and Albuquerque (ABQ). Typically, Portable Airtanker Bases (PAB's) are utilized in Texas. There are two PAB's in the Southeast, based in Fayetteville Arkansas and Lake City Florida. PAB's are ordered through TICC or the expanded aviation desk at the EOC. Airports must meet specific runway length, load bearing capacity, ramp space, available water and other specific requirements in order to be utilized as Airtanker Bases. Before utilizing a base, a qualified Airtanker Base Manager (ATBM) should conduct a review of the base to insure standards are met. Where standards are slightly below those specified, Airport managers may provide waivers to operate, but in general bases should meet the minimum standards. Bases that have been utilized in Texas include Abilene (ABI), Waco (CNW), Midland (MAF), Longview (GGG), and College Station (CLL). A preliminary review conducted for Lubbock (LBB) indicates high suitability as an airtanker base (copy of review on file at TFS EOC). A listing of airports in Texas that meet the minimum runway length and load bearing capacity is available from the Aviation Management Officer (note that full reviews of these bases have not been conducted). The Interagency Airtanker Base Guide can be located at: http://www.fs.fed.us/fire/aviation/av_library/.
 - a. Airtanker Base Staffing- Minimum staffing requirements for Airtanker Bases include Airtanker Base Manager

(ATBM), Mixmaster (MXMS), Ramp Manager (RAMP), Aircraft Base Radio Operator (ABRO), Aircraft Timekeeper (ATIM) and two mixing and loading personnel.

7. Lead Plane (Airtanker Coordinator - ATCO) - Lead planes and lead plane pilots are national resources and must be ordered through TICC or the expanded aviation desk at the EOC. The aircraft will be twin engine. Airtanker pilots used by TFS should be initial attack rated. A lead plane may not be necessary when a single air tanker with initial attack pilot is assigned. However, when two or more air tankers are working the fire, the fire is in a congested area, or at the request of the air tanker pilot; a lead plane must be ordered. Should the Modular Airborne Firefighting System (MAFFS) be used in the state, lead planes must be utilized.
8. Air Tactical Aircraft - Federally contracted CWN, On Call, or Exclusive Use air tactical aircraft can be ordered through TICC or the expanded aviation desk at the EOC. Orders should specify twin engine and Type 1 avionics. Air Tactical Group Supervisors (ATGS's) may also be ordered if not available locally.
9. Aerial Supervision Modules (ASM) - These aircraft serve the joint function of Lead Plane and Air Attack and will be ordered through TICC or the expanded aviation desk. An ATGS with ASM qualification will be requested as well.
10. Infrared Mapping and Detection - The use of infrared mapping is rare in Texas. All requests for infrared flights will be ordered through the TFS Aviation Management Officer. If flights are requested, the requesting unit will be required to complete a National Infrared Operations (NIROPS) form online, specifying the area to be flown (<http://nirops.fs.fed.us/rcr/newScanner/>). Passwords for the NIROPS site will be provided by SACC. An Infrared Interpreter (IRIN) must be ordered to interpret the film.

B. Helicopter Operations

The Interagency Helicopter Operations Guide (IHOG) is the primary source document for helicopter operations in Texas (<http://www.nifc.gov/policies/ihog.htm>). TFS has not signed off on the IHOG as policy, but in general it will be followed in Texas and is

required for federal resources. Waivers from the IHOG can only be made by the TFS Aviation Management Officer, in writing, after approval from the Chief of Fire Operations. In Texas, helicopters will be utilized primarily for water delivery. Helicopters may be used for recon and observation, personnel transport, cargo, mapping/GPS, forward looking infrared (FLIR) and other uses but those uses are rare. Helicopter operations in Texas will be during daylight hours only – flight is allowed from 30 minutes prior to sunrise to 30 minutes after sunset. Canyons, shadows, and other light deficient conditions may require shorter operating hours. Helicopters will not fly outside of these times. Twin-engine standard helicopters are permitted to conduct point to point flight with passengers from lighted field to lighted field, however TFS will not use helicopters for this purpose. NOTE: Flights from final fuel stops back to the assigned base, following tactical operations are not considered point to point flights and should not be performed outside normal daylight hours.

1. Type 3 Helicopters - Contract helicopters based in Texas and Aviation Management Directorate (AMD) “On Call” helicopters may be ordered directly by TICC or the expand aviation desk. All other orders will be placed to SACC. The standard module for Type 3 helicopter is a Helicopter Manager (HMGB) and two Helicopter Crew Members (HECM). If the aircraft is to transport passengers, a full module must be assigned. If the module is to be utilized for suppression, the module order must specify the manager be ICT4 qualified. If the aircraft is to be utilized for only for water delivery, recon and mapping or aerial ignition, the aircraft may be placed administratively in “Limited Use”. For USDA Forest Service contracted helicopters, a blanket, standard letter authorizing “Limited Use” has been issued (see Appendix W). A copy of the letter must be on board the aircraft. For AMD contracted “On Call” helicopters, the Texas Aviation Officer may issue a letter authorizing” Limited Use”. When the aircraft is operated under “Limited Use”, only the Helicopter Manager (HMGB) position is required unless the Helicopter Manager is going to fly on the helicopter in which case, a Helicopter Crewmember (HECM) must remain at the departure point. In Texas, one Helicopter Crewmember (HECM) will be assigned. Crewmembers and persons conducting recons, mapping, aerial ignition etc. may fly on the helicopter but no

other passengers. NOTE: HELICOPTERS PLACED IN “LIMITED USE” MUST BE INITIALLY ORDERED AS A STANDARD CATEGORY HELICOPTER, NOT AS A “LIMITED or RESTRICTED”.

2. Type 2 Helicopters - Type 2 helicopters are national resources and must be ordered through TICC or the expanded aviation desk at the EOC. The standard module for Type 2 helicopter is a Manager (HMGB) and three Helicopter Crew Members (HECM). If the aircraft is to transport passengers, a full module must be assigned. If the module is to be utilized for suppression, the module order must specify the manager be ICT4 qualified. If the aircraft is to be utilized for water delivery only, the aircraft may be placed administratively in “Limited Use”. Limited Use letters for Type 2 helicopters are issued on a case by case basis and must be requested for the specific helicopter from SACC (sample letter, appendix X). A copy of the letter must be on board the aircraft. When the aircraft is operated under “Limited Use”, only the Helicopter Manager (HMGB) position is required. In Texas, one Helicopter Crewmember (HECM) or HECM Trainee will also be assigned to assist with the bucket. Crew members may fly on the helicopter but no other passengers. NOTE: HELICOPTERS PLACED IN “LIMITED USE” MUST BE INITIALLY ORDERED AS A STANDARD CATEGORY HELICOPTER, NOT AS A “LIMITED or RESTRICTED”.
3. Type 1 Helicopters - Type 1 helicopters are national resources and must be ordered through TICC or the expanded aviation desk at the EOC. Type 1 helicopters are normally utilized only for water delivery and therefore only require a Helicopter Manager (HMGB). Some Type 1 helicopters are actually “Restricted” by FAA regulations and no passengers may fly on the helicopter. The aircraft airworthiness certificate will indicate the classification of the helicopter but normally, the HMGB will not fly with the helicopter. In Central and West Texas, because of limited and shallow water sources, Type 1 helicopters should be ordered “snorkeled and tanked” instead of with buckets. Buckets equipped with “Powerfill” pumps have also proven to be effective in Texas. Standard buckets are generally suitable for

East Texas operations. Some Type 1 helicopters such as B-234 and KMAX are short range on a fuel cycle and are not effective for timely delivery with the long distances in the state.

NOTE: NORMALLY, TYPE 1 HELICOPTERS WILL BE ORDERED AS "LIMITED".

4. "Two for One" - Two Type 1 or 2 "LIMITED" helicopters may be managed by one Helicopter Manager (HMGB) when the following conditions are met:
 - An order for another Helicopter Manager for the second helicopter has been placed and is being actively pursued.
 - Both helicopters are working out of the same helibase and are physically located side by side.
 - A Helibase Manager is assigned.
 - The TFS Aviation Manager has authorized the Air Operations Branch Director to do so.

5. Load Calculations - All flights will be within the limits shown on the helicopter load calculation form, FS 5700-17, prepared by the pilot and checked by the helicopter manager. One will be made for each day and for each mission. A copy of the load calculation will be posted at the helibase. The manager will keep a copy of all load calculations and furnish a copy for the helibase files each day.

6. External Loads - Only a pilot carded for sling work will fly any external load. A qualified Helicopter Manager or Helicopter Crew Member will make all hookups. External loads will not be flown over houses or busy highways. Policy in the Southeast is "no tag lines". Cargo and buckets must be direct hook or longline.

7. Law Enforcement - Any helicopter or fixed wing used for law enforcement activities must be coordinated through the Chief Law Enforcement Officer and the Aviation Management Officer.

8. Texas Army National Guard - The TXARNG will be used primarily for initial attack on wildfires. The helicopters will

normally work in pairs. A TFS liaison will be assigned to each pair. Single helicopter operations must have the approval of the TXARNG headquarters and TFS AMO. No Federal employee may be used as a liaison. All requests for TXARNG will go through the expanded aviation desk at the EOC. Every effort should be made to use Air Attack (ATGS) with the Guard helicopters. National Guard helicopters are strongly encouraged to return to base and be on the ground before 30 minutes after sunset. No drops may be made after normal daylight hours.

9. Refueling - Hot refueling is allowed provided all of the guidelines in the IHOG are met. Not all airports have Jet A fuel. A list of East Texas airports with Jet A is found in Appendix I.
10. Search and Rescue - Local dispatch offices may use local helicopters to aid in the search for missing aircraft, with notification to the Aviation Management Officer and TICC. Rescue missions should be directed to hospital helicopters (see Appendix J).
11. Infrared Scanning - This service is rare and orders will be placed through the TFS Aviation Management Officer.
12. Fire Extinguishers - A 20-lb. Dry chemical type will be provided for each helicopter.
13. Personal Protective Equipment (PPE) - All personnel will wear the required PPE for helicopter operations, as described in the IHOG. If a crew member does not have the required PPE, they cannot fly with the helicopter.
14. Helibases - All helicopter operations will be conducted from FAA approved airports or helibases. All helibases will follow the IHOG guidelines for fire use. The IMT AOBD/ASGS will approve the establishment of any new helibase before operations may begin and notification will be made to the TFS AMO. A Helibase Manager (HEB2) will be assigned if two to five helicopters are assigned to the base for more than one day. A Type 1 Helibase Manager (HEB1) is required if more than five

helicopters are assigned to the base. Land use agreements are required for each new base.

15. Helicopter Support Kits - TFS normal operating procedures do not require all of the components of Helicopter Support Kits to operate safely (see Appendix K). Needed equipment can be ordered through the local dispatch center.
16. Flight Helmets - Helicopter crews are expected to arrive with an approved operational flight helmet. TFS will not order flight helmets.
17. Helicopter Dip Sites - Private landowner ponds, tanks, or lakes may be used as dip sites. Every effort will be made before using the dip site to obtain the landowners permission to use the water. If the landowner refuses to grant permission a new site will be selected.
18. Replacing Water Used for Firefighting - Water used from private sources may be replaced on a gallon for gallon used basis. The TFS Water Source Data Sheet (see Appendix L) will be the official document used to determine how much water was removed from the landowner. The report will be separated by dip site and landowner for each fire.
19. Fish Replacement - All claims for replacement of fish should be reported to the Aviation Management Officer. All claims will be handled on a case by case basis. The Chief of Fire Operations must approve all cases.
20. TFS Aircraft Manager Log - Each Helicopter Manager, SEAT Manager, Airtanker Base Manager, and ATGS will complete the TFS helicopter log on a daily basis. The logs will be turned in weekly to the TICC or the IMT if in place. If Managers are assigned two helicopters, one log can be kept for both helicopters. The manager should keep a copy of the log (see Appendix Y).
21. Safety Briefings - The Helicopter Manager and/or Helibase Manager will conduct daily briefings for all personnel prior to

commencing operations. Debriefings will be conducted at the end of daily operations if needed. The Helicopter Manager or the pilot will brief each person boarding the helicopter on safety and emergency procedures. As a minimum, the following items will be covered:

- a. Approach/ departure procedures
- b. Aircraft features
- c. In-flight discipline
- d. Helibase cleanliness
- e. Protective clothing
- f. Carrying tools
- g. Emergency procedures

C. Retardant

Retardant and contract airtanker bases are available under a national contract and can be ordered through the expanded aviation desk at the EOC. Normally, TFS utilizes one-ton retardant bins, typically D75R or D75F (fugitive) for heavy airtankers. Retardant for SEAT operations is also available under the national contract or directly from retardant or foam vendors. Vendors provide portable plants for retardant mixing. During long term, active operations, liquid concentrate (LC) retardant has been utilized with SEATS. The retardant contract "Pink Book" contains details on products and payments and can be accessed on line at: http://www.fs.fed.us/fire/contracting/retardant/retardant_contract.pdf. Contact the expanded aviation desk at the EOC for ordering information. Information on long-term retardant is located in Appendix Q. Information regarding policy on retardant in waterways and effects on Threatened and Endangered Species is located in Appendices O and P. Material Safety Data Sheets for retardant must be posted at bases.

IX. Special Projects

Examples of projects that may require an aviation section in the project plan in order to provide a safe operation include:

- A. Aerial ignition – prescribed and wildland fire.
- B. Seeding
- C. Spraying
- D. Aerial photography on a project basis
- E. Wildlife surveys and fish planting
- F. Fertilization projects

- G. Timber, soil, and hydrologic surveys
- H. Cargo haul projects involving large amounts of material

If any projects in these categories are planned, the responsible individual will prepare a plan. The plan need not be more complex than necessary to execute the job and insure safe operations. The Aviation Management Officer will assist and approve the plan.

XI. Records and Reports

A. SAFECOMS

Accident and Incident Reporting will be through the SAFECOM reporting system. The TFS supports and participates in the SAFECOM program. The SAFECOM system is designed to promote safe operation, prevent future incidents and detect patterns of occurrences. All personnel are encouraged to complete a SAFECOM report for any events that meet these objectives. Efforts should be taken to correct the safety problem as quickly as possible and the situation should be brought to the immediate supervisor's attention immediately.

SAFECOMS may be filed directly into the SAFECOM system or by email or paper hard copies. To input directly into the system, go to the TICC home page at <http://ticc.fws.gov> and click on the Aviation box in the Information Directory. Click on "SAFECOM (submit report)". Complete the boxes, including Corrective action if any has been taken. Select Region 8 from the drop down box at the bottom of the page and then click on the Submit button. Make a copy of the report for the records. The USDA Forest Service Regional Aviation Safety Officer will forward it to the National Office. To file a SAFECOM by hard copy, simply complete the paper copy out and FAX to (208) 387-5823 to Region 8, Regional Aviation Safety Manager, at (770) 458-6308.

C. Reporting Costs and Gallons

At the close of business each day all aircraft managers will report the number of gallons delivered and hours flown to the AOBD or expanded aviation desk at the EOC, depending on established protocols for the incident. Costs reports will be completed on the

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appropriate forms and submitted as directed by the TFS Fire Administration rep. (see Appendix M).

APPENDICES (http://ticc.tamu.edu/OtherInfo/Aviation.htm)							
APPENDIX	RECOMMENDED PERSONNEL TO REVIEW						
	Pilots	AOBD	ASGS	ATGS	HMGB/ HEB	SEMG	DISP.
A. Texas Army National Guard Liaisons		X	X	X	X		
B. Request for Temporary Flight Restriction		X	X	X			X
C. Pilot Briefing Check List	X	X	X	X	X	X	
D. Aviation Communication Plan	X	X	X	X	X	X	X
E. Texas Air to Air Frequencies	X	X	X	X	X	X	X
F. Fire Traffic Area (FTA)	X	X	X	X	X	X	X
G. Secondary Flight Following System	X	X	X	X	X	X	X
H. Crash Rescue Plan	X	X	X	X	X	X	X
I. Airport and Fuel Locations	X	X	X	X	X	X	X
J. Hospital Helivac Locations	X	X	X	X	X	X	X
K. Helicopter Support Kit		X	X		X		
L. Texas Forest Service Water Source Data		X	X		X		
M. Cost Process for TICC Air Operations		X	X	X	X	X	
N. Environmental Guidelines for Delivery of Retardant or Foam Near Waterways	X	X	X	X	X	X	
O. Retardant Operational Principles	X	X	X	X	X	X	
P. Threatened and Endangered Species (T and E)	X	X	X	X	X	X	X
Q. Long Term Retardant	X	X	X	X	X	X	
R. Pre-assigned National Frequencies <u>DROPPED</u>							
S. TFS Aircraft Dispatch Form		X	X				X
T. Commonly Used Aircraft in Texas							X
U. Guide for Witnesses of Aircraft Accidents		X	X				X
V. AFF Flight Following Procedures	X	X	X	X	X	X	X
W. Region 8 Type 3 Limited Use Letter		X	X		X		
X. Sample Type 2 Limited Use Letter		X	X		X		
Y. Aircraft Manager Log		X	X	X	X	X	