

Aerial Seeding Aviation Safety Plan

Mission: Aerial seeding	Project Name: Aerial Seeding Project	Unit: Dixie N.F.
Anticipated Project Date: November 1-30,	Start Time: 0800	Ending Time: 2000
Project Plan Prepared by:	Title: DIF/FIF FAO/UAM	Date:
Note: Signature by the preparer verifies that all personnel have the required training for the mission. Attach Map, clearly showing areas to be flown; aerial hazards must be indicated.		
Project Plan Reviewed by:	Title:	Date:
Project Plan Reviewed by:	Title:	Date:
Project Plan Reviewed by:	Title: RO Aviation Manager	Date:
This Project is Approved by:	Title: Dixie Forest Supervisor	Date:

Attachments: <input checked="" type="checkbox"/> Maps	<input type="checkbox"/> Other:
Project Supervisor:	Phone: _____ Cell: _____
Aircraft Manager:	Phone: _____ Cell: _____
Participants:	Phone: _____ Cell: _____

Type of Flight: Aerial seeding	Desired Make/Model:	Charge Code:
Type Procurement:	Method of Payment: 6500-122	Projected Cost:
Vendor:	Phone:	Cell:
Aircraft N#:	Make & Model:	Aircraft Color:
Pilot Name:	Pilot Carded: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A/C Carded: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Flight Follow: Agency 15 minute Check-in via radio	Request or Flight #: A-1	
Method of Resource Tracking: <input type="checkbox"/> Phone <input checked="" type="checkbox"/> Radio	<input checked="" type="checkbox"/> Prior to Takeoff <input checked="" type="checkbox"/> Each Stop Enroute <input checked="" type="checkbox"/> Arrival at Dest.	
Scheduling Dispatch Phone:	Destination Dispatch Phone:	
FM Receive:	FM Transmit:	Tones:
FM Receive:	FM Transmit:	Tones:
FM Receive:	FM Transmit:	Tones:
AM Air to Air:	AM Unicom:	Other:

**Crash/Search and Rescue Procedures: Contact Dispatch, Follow local/Regional
Crash/Search and Rescue Guide/Aircraft Incident Response Plan**

Start Location	Latitude	Longitude	Elevation	Runway length & Surface or Helispot Size
Airport				
Destination Location	Latitude	Longitude	Elevation	Runway length & Surface or Helispot Size

Passenger Name	Weight	Departure Point	Destination Point
See Manifests	See Manifests		
Cargo Weight	Cubic Feet of cargo	Hazardous Material	Destination
See Manifests		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		<input type="checkbox"/> Yes <input type="checkbox"/> No	
		<input type="checkbox"/> Yes <input type="checkbox"/> No	

Type of Operation – check applicable boxes	Personnel Protective Equipment Requirements
<input type="checkbox"/> Seeding Operations - ground personnel	Nomex clothing, hardhat w/chin strap, gloves, leather boots, eye protection, hearing protection, fire extinguisher
<input type="checkbox"/> Rotor Wing flights	Flight helmet, Nomex clothing, gloves, leather boots, eye protection, hearing protection, approved secondary restraint harness for doors off flights
<input checked="" type="checkbox"/> Fixed Wing Low Level flights mission	Flight helmet, Nomex clothing, gloves, leather boots, eye protection, hearing protection
<input type="checkbox"/> Fixed Wing point to point flights	Hearing protection & eye protection
<input type="checkbox"/> Doors off flight	Use approved secondary restraint harness attached to approved aircraft hardpoints

Justification statement for low-level flights: Fixed Wing or Rotor Wing Operations in mountainous terrain for aerial seeding dispersal on this project deems Low-Level flight operations necessary to achieve management objectives.

Special Instructions: Keep good awareness of weather conditions in mountainous terrain, stop operations if weather becomes a flight operation issue for the safety of the pilot and/or ground crews. Special equipment needed: Turbo prop aircraft with GIS/GPS Automatic track logging of covered area with shape file of desired coverage area.

Aircraft Manager must confirm with Dispatch prior to the flight that affected routes' Schedulers contacted for Route Activity

Military Training Route (MTR) Information

MTR	Route Legs-Altitude	Activity	Time		Time Zone
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local
		<input type="checkbox"/> Hot <input type="checkbox"/> Cold	Start	Stop	<input type="checkbox"/> UTC <input type="checkbox"/> Local

NO MILITARY ROUTES IN PROJECT AREA

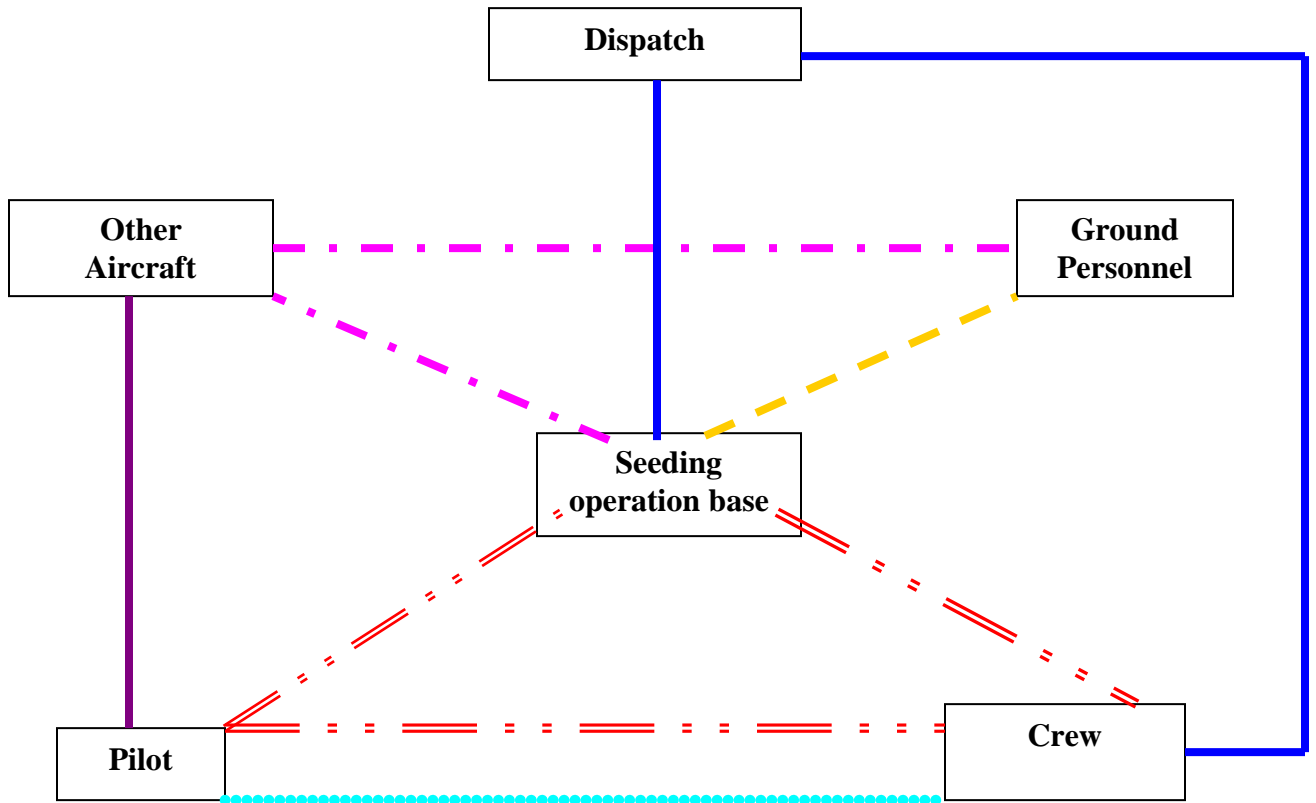
Job Risk Analysis: Aircraft manager/pilot review with all participants as part of preflight briefing

Is everything approved with clear instructions, aviation plan signed and reviewed?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Are communications and flight following established, including repeater tones?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Can terrain, altitude, temperature or weather that could have an adverse effect be mitigated?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Are all aerial hazards identified and known to all participants?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Have mitigating measures been taken to avoid conflicts with military or civilian aircraft	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Are all agency personnel qualified for the mission?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Is the pilot carded and experienced for the mission to be conducted?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Are pilot flight and duty times compromised?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> NA
Are there enough agency personnel to accomplish the mission safely?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Will adequate briefings be conducted prior to flight to include Pilot, Passengers and Dispatch?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Are all involved aware that the pilot has the final authority, but if any passenger feels uncomfortable, that they can decline the flight?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Is the aircraft capable of performing the mission with a margin of safety?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Have manifests of cargo and passengers, load calculations and/or weight & balance completed?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Is the aircraft properly carded?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Do all personnel have the required PPE?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Fuel planning, adequate fuel on board, fuel truck location, availability of commercial fuel?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Remember; maps of areas/sites, handheld radios, cell phones, day/survival packs, sic sacks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Is there an alternative method that would accomplish the mission more safely?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> NA
Will the mission be conducted at low levels? (Below 500' AGL)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA
Can the same objective be achieved by flying above 500' AGL?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> NA

Job Hazard Analysis: Aircraft manager/pilot review with all participants as part of preflight briefing	
Hazard	Hazard Mitigation
MTR's	Check routes in advance. Practice risk management, confirm that Dispatch has made contact with schedulers to de-conflict
Private aircraft	See and avoid
Airport traffic	Initiate and stay in radio contact
Weather	Use weather advisory. Maintain VFR minimums, cancel mission if necessary
Terrain/Altitude/Temperature	Do not place the aircraft in performance related situations
Low level obstacles	Complete a high level recon, no unnecessary low level flight
Unimproved landings	Recon LZ. Download on first load. Stay in radio contact. (Helicopters only.)
Doors off helicopter operations	Use approved secondary restraint harness. Remove or secure loose items from cabin. Know VNE
Pilot not familiar with area	Supply hazard maps. Complete high level recon prior to low level work, project area identified
Noise, rotor wash	Wear ear and eye protection
Internal and external loads	Qualified personnel assigned to the mission. Do not allow for over-flight of personnel, structures, other aircraft or traffic
Unplanned aircraft events	All personnel equipped with required PPE and trained in crash procedures
Hazardous materials	Qualified personnel will handle, inform pilot
Non aviation personnel	Maintain control, provide through briefings
Communications	Maintain communications at all times, establish backup options, and know alternate frequencies. Take handheld radio along. Call in prior to landing. If radio contact is lost, gain altitude, check frequencies/tones, if unable to re-establish, return to best suitable landing area and check in
Allowable Payload/CG issues	Complete/insure accurate load calculations and/or Weight and Balance
Wintertime operations	Use appropriate clothing for varying altitudes/climatic conditions, consider survival kit
Prop/Rotor hazards	Pilot perform aircraft safety brief, Approach/Depart safely or after shutdown & prop/rotor stop
Multiple project aircraft	Adequate aerial supervision. Carded managers for each aircraft. Maintain aircraft separation and positive communications
Aircraft Fueling	Vendor responsibility. No agency personnel onboard. Aircraft shutdown unless closed circuit, open port in accordance with NFPA 407 3-21, 4073-21.2(b). Trained personnel staff extinguisher
Missing Aircraft, Crash/Search & Rescue	Duties assigned for evacuation, suppression and flight following. Dispatch/Seeding Operations base/Helibase responsible to have current Aviation Incident Response/Crash SAR Plan posted and ready to implement
Project Manager signature: /c/	Date:

COMMUNICATIONS PLAN

Legend				
		RX	TX	Tone
Command				
Air to Ground				
Tactical				
Flight Following				
Air to Air				



CRASH RESCUE/MEDI-VAC PLAN

GENERAL INSTRUCTIONS		
In the event of an accident, the Seeding Operations project manager will supervise and coordinate the crash rescue activities. Specific crash rescue duties will be assigned to seeding operations personnel each morning before flights of any kind. Crash rescue and first aid equipment will be located near the seeding operations fill site and equipment's location made known to all personnel. Information and instructions will be sent/received through the local dispatch office or communications.		
SPECIFIC INFORMATION AND INSTRUCTIONS (Utilize cell phone if possible. Do not use names over the radio)		
1.	Nature of the injury(s)/illness	
2.	Is medical help needed? If available supply vital signs!	
3.	What transportation is needed? Is patient(s) ambulatory?	
4.	Location of victim.	
5.	Route to be taken (use land marks as guide).	
6.	Equipment needed.	
7.	Name of contact on site.	
8.	Notify appropriate agency line officer.	
EMT (S) ON PROJECT		
AVAILABLE MEDIVAC HELICOPTERS		
FAA #	FAA #	
Litter/Rappel/Extraction Capable Yes		
Remarks		
FAA #	HEMG	
Litter/Rappel/Extraction Capable		
Remarks		
NEAREST MEDICAL FACILITY	Location	
Latitude	Longitude	Contact Freq
VOR	NM	DEG
NEAREST BURN CENTER	Location University of Utah	
Latitude 40 49.30	Longitude 111 50.06	Contact Freq 123.025
VOR	NM	DEG
LIFEFLIGHT	Location Univerasity of Utah	
Type Aircraft Agusta 109K	Phone Number 801-581-2700	Contact Freq 123.025
SITE CONDITIONS		
Latitude:	Longitude:	Contact Freq
Wind speed ?	Elevation (msl)	Temperature
Terrain Factors Mnt's,	Helispot size 20 X 20 minimum	
Proximity of Helispot to Injury Site ?	Visibility/Sunrise/Sunset Limitations	
Flight Hazards tree's, birds, etc.		
Other Aircraft in Area (call signs & Freq.)		
Ground Contact & Frequencies		

AVIATION RISK ASSESSMENT WORKSHEET

Assess the risks involved with the proposed operation. Use additional sheets if necessary. Line Officer/Designee Signature Required. Reference IHOG Chapter 3.II.C.2

Describe Hazard: Pre-Mitigation hazards rate out as: High	Probability (A-E)	Effect (I-IV)	Risk Level
1. Probability of hazard occurrence.	C	II	High
2. Severity of hazard effect.	C	I	High
3. Rotor/Prop Wash, flying dust, debris, noise.	B	III	Medium
4. Jettisoned load	D	III	Low
5. Turbulent weather, down drafts, and crosswind patterns and maneuvers while dispensing seed.	B	II	High
Mitigation Controls: Post-Mitigation hazards rate out as: Low	Probability (A-E)	Effect (I-IV)	Risk Level
1. Ensure pilots comply with PASP briefing.	E	IV	Low
2. Post and review aerial hazard maps daily and AM/PM debriefing	E	IV	Low
3. Ensure personnel are wearing appropriate PPE for their job i.e. Flight suit or fire clothes, flight or leather gloves, eye protection, hearing protection, leather boots etc.	D	IV	Low
4. Ensure appropriate loading/unloading procedures and training are followed.	D	III	Low
5. Crews will be properly trained in seeding operations. All positions will be filled with qualified personnel.	C	III	Medium
Approved By (Line Officer or Designee): _____ Title: _____ Date: _____			

RISK ASSESSMENT MATRIX			HAZARD PROBABILITY				
			Frequent	Likely	Occasionally	Seldom	Unlikely
			A	B	C	D	E
EFFECT	Catastrophic	I	Extreme	High		Medium	
	Critical	II	High	High	Medium	Low	
	Moderate	III	High	Medium			
	Negligible	IV	High				
Hazard Risk Assessment Code			Appropriate Management Level for go/no-go decision				
Risk Level			Fire		Project		
I-A, I-B, II-A		EXTREMELY HIGH	Incident commander or Operations Section Chief.		Line Manager		
I-C, I-D, II-B, II-C, III-A		HIGH	Incident commander or Operations Section Chief		Line Manager		
I-E, II-D, III-B, III-C, IV-A		MEDIUM	Air Operations Branch Director		Forest Aviation Officer/ Unit Aviation Manager		
II-E, III-D, III-E, IV-B, IV-C, IV-D, IV-E		LOW	Fixed wing/COTR/Manager Manager		Fixed wing or Flight Manager		

Seeding Operations Job Hazard Analysis
Aircraft Manager/Pilot review with all participants as part of preflight briefing.

JOB HAZARD ANALYSIS (JHA) <i>(Instructions on next page)</i>	1. WORK PROJECT/ACTIVITY Fixed Wing Seeding	2. LOCATION Panguitch, Utah	3. UNIT Powell R.D. Dixie N.F.
	4. Prepared By Blake Ford	5. JOB TITLE FIF/DIF FAO/UAM.	6. DATE PREPARED 08/19/2004
7. TASKS/HAZARDS	8. ABATEMENT ACTIONS		
Personnel Qualifications	-Fixed Wing/ Helicopter and Pilot shall be certified. Pilot and aircraft will be carded annually for Seeding operations. Pilot will be knowledgeable and trained in Seeding operations. Use of proper PPE by all. Pre- and Post Op briefings will be performed.		
Unknown Responsibilities	-Prior to each project, operator will review appropriate portions of PASP. The project briefing will cover responsibilities and emergency procedures		
Aircraft Avoidance	-See and avoid. Check MTR routes in advance. Practice risk management; confirm that Dispatch has made contact with schedulers to de-conflict. Fly established airport patterns, initiate and stay in radio contact.		
Weather	-Use weather advisory. Maintain VFR minimums, cancel mission if necessary.		
High/Hot/Heavy	-Performance planning complete/insure accurate Load & Balance calculations. Do not place the aircraft in performance related situations.		
Low level obstacles	-Complete a high level recon, no unnecessary low level flight.		
Pilot not familiar with area	-Supply hazard maps. Complete high-level recon prior to low-level work, project area identified.		
Noise, prop wash	-Wear ear and eye protection.		
Unplanned aircraft events	-All personnel equipped with required PPE and trained in crash procedures.		
Hazardous materials	-Qualified personnel will handle, review MSDS, inform pilot. Use proper PPE. Driver of Fuel Service Vehicles will have current Hazmat endorsement and comply w/all federal/state/local laws.		
Communications	-Flight following established, checked and followed, communication plan posted. Maintain communications at all times, establish backup alternate frequencies. Take handheld radio along. Call in prior to landing. If radio contact is lost return to best suitable landing area and check-in. All hand held electronic devices such as radios, pagers, cell phones, etc. shall be turned off within 50' of any fueling operations.		
Prop Hazards	-Pilot performs aircraft safety brief, approach/depart safely or after shutdown and prop stops.		

Continued on the next page

JOB HAZARD ANALYSIS (JHA) <i>(Instructions on next page)</i>	1. WORK PROJECT/ACTIVITY Seeding Operations	2. LOCATION Panguitch, Utah	3. UNIT Powell R.D. Dixie N.F
	4. Prepared By Blake Ford	5. JOB TITLE FIF/DIF FAO/UAM	6. DATE PREPARED

7. TASKS/HAZARDS	8. ABATEMENT ACTIONS
PPE & techniques	<ul style="list-style-type: none"> - Pilot(s) SPH-5 Flight Helmet or Ground Loading crew hardhat with chin strap, hearing/eye protection. - Use proper lifting techniques or help from others - Use adequate footwear, clear area of debris or other hazards
Pre-mission Flight	<ul style="list-style-type: none"> - Check radio before starting mission, extra batteries, backup procedures
Aircraft Fueling	<ul style="list-style-type: none"> - MSDS sheets on-site and reviewed, personnel briefed on hazards, emergency contingency plan reviewed and in place, transportation of hazmat complies with agency direction. Limit personnel on site to those required for operation. - Vendor responsibility). No agency personnel on board. Aircraft shutdown unless closed circuit, open port in accordance with NFPA 407 3-21, 4073-21.2(b). Trained personnel staff extinguisher.
Missing Aircraft, Crash/Search & Rescue	<ul style="list-style-type: none"> - Duties assigned for extraction, suppression and flight following. Dispatch/airport responsible to have current Aviation Incident Response/Crash SAR Plan posted and ready to implement.
Malfunctions	<ul style="list-style-type: none"> - Malfunctions will be addressed in project briefing. Any malfunctions will immediately halt the project. Airplane/ Helicopter will land & Shutdown until the problem is identified and mitigated.

9. LINE OFFICER SIGNATURE: _____ **10. TITLE:** _____ **11. DATE: 07/28/2004**

Continued on the next page

Seeding Operations Aviation Safety Plan (continued)

Job Hazard Analysis

<p>JHA Instructions</p> <p>The JHA shall identify the location of the work project or activity, the name of employee(s) writing the JHA, the date(s) of development, and the name of the appropriate line officer approving it. The supervisor acknowledges that employees have read and understand the contents, have received the required training, and are qualified to perform the work project or activity.</p> <p>Blocks 1, 2, 3, 4, 5, and 6: Self-explanatory.</p> <p>Block 7: Identify all tasks and procedures associated with the work project or activity that have potential to cause injury or illness to personnel and damage to property or material. Include emergency evacuation procedures (EEP).</p> <p>Identify all known or suspect hazards associated with each respective task/procedure listed in Block 7. For example:</p> <ol style="list-style-type: none"> a. Research past accidents/incidents b. Research the Health and Safety Code, FSH 6709.11 or other appropriate literature. c. Discuss the work project/activity with participants d. Observe the work project/activity e. A combination of the above <p>Block 8: Identify appropriate actions to reduce or eliminate the hazards identified in Block 8. Abatement measures listed below are in the order of the preferred abatement method:</p> <ol style="list-style-type: none"> a. Engineering Controls (the most desirable method of abatement). For example, ergonomically designed tools, equipment, and Furniture. b. Substitution. For example, switching to high flash point, non-toxic solvents. c. Administrative Controls. For example, limiting exposure by reducing the work schedule; establishing appropriate procedures and practices. d. PPE (least desirable method of abatement). For example, using hearing protection when working with or close to portable machines (chain saws, rock drills portable water pumps) e. A combination of the above. <p>Block 9: The JHA must be reviewed and approved by a line officer. Attach a copy of the JHA as justification for purchase orders when</p>	<p>Emergency Evacuation Instructions</p> <p>Project Supervisor and crew members are responsible for developing and discussing field emergency evacuation procedures (EEP) and alternatives in the event a person(s) becomes seriously ill or injured at the worksite.</p> <p>Be prepared to provide the following information:</p> <ol style="list-style-type: none"> a. Nature of the accident or injury (<i>avoid using victim's name</i>). b. Type of assistance needed, if any (<i>ground, air, or water evacuation</i>) c. Location of accident or injury, best access route into the worksite (<i>road name/number</i>), identifiable ground/air landmarks. d. Radio frequency(s). e. Contact person. f. Local hazards to ground vehicles or aviation. g. Weather conditions (<i>wind speed & direction, visibility, temp</i>). h. Topography. i. Number of person(s) to be transported j. Estimated weight of passengers for air/water evacuation. <p>The items listed above serve only as guidelines for the development of emergency evacuation procedures.</p>																								
<p>JHA and Emergency Evacuation Procedures Acknowledgment</p> <p>We, the undersigned Project Supervisor and crew members, acknowledge participation in the development of this JHA (as applicable) and accompanying emergency evacuation procedures. We have thoroughly discussed and understand the provisions of each of these documents:</p>																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black; text-align: center;">SIGNATURE</td> <td style="width: 50%; border-bottom: 1px solid black; text-align: center;">DATE</td> </tr> <tr> <td style="border-bottom: 1px solid black; text-align: center;">Project Supervisor</td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> </table>	SIGNATURE	DATE	Project Supervisor										<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black; text-align: center;">SIGNATURE</td> <td style="width: 50%; border-bottom: 1px solid black; text-align: center;">DATE</td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> </table>	SIGNATURE	DATE										
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Project Supervisor																									
SIGNATURE	DATE																								

PROJECT AVIATION SAFETY PLAN BRIEFING

A copy of this briefing page will be submitted to the Agency Forest Aviation Officer/Unit Aviation Manager within 5 days of the completion of this project.

Briefing Leader: _____

Briefing Date: _____ Time: _____ Location: _____

Discussion Items:

- a. Hazard Analysis (as outlined in plan)
- b. Safety Air Ops (Ground)
- c. Safety Air Ops (Flight)
- d. Military Training Routes
- e. Flight Following
- f. Frequencies
- g. Fueling
- h. Emergency Evacuation. Plan
- i. Authorities
- j. Weather Considerations
- k. Other

Attendees Signature and Concurrence:
