

CHAPTER 80 AIR OPERATIONS

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81 General

DNRC and Federal Agency personnel may be passengers on each other's aircraft for fire and administrative flight purposed under certain conditions. Other individuals may also occasionally ride on government-owned aircraft, but only under specific circumstance, and only with written approval.

Specific agency direction for aircraft usage is located in the Forest Service 5700 Manual and the R1/R4 Aviation Plan.

Specific agency direction for the Bureau of Land Management is located in the 9600 Manual and the Department of Interior Office of Aircraft Management Directorate .

Specific agency direction for Department of Natural Resources is located in the 1500 Air Operations Manual.

81.1 Administrative Flights

All aircraft for Forest Service flights will be scheduled and monitored through DDC. For administrative flights, (transportation instead of commercial air service) a completed Flight Request/Justification of Administrative Use of Aircraft (Form FS-5700-10) and a Travel Cost Comparison Worksheet (Form FS-5700-11) will be given to DDC before the flight is scheduled. Administrative flights will be scheduled on an air service request form filled out by DDC with copies sent to the Fixed Wing Flight Manager.

Flight following for administrative flights on the zone or leaving the zone will be done by DDC. The Fixed Wing Flight Manager will contact DDC at stops while en-route and at the final destination.

Forest Service administration reconnaissance flights will be scheduled by DDC. The R1/R4 Aviation Plan contains procedures for participating in reconnaissance type flights with cooperators.

Fifteen-minute check-ins will be made with DDC, consisting of location and direction of travel. DDC will do all flight following of aircraft for the zone. Districts being flown over will track aircraft when so requested by the aircraft or DDC due to poor reception.

81.2 Non-Tactical Incident Flights

These flights include point-to-point transportation of personnel to assignments and movement of tactical aircraft to assignments.

Flights being scheduled for the purpose of transporting personnel to incidents do not require a Justification of Administrative Use Form. The air service request form will be completed and forwarded through the proper channels by the Fixed

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Wing Flight Manager. The Fixed Wing Flight Manager will contact DDC at stops while en-route and at the final destination.

Tactical Aircraft on non-tactical flights will be flight followed by DDC upon request. DDC will assure that the aircraft has made contact with the next dispatch center for flight following. Tactical aircraft are responsible for additional flight following procedures as stated in the National Mobilization Guide.

81.3 Tactical Aircraft Orders

Tactical Aircraft Orders will be processed by DDC in accordance with direction in the Geographic and National Mobilization Guides.

81.4 Air Patrol Procedures

Air patrol will be flown daily when the zone staffing level reaches 4, or at the request of individual units after lightning storms, for checking reported or going fires, or at the discretion of the center manager or acting.

Air patrol may be accomplished using more than one airplane depending on conditions. Conditions that might require more than one aircraft include: multiple starts, or areas of lightning at opposite ends of the zone, staffing level 5 for a continued period of time and volatile fuel conditions.

Air patrol will contact the District upon arrival for any special requests or areas of concern; air patrol will notify the District when they leave.

When DDC schedules air patrol on the North end of the Wise River District or on the Pintler District the Anaconda Unit DNRC will be notified.

DDC will call Anaconda Unit and advise them of the time and general area that air patrol will be flying. DDC will fax Anaconda Unit a map with the air patrol route being flown, the anticipated direction of travel, aircraft number, flight origination point and time.

Air patrol will contact Anaconda Unit when they entering their protection area to determine if any deviation from the flight path is desired and obtain any other pertinent information.

82 Safety

The Beaverhead-Deerlodge Aviation Plan, Aircraft Crash Search and Rescue Guide, and the DNRC Aviation Plan are available in the operating plans binder in the DDC.

All personnel will follow Interagency and Agency specific safety guidance for aviation practices. Most aviation incidents are caused by deviation from established policy and procedures.