

BLM



Air Crew Orientation Guide



2009

Safety through Awareness, Communications and Training

Montana Dakotas

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I. Introduction

This guide provides information specific to the Montana/Dakotas BLM aviation units.

Aviation is essential to many successful fire suppression operations and resource management projects. As a pilot or manager of the aircraft, you play an important role. This guide provides some essential information for conducting aviation operations within the BLM Montana/Dakotas.

Air operations, both fixed wing and rotor wing aircraft, are service-oriented activities. Fire Management makes the decisions that direct aviation operations. The task given to aviation resources is either tactical or logistical. Your task as an aircrew is to safely move people and supplies, perform aerial observations, or deliver water or retardant.

Operations shall be performed in a safe and efficient manner at an operational speed with which the pilot is comfortable. Pilots are responsible for the safe operation of their aircraft and other equipment under their control. All aircraft operations require an assigned, qualified aircraft manager to assist in coordinating and providing oversight. Any aviation operation will yield to a pilot's expertise regarding aircraft safety. Pilots and crew members are expected to inform managers of any unsafe conditions and encouraged to utilize the Interagency Safe Com System. The Safe Com System is an excellent proactive tool used to document safety issues and corrective actions.

If at any time you feel strongly about any safety issue, contact the Unit Aviation Manager, Duty Officer, or FMO for assistance.

The information in this guide is a supplement to the Montana/Dakotas Aviation Operation Plan. For additional information see the respective zone Air Tactical, SEAT and Helicopter Operations Supplements.

II. Briefings

Receiving information and relaying accurate intelligence in a well organized manner is one of the main functions of the Aircraft or Base Manager.

These briefings are mandatory to ensure that both pilots and agency personnel receive all critical operational information in order to conduct the safest and most efficient operations possible. This information will be organized, posted, and continually updated to enhance the continuity of operations and assist in transitioning for personnel and aircraft resources coming in or leaving the base.

TYPES OF BRIEFINGS:

Agency Briefing

This type of briefing is generally given to the aircraft coordinator or manager by the using agency's fire or aviation staff personnel such as the Unit Aviation Officer or the

Fire Management Officer. This briefing should provide a comprehensive overview of the using agency's operational and administrative procedures, guidelines, and specifics unique to the local area. The agency briefing applies to coordinators and managers transitioning in or out of a unit or agency.

Initial Pilot Briefing

This type of briefing is conducted by the Aircraft or Base Manager for pilots and their support personnel prior to aerial operations. It provides a combination of flight and safety information along with administrative guidelines needed to effectively complete the assignment. Any concerns or issues that the pilot and support crew raise must be relayed to the using agency and resolved before aerial operations continue.

Tactical Air Base Operations Briefing

An aircraft manager will receive a briefing from the Air Base or the Unit Manager where the aircraft base is located. The briefing should cover the operating procedures for the facility; logistical, and technical support available for use at the site; and areas of special concern or restrictions pertinent to tactical aircraft operations. The aircraft manager should document the briefing and relay the information to the using agency for concurrence prior to operations. Any issues raised or areas of concern identified during this briefing should be relayed to the using agency for mitigation.

Daily Pre-Flight Briefings

These briefings are a combination of information received and relayed by the aircraft managers to all personnel involved in the aerial operations. The daily briefing includes updates on:

- Flight weather
- NOAA weather advisories
- Density altitude
- Summary of previous post flight de-briefing
- Expected fire behavior
- Radio frequencies
- Aircraft resource changes
- Airspace de-confliction with DOD on MOA, and MTR activities
- Updates on local TFRs
- Safety issues

When possible other unit aviation personnel and pilots will be asked to participate in the briefings to help facilitate the sharing of information and provide input and feedback on the daily operations. These briefings are critical for ensuring that all aircrews and managers receive the most current information for the safest possible operational environment.

Post-flight De-Briefing

A post flight de-briefing reviews the day's events, issues, and situations among aircrews, contractors, base, and aircraft managers in order to mitigate and promote safety and efficiencies of aerial operations.

A post-flight briefing will include a recap of any:

- Noticeable changes in fire behavior
- Weather and/or anomalies
- Communications
- Efficiency of aerial operation with regard to aircraft, water, retardant, and suppressants
- Safety issues/concerns
- Recommendations for next operational period

Close-out briefing

The aircraft and or base manager should conduct a close out de-briefing with the using agency's personnel at the end of each assignment. An exit interview is a good time to pass on any recommendations to help the agency maintain a safe and progressive aviation program. A performance evaluation should also be conducted for each aircraft contractor assigned to a BLM Tactical base.

III. Aviation Safety Management & Risk Assessment

Safety Management System (SMS)

SMS is a systematic method of managing an aviation safety program. The necessary organizational structures of accountability, policy and procedural guides must be in place in order to develop a formal system of hazard identification and safety risk management. These components are essential in controlling inherent risks involved in aviation to an acceptable level.

The program is centered on the methodical approach to hazard identification and risk management with the primary interest in minimizing the loss of life, property damage, financial, and societal losses. The foundation of Safety Management System is supported by four critical pillars of safety:

- A. Policy
- B. Risk management
- C. Assurance
- D. Promotion

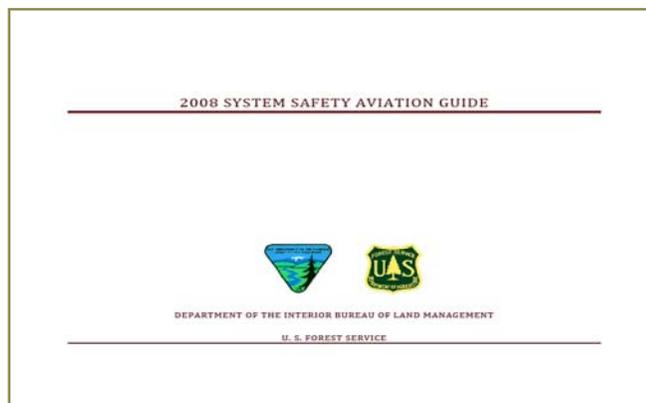
When implemented, SMS provides a positive culture which develops and promotes key elements such as:

- A. An informed and knowledgeable culture
- B. Flexibility in adapting to an ever-changing environment
- C. Methodologies that enhance positive learning
- D. Fair and just safety management principals
- E. A positive reporting environment for all aspects of safety issues

Risk Management Guides

The program provides both common and aircraft operation-specific assessments compiled by interagency subject matter experts such as interagency pilots, aircraft managers, and aviation managers, etc. Assessment guide will include:

- Common fixed wing hazards
- Aerial supervision
- SEATs
- Helicopters
 - Rappelling
 - External loads
- Heavy air tankers
- Infrared aircraft



For copies of the System Safety Aviation Guide, contact your local unit aviation or base manager. **As part of the daily risk assessment, every pilot, flight crew, and manager should ask, do I have:**

- Adequate pre-flight information provided for the mission
- Hazards identified and discussed prior to flight
- **ASHE** (**A**pproach, **S**peed, **H**eight and **E**xit) reviewed
- Anticipated changes in flight and weather conditions for the day
- Dispatching procedures awareness
- Radio frequencies and procedures clear & understood
- Clear direction and understanding of mission and SOP
- FTA complexity awareness, ATGS, mixed aircraft, multiple FTAs
- Airspace complexity awareness MOA, MTR, and TFR
- Safety concerns with the mission
- Emergency SOPs

SAFETY MANGEMENT PILOT READ FILES

Read files are a tool for both pilots and managers for providing critical information concerning aircraft and operational alerts, lessons learned advisories and recent safety communiqués. The read files are located on the BLM National Aviation Office website at http://www.blm.gov/nifc/st/en/prog/fire/Aviation/safety/read_file.html

Once you have read the files, you must sign the read files verification sheet. Pilots and managers may incorporate these topics as part of their operational or Six Minutes for Safety briefings.

IV. Flight Following Procedures

Each zone dispatch center utilizes the two standard methods of interagency aircraft flight following protocols: Automated Flight Following (AFF), and Radio Flight Following

(RFF). AFF is the preferred method of agency flight following; if the aircraft and flight following office have AFF capability, it shall be utilized.

Procedures for Utilizing AFF:

1. When an aircraft is ordered, or a user requests flight following from a dispatch office, and the above listed requirements are met, automated flight following shall be utilized.
2. The dispatch office will log on to the automated flight following web site, verify that the aircraft icon is visible on the screen, and be able to monitor this page quickly at any time during the flight.
3. The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
4. The pilot will relay the flight itinerary, ETD, ETA, and fuel on board to the dispatch center.
5. When an aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the aircraft dispatcher via radio stating the aircraft identification number. The dispatcher will respond by repeating the aircraft identification number and confirm they have aircraft identified and active on the AFF system. This simple cross check is to positively verify that both the pilot and the dispatch office are utilizing AFF and radios are operational.
6. If at any time during the flight there is a deviation from the intended flight route, the pilot will contact the dispatch office with the intended changes.
7. The aircraft dispatcher will keep the AFF system running for the duration of the flight and will monitor the computer and document status at least every 15 minutes until the flight is completed.
8. If an AFF transmitter signal is lost for whatever reason, the AFF aircraft tracking icon will change to a red color. When this occurs, the aircraft dispatcher is prompted to contact the pilot immediately via radio to re-confirm aircraft status and positive radio contact. Once contact has been established and it is determined that the AFF system is working properly, then normal AFF flight following procedures can be resumed. However, should it be determined that the AFF system or its aircraft component is malfunctioning or has failed, the dispatcher will automatically switch to the standard 15 minute radio check-in procedures until the problem has been resolved or the mission completed.

Note! If radio contact cannot be established or is lost, abort the mission and return to the airport or base.

On occasion, the AFF signal has been lost during missions flown below 500 ft. in high mountainous terrain. Therefore, in order to mitigate increased risk and ensure flight crew safety, standard radio flight following procedures will be utilized by an assigned air attack platform, incident, aircraft base, or project base of operations. This should be clarified during the preflight planning process and during the pre-flight briefing.

Procedures for Utilizing Radio Flight Following

RFF is utilized for aircraft not equipped an AFF system or those that are experiencing loss of signal or inoperative systems. All radio check-ins are required every 15 minutes with the standard protocol of:

- Providing an identifier (last three digits of your N number or nationally designated call sign)
- Latitude/longitude
- Compass heading

Aircraft may utilize a FAA flight plan in lieu of agency flight following for point to point only as long as the dispatch center has departure and arrival times.

1. Departure

When clear of the landing area, contact the dispatch center. Inform the dispatcher of your destination, number of “souls on board,” hours of fuel on board, compass heading, and ETA.

2. En route

While en route, maintain 15- minute check-ins. When transferring to another flight following service, make sure to inform the originating dispatch center. If there are any changes in flight plan, inform dispatch.

3. Arrival

Upon arrival, inform dispatch and close out the flight.

Note! If communications are lost, return to your departure base.

Operational Tips to Remember:

- During high fire activity, all zone fire operations are monitoring and conversing with many resources. If you do not receive an immediate reply, try calling again in a minute or two.
- The zones have a number of areas where radio communications are not optimal. If positive contact is not maintained try gaining altitude or use a repeater frequency. If that does not work, try relaying through another aircraft on the air to air frequency.
- Always maintain positive contact with the IC, other aircraft, or your assigned ATGS prior to entering incident airspace as outlined in the Fire Traffic Area.

- Maintain sterile cockpit policy for takeoffs and landings.
- If the aviation dispatcher loses you on AFF or does not hear from you within 30 minutes, search and rescue operation will be initiated.
- Flight following is for your safety. If you are going to shut down, give the dispatch center an idea of your down time and attempt to establish handheld radio or phone communications if possible.

V. Global Positioning System (GPS)

Federal contracted aircraft conducting aerial suppression operations will preset mounted or portable GPS units to the coordinate configuration with the WGS 84 datum.

All aircraft will utilize standard degrees decimal minutes for reporting aircraft locations during flight operations.

Note! The dispatch offices will make the necessary conversations required to convert to degree-minutes–seconds for the purpose of determining legal description of a fire's location.

VI. Aircraft Transponder Code

All aircraft responding to and operating over fire suppression activities will utilize transponder Code **1255**.

VII. Area Hazards

Eastern Montana and Western Dakotas are typical of the western states that experience frequent high summer temperatures and high winds. Severe hailstorms are a common occurrence for this part of the region. All dispatch centers monitor local weather information for your safety. Pilots can check with NOAA Aviation weather services at:

<http://www.wrh.noaa.gov/byz/aviation.php> or **AFSS 800-WX-BRIEF (800-992-7433)** for current information to assist in developing flight contingency plans for movement and staging for severe weather conditions.

An aerial hazard map will be clearly posted at each BLM tactical airbase for managers and aircrew review. However, the NRCC can provide Regional Hazard maps located at: (http://gacc.nifc.gov/nrcc/dispatch/aviation/emt_flighthazardmap.pdf.)

VIII. Temporary Flight Restrictions (TFR)

Most extended attack incidents utilizing aircraft will have a TFR in place. This will include specified restricted airspace and assigned frequencies.

All TFRs will normally be posted on the FAA-NOTAM system and posted daily at unit aviation facilities. All pilots and crew members should ensure they have current TFR information prior to all flights.

TFR airspace intrusions by local general aviation aircraft do occur, so be diligent in applying see and avoid measures and report such incidents immediately. All TFR requests are approved by the UAM or Duty Officer and processed through each dispatch center.

TFR specific web sites include: <http://www.airspace.blm.gov> [LINK DOESN'T WORK] & <http://www.fs.fed.us/r6/fire/aviation/airspace/index.html>

IX. Flight and Duty Limitations

The Montana/Dakotas fire & aviation zones adhere to all federal flight and duty limitation policies as outlined in all aircraft contracts.

Managers shall assist pilots with flight time and duty day logs. Relief pilots shall provide documentation of the prior day's work including flight and transportation duty times.

- Pilots assigned shall not exceed 14 hours in any 24-hour period.
- Flight time shall not exceed a total of eight hours in any duty day; this includes commuting via aircraft.
- Pilots accumulating 36 hours of flight time in any six or fewer consecutive days must have the following day off. The maximum cumulative flight hours shall not exceed 42 hours in any six consecutive days. After any one full day off, flight crews begin a new six day duty period.
- Within any 24-hour period, flight crew members shall have a minimum of 10 consecutive uninterrupted hours off duty immediately prior to the beginning of the next duty day.
- Duty shall include flight time, ground duty of any kind, and standby or alert status at any location, but does not include normal or reasonable travel time to and from lodging accommodations at the designated or alternate base. If travel time is over 30 minutes it must be included in the duty day.
- Pilots flying airport-to-airport shall be limited to 10 hours of flight time per day, 36 in 6 rules notwithstanding. This does not include flights from one airport to a fire and then another airport. Flight crewmembers flying airport-to-airport and also other missions the same day shall be limited to the flight hours outlined for tactical operations.
- Flight crew members may be relieved of duty for fatigue or other causes created by unusually strenuous or severe duty before reaching duty limitations.
- The government may apply additional time off from the standard two days off in 14 based on national and or regional recommendations.

X. Daylight Hours

Federally contracted aircraft are not allowed to fly earlier than 30 minutes before official sunrise or no later than 30 minutes after sunset. The only exception is for multi-engine IFR fixed wing aircraft flying in and out of a lighted airport. Visibility limitations such as smoke or weather may further limit flight operations. Aviation bases and dispatch centers shall have local sunrise/sunset tables posted. Most GPS units have this information available as well as the following web sites:

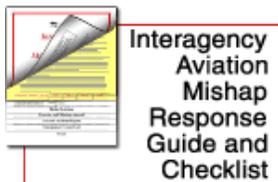
http://aa.usno.navy.mil/data/docs/RS_OneDay.html and www.sunrisesunset.com

XI. Accident and Incident Reports

The interagency accident and incident reporting system is a valuable tool in promoting aviation safety. With the government and contractors having a vested interest in sharing information about all aspects of safety, it is strongly recommended that pilots and government managers collectively participate in completing Interagency Safe Coms.



The Aviation Safety Communiqué (SAFECOM) database fulfills the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the Department of Interior agencies and the US Forest Service. Categories of reports include incidents, hazards, maintenance, and airspace. The system uses the SAFECOM Form [OAS-34/FS-5700-14](#) to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause an aviation-related mishap. The SAFECOM system is not intended for initiating punitive actions. Submitting a SAFECOM is not a substitute for "on-the-spot" correction(s) to a safety concern. It is a tool used to identify, document, track and correct safety related issues. A SAFECOM does not replace the requirement for initiating an accident or incident report.



APPROVAL:

This Interagency Aviation Mishap Response Guide & Checklist has been approved for use by both the DOI-AM Aviation Safety Manager and the USDA-FS National Aviation Safety and Training Manager. Each Air Center and dispatch has this document and updates it annually. Aviation crews should locate and familiarize themselves with this document.

**24-Hour Aircraft Accident
Reporting Hot Line**

**1-888-4MISHAP
or
1-888-464-7427**

XII. Air Base Facilities

Specific airports have been identified as primary air tactical bases for staging aircraft. The tactical air bases across the Montana/Dakotas have varying degrees of accommodations at each facility for pilots and aircraft. Security levels may vary at each facility based on airport classification so pilots will need to take appropriate security measures.

XIII. Staging/Parking

The BLM on-site government representative shall authorize and coordinate parking of all aircraft within these facilities and direct you to the pilot lounge and rest areas. Aircraft may be directed to designate parking areas at the request of a base radio operator, ramp manager or aircraft dispatcher. Ground handling of private or contracted aircraft will be conducted only by employees of the aircraft owner or contractor employees.

Base Personnel PPE

Airbase and/or SEAT Managers are responsible for assuring all assigned personnel wear the appropriate PPE when working on the ramp and loading areas, which will include:

- Ear protection - approved ear plugs or ear protectors
- Eye protection - Safety glasses or personal eye wear
- High visibility vests - standardized colored vests will be worn when conducting any ramp operations which include the listed personnel:

Ramp Manager **LIME GREEN**

Parking Tender **ORANGE**

Loaders **BLUE**

- Clothing - Will be appropriate for working in and around the hazards of aircraft, retardant, suppressants and jet fuel, and will include:
 - Shirts** - full length shirt with sleeves, and collar consisting of cotton or nomex
 - Pants** - must be full length consisting of cotton, denim or nomex
 - Shoes** - must be a fully covered shoe or boot with a non slip sole, which may consist of leather, Gortex, or fabric
 - Coveralls** - will be utilized in conditions when lighter weight and less protective clothing are being worn out side of the immediate ramp area.

Note! Agency approved uniforms may be worn as long as the identified requirements are met for the listed hazards above.

XIV. Dispatch

Each zone has a designated aviation operations office at its respective airport or dispatch center. These bases have their own phone, fax machine, and computers. Long distance phone calls and faxes are restricted to official government business only. Use of government computers is limited to government employees only. These facilities

may have separate public computer access portals available to contractors and other interagency partners.

XV. Logistics/Supplies

During periods of high fire activity, a zone can be overwhelmed with requests for vehicles, meals, and motels. Air operations personnel need to be as self-supporting as possible. Those personnel not on per diem will need to submit requests for meals and motels through hosting dispatch center in a timely manner. Requests for specific supplies must be submitted on an ICS 213 “general message” form and approved by the Air Base Manager or Logistics Coordinator, or dispatch office in order to obtain an authorized supply number.

XVI. Aircraft Dispatching

All tactical aircraft missions within the BLM Montana/Dakotas shall utilize the standardized aircraft dispatch form prior to all flights. Contact your Unit Aviation Manager or dispatch office for further information.

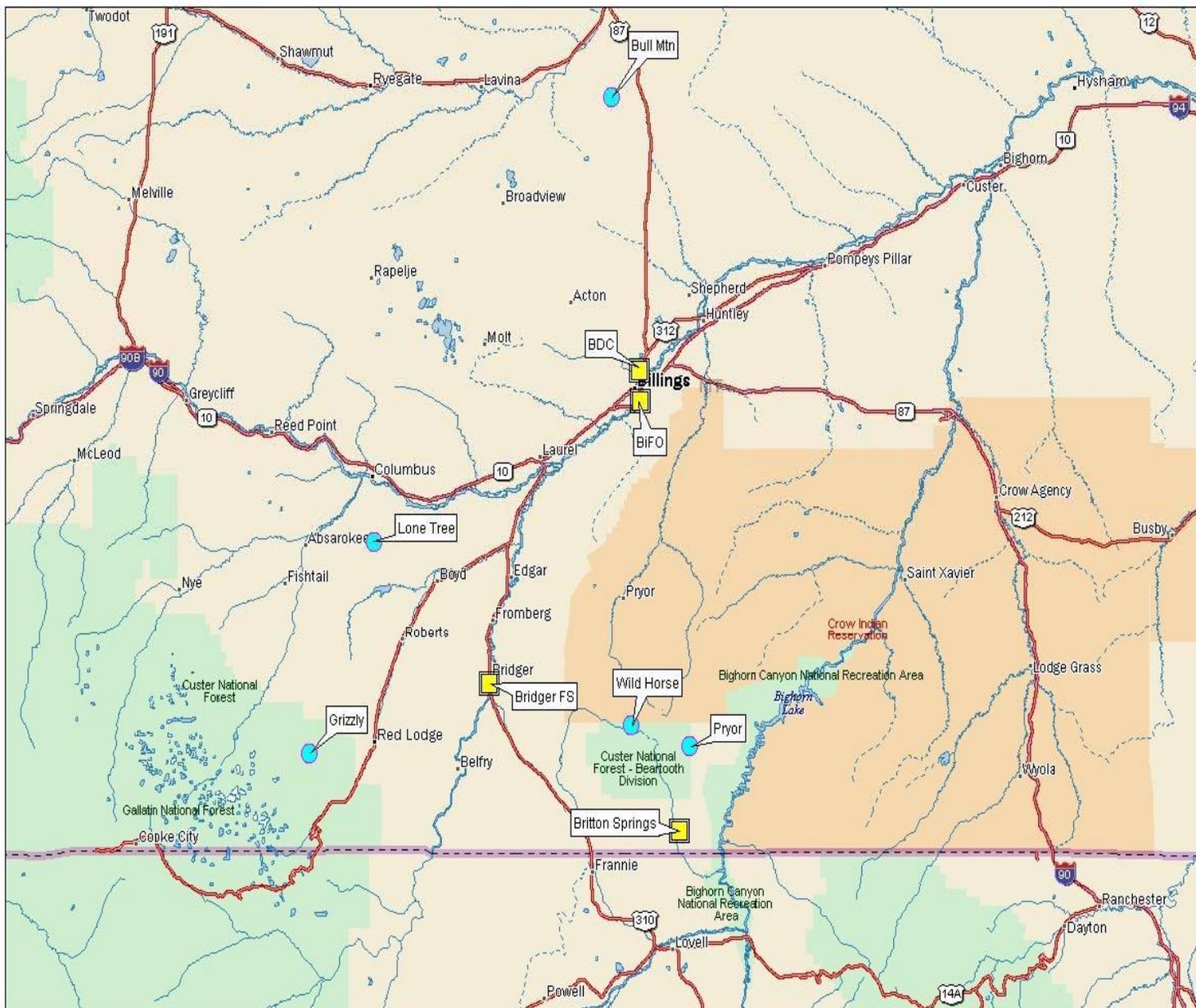
XVII. Communications/Frequencies

For further details, refer to the 2009 Frequency Guide for tactical frequencies.

Billings Air Center

Frequency	RX Narrowband (N) Wideband (W)	TX Narrowband (N) Wideband (w)	Tone NAC code (digital)	Mode Digital (D) Analog (A) Multi (M)
National Flight Following - NFF	168.6500(N)	168.6500(N)	TX 110.9	A
Air Guard – (Emergency or initial contact) This frequency is built into all aircraft radios as a transmitting override and is monitored by BIL.	168.625(N)	168.625(N)	TX 110.9	A
Local GOV'T / Volunteer Air to Ground – YELLOW Net	151.2200(W)	151.2200(W)	None	A
Tanker Base Ramp Operations	123.975 VHF-AM	123.975 VHF-AM	None	A
Billings Ground Control	121.9	121.9	None	A
Tower	127.2	124.2	None	A
Clearance	121.9	121.9	None	A
ATIS	126.3	126.3	None	A
Air to Ground Primary	151.2200(w)	151.2200(w)	None	A
Air to Ground Secondary	170.325(N)	170.325(N)	None	A
Air to Air	124.975	124.975	None	A

Billings BLM Radio Sites

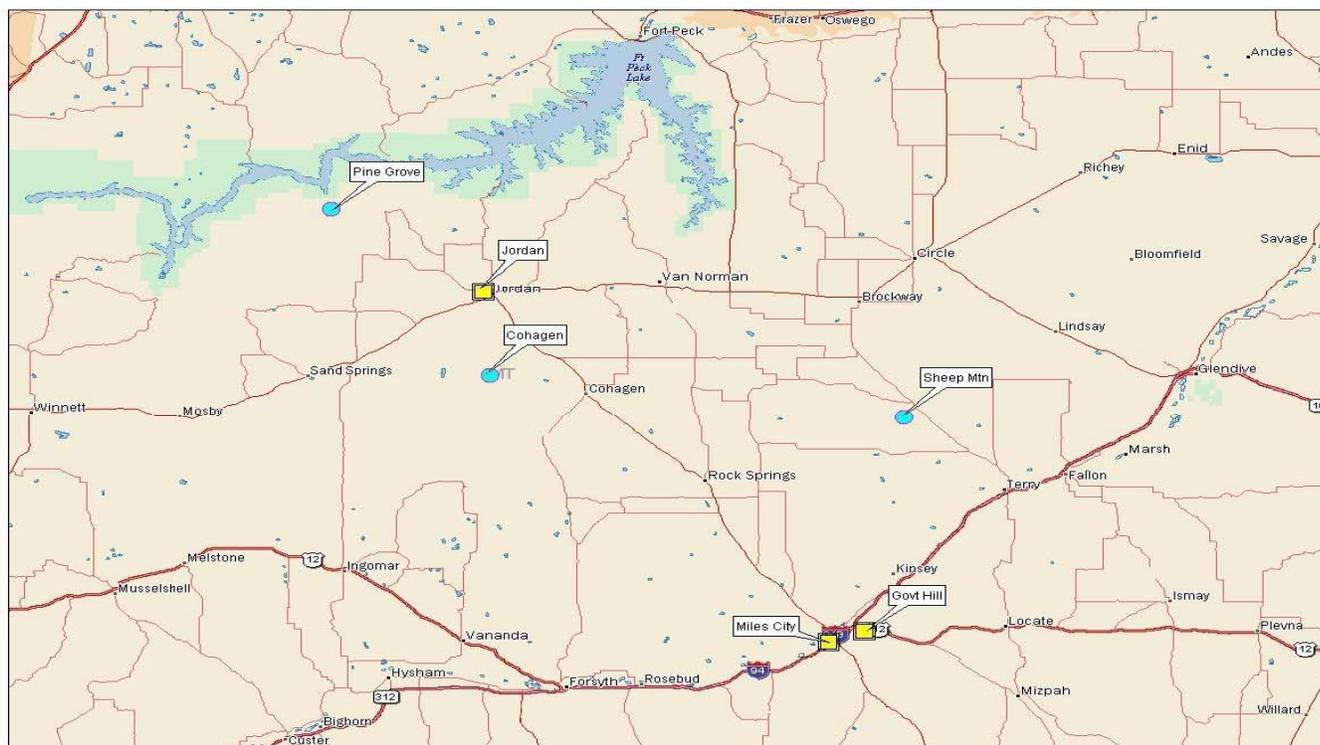


-  BLM REPEATERS
-  BLM BASE STATIONS

Miles City Air Center

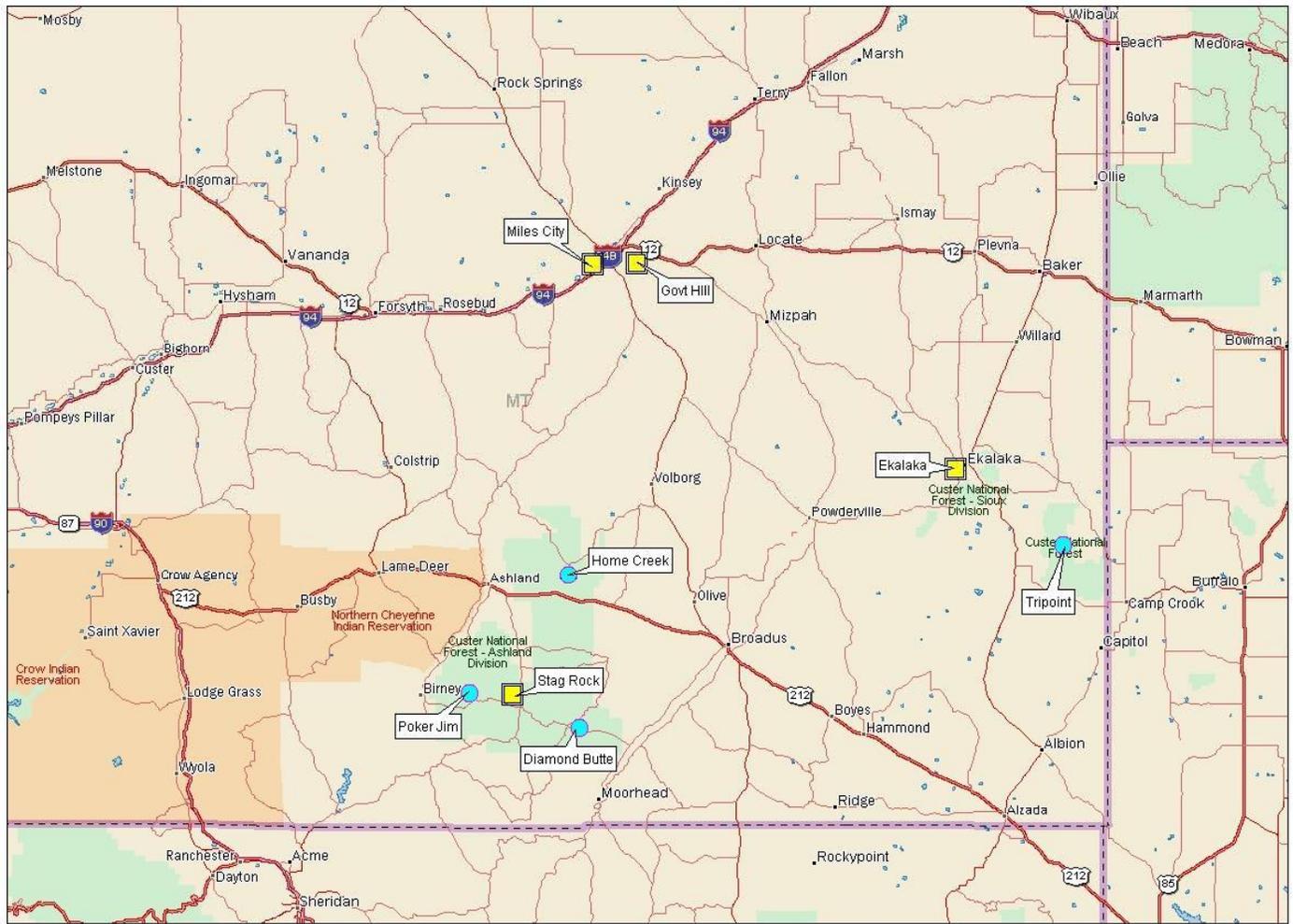
Frequency	RX Narrowband (N) Wideband (W)	TX Narrowband (N) Wideband (w)	Tone NAC code (digital)	Mode Digital (D) Analog (A) Multi (M)
National Flight Following – (NFF)	168.650(N)	168.650(N)	TX 110.9	
Air Guard – (Emergency or initial contact) This frequency is built into all aircraft radios as a transmitting override and is monitored by MLS	168.625(N)	168.625(N)	TX 110.9	
Local GOV'T / Volunteer Air to Ground – YELLOW Net	151.220(W)	151.220(W)	None	A
SEAT Base Ramp Helicopter Deck Operations	123.975 VHF-AM	123.975 VHF-AM	None	A
Air to Ground Primary (yellow)	151.220(W)	151.220(W)	None	A
Air to Ground Secondary	170.325(N)	170.325(N)	None	A
Air to Air	123.925 VHF-AM	123.925	None	A
CTAF/ Unicom Frank Wiley Field	123.00	123.00	None	A
ASOS Frank Wiley Field	135.575	135.575	None	A

East Montana North BLM Radio Sites



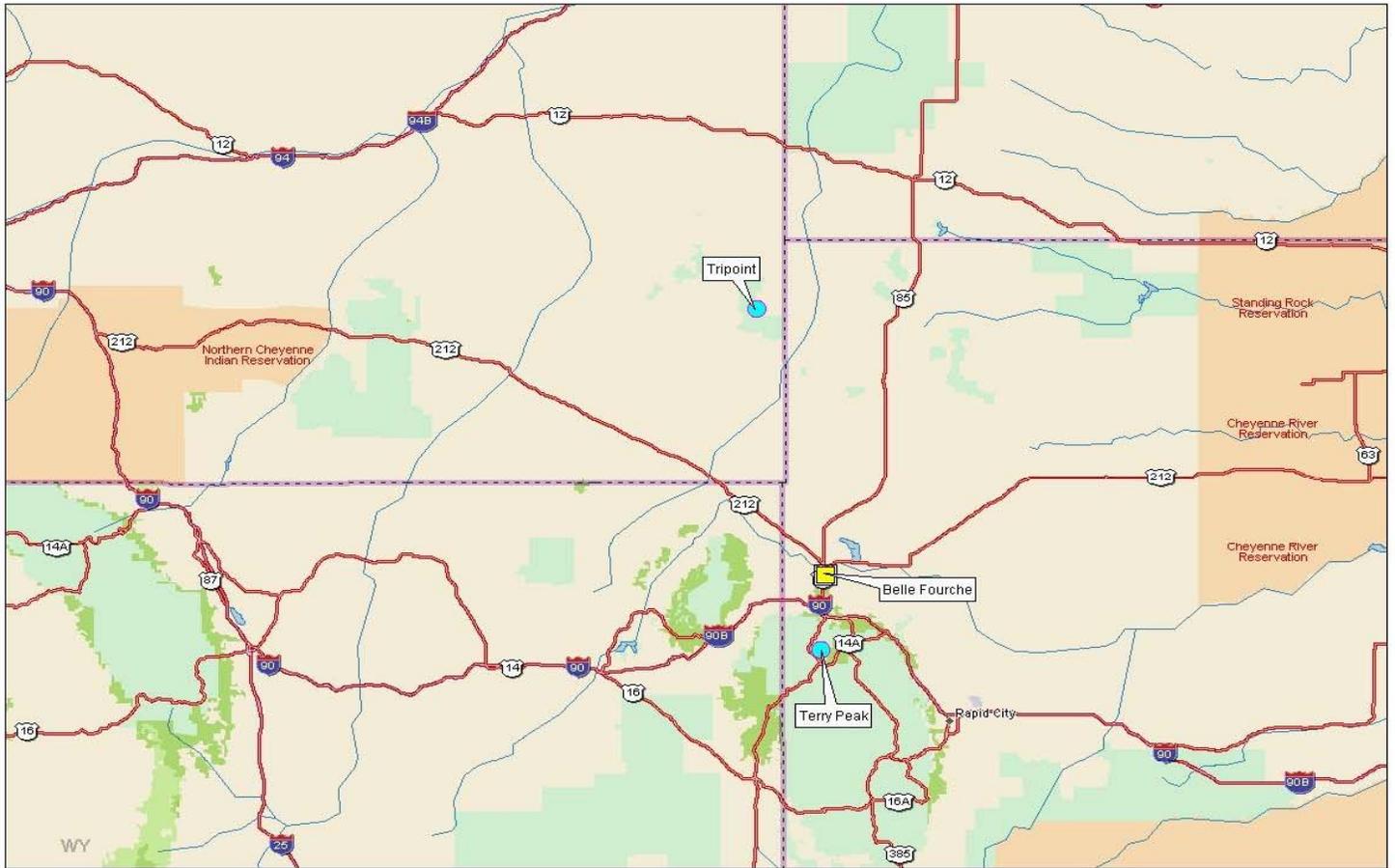
- BLM REPEATERS
- BLM BASE STATIONS

East Montana South BLM Radio Sites

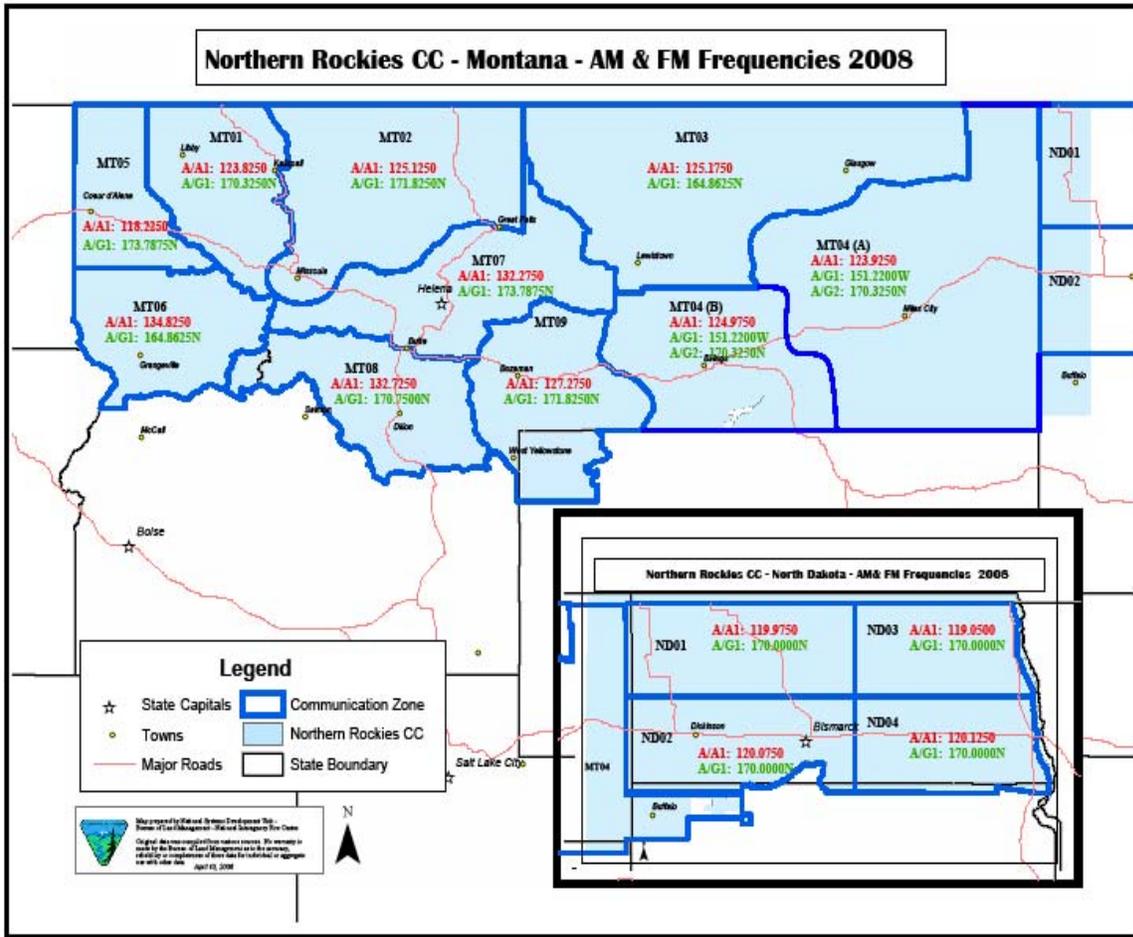


-  BLM REPEATERS
-  BLM BASE STATIONS

South Dakota BLM Radio Sites



-  BLM REPEATERS
-  BLM BASE STATIONS



All aircraft operating within the BLM Montana/Dakotas shall utilize the national flight following frequency as the primary source of contact with a dispatch center. This is not to be used this as a tactical frequency. Additional frequencies may be ordered from the dispatch center as needed. All aircraft shall maintain ramp/deck radio contact while in operation on the ground.

Tactical VHF-FM air-to-ground and tactical VHF-AM (Victor) air-to-air frequencies are renewed annually. Refer to the air frequency zone map above.

XIX. Airspace Boundary Plan

Each zone shall utilize the Airspace Boundary Plan. The plan is designed to mitigate confusion and reduce risk to neighboring units conducting aerial operations which may include a combination of aerial resource and/or fire suppression missions. An imaginary 10 nautical mile wide “neutral air” corridor will center on agency boundaries. The “neutral air” for mutual or exchanged initial attack areas or zones will encompass the whole zone plus five nautical miles outside the zone’s boundaries.

Any agency conducting aerial operations within a corridor or zone will immediately notify the adjoining agency/cooperator of such operations. This is accomplished to and from dispatch offices prior to the commencement of operations and when operations cease. Examples of aerial operations include recon, fire suppression missions, special aviation projects, resource management flights, helicopter logging, etc.

Agency aircraft will establish contact on the assigned air-to-air frequency. Should contact not be made, the contact air-to-air frequency will be “Air Guard” 168.625 MHz. This frequency will be designated for initial contact and coordination only between converging aircraft within corridors and zones only when contact is not otherwise possible. If Guard is used to establish initial contact, aircraft must switch to an alternate frequency (i.e. the local or incident air-air frequency, etc.).

When aircraft from two or more adjoining agencies/cooperators are being committed to the same general area of a corridor/zone, units must consider:

1. Complexity; dispatch an Air Tactical Group Supervisor (ATGS).
2. Approaching aircraft will establish air-to-air frequency contact prior to entering the area.
3. Aircraft rely upon dispatch centers for current relevant information. Therefore, coordination between dispatch centers is critical.
4. The dispatch initiating the flight will notify and coordinate with the adjoining agency/cooperator dispatch.
5. When an aircraft is dispatched within a corridor/zone and other aircraft are known to be present:
 - The approaching aircraft will attempt to establish contact on the assigned frequency; if unsuccessful, Guard frequency 168.625 will be utilized.
 - Perform a high-level recon prior to low-level flight.
 - Practice “see and avoid.”
 - The dispatch initiating the flight will notify and coordinate with the adjoining agency/cooperator dispatch (see Appendix B for checklist).

Note! Contact the Unit Aviation Manager if you have questions.

XX. Fire Traffic Area

All aircraft operating on incidents within the BLM fire zones will adhere to the communication standards of the FTA regardless of the number of aircraft on each incident.

FIRE TRAFFIC AREA (FTA) 31 MAR 06 **FTA**

INITIAL RADIO CONTACT: 12nm on Assigned Air Tactical Frequency.
CLEARANCE IS REQUIRED TO ENTER FTA
NO RADIO CONTACT: Hold a minimum of 7nm from the incident.
NOTE: Airtanker Maneuvering altitude determines minimum Airtanker and ATGS Orbit altitudes. Assigned altitudes may be higher and will be stated as **MSL**.

note 1	ATGS ORBIT	2500' AGL MINIMUM
note 2	AIRTANKER ORBIT	1500' AGL MINIMUM
note 2	AIRTANKER MANEUVERING	MAXIMUM 1000' AGL
	HELOS	MAX 500' AGL
note 3		

note 1	1000' min. separation between ATGS orbit and Airtanker orbit altitude.
note 2	500' min. separation between Airtanker Orbit and Maneuvering altitude.
note 3	On arrival reduce speed to cross 7nm at assigned altitude and 150 KIAS or less.

* **HELOS** – Fly assigned altitudes and routes.
 * **MEDIA** – Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

AIR BASE	AIR GUARD	AIR to AIR	NATIONAL FLIGHT FOLLOW
123.975	168.625 TxTone 110.9	122.925	168.650

XXI. Aerial Supervision over Incidents

Situation	Lead/ATCO /ASM1	Ref	ATGS	Ref
Airtanker not IA rated	Required	1		
MAFFS	Required	1		
Retardant drops in congested areas	Order	1	May use if no Lead/ATCO/ASM1	
Level II rated SEAT operating <u>over</u> an incident with more than one (1) other tactical aircraft on scene	Required if no ATGS	1	Required if no Lead/ATCO/ASM1	1
Foreign government airtankers	Required if no ATGS	1	Required if no Lead/ATCO/ASM1	1
Retardant drops conducted earlier than 30 minutes prior to sunrise, or later than 30 minutes after sunset	Required if no ATGS	1, 2	Required if no Lead/ATCO/ASM1	1, 2
4 or more airtankers <u>assigned</u>	Order	1	Order	1
2 or more helicopters with 2 or more airtankers <u>over</u> an incident	Order	1	Order	1
Periods of marginal weather, poor visibility or turbulence	Order	1	Order	1
2 or more airtankers <u>over</u> an incident	Order	1	Order if no Lead/ATCO/ASM1	3
When requested by airtanker or ATGS	Required	1	Required	
Smokeyjumper or paracargo aircraft with 2 or more airtankers <u>over</u> an incident	Order if no ATGS	1	Order if no Lead/ATCO/ASM1	1, 4
Incident has two or more branches			Order	1, 4

This table summarizes interagency aviation supervision policy, but individual agency policy must be consulted for currency and consistency.

Note! Aerial Supervision Modules (ASM1) may act as either a lead or ATGS depending on incident requirements. See Interagency Lead Plane Operations Guide (and Interagency Air Tactical Group Supervisors Guide (NFES 1393).

The Montana/Dakotas will utilize aerial supervision platforms for multiple aircraft incidents.

XXII. Contract Administration

A Helicopter Manager, ATGS, SEAT Manager, or Air Base Manager will be assigned as project inspector to manage an aircraft contract on a daily basis. In some cases a Unit Aviation Manager may be designated as an Alternate Contract Officer Representative (ACOR) in support of the state-designated Contracting Officer's Representative (COR). The State Aviation Manager functions as the representative of the Aviation Management's Western Region Contracting Officer (CO) located in Boise, Idaho. For all aircraft contracts see a copy of the contract to determine contract administration organization personnel and contact numbers.

Note! An interagency partner with administrative control of an aircraft or jurisdictional responsibilities of an incident or operation can determine what agency-specific contracts and pay documents will be used. Contact the local Unit Aviation Manager for further information.

EASTERN MONTANA/DAKOTAS DOI BILLEE CODES and ADDRESSES

BILLEE CODE	AGENCY	ADDRESS
6190	BLM - MILES CITY DISTRICT Eastern Fire Zone	111 GARRYOWEN Rd MILES CITY MT 59301
6170	BLM - LEWISTOWN DISTRICT Central Fire Zone	AIRPORT RD LEWISTOWN MT 59457
6140	BLM – MONTANA/DAKOTAS STATE OFFICE	1299 RIMTOP Drive BILLINGS MT 59105
6490	BLM- Butte District Western Fire Zone	106 N. Parkmont Butte MT 59701
62EO	BLM – Billings Field Office Southern Fire Zone	1299 RIMTOP Drive BILLINGS MT 59105
61X0	BLM - Dillon Field Office	1005 Selway Drive Dillon MT 59725-9431
62JO	BLM – Malta Field Office	501 S. 2 nd Street East Malta MT. 59538
92WO	US FOREST SERVICE CUSTER NATIONAL FOREST	1310 MAIN Street BILLINGS,MT 59105
X340	US FOREST SERVICE DAKOTA PRAIRIE GRASSLANDS	240 W CENTURY BISMARK, ND 58501
51NO	NATIONAL PARK SERVICE	THEODORE ROOSEVELT MEDORA, ND 5865
5680	NATIONAL PARK SERVICE	BIGHORN CANYON NRA POB 7458 FORT SMITH MT 59035-7458

5080	NATIONAL PARK SERVICE	ATTN: FISCAL OFFICE POB 168 YELLOWSTON NP WY 82190
9L70	US FOREST SERVICE	LEWIS & CLARK NF POB 869 - AIR OPS GREAT FALLS MT 59403
90N0	US FOREST SERVICE	GALLATIN NF BOX 130 FED BLDG BOZEMAN MT 59771
9C60	US FOREST SERVICE	DEER LODGE NF 1820 MEADOWLARK BUTTE MT 59701
9E80	US FOREST SERVICE	BEAVERHEAD NF POB 1258 DILLON MT 59725
9L40	US FOREST SERVICE	HELENA NF 2880 SKYWAY DRIVE HELENA MT 59601
51A0	NATIONAL PARK SERVICE	CUSTER BATTLEFIELD NM POB 39 CROW AGENCY MT 59022
2290	BUREAU OF INFDIAN AFFAIRS	CROW AGENCY CROW AGENCY, MT 59022
2620	BUREAU OF INFDIAN AFFAIRS	N CHEYYENE AGENCY LAME DEER, MT 59043
FA20	US FISH AND WILDLIFE	CHARLES M RUSSELL NWR LEWISTOWN, MT 59457

XXIII. Daily Aircraft Status and Cost Reports

All aircraft managers are required to submit daily aircraft status and operational summaries to the Unit Aviation Manager or Base Manager at the end of each operational period. See example in Appendix F.

XXIV. Security

All aircraft contractors are responsible for the security of their aircraft throughout the term of their aircraft contracts. Each air base will have an aviation facility security plan posted.

XXV. Cooperator Aircraft

Helicopters belonging to the Montana Department of Natural Resources and Conservation (DNRC) are categorized as cooperator aircraft and require an annual letter of approval from DOI-AMD to be utilized by DOI personnel or on DOI incidents. All BLM units are authorized to use DNRC-certified tactical aircraft only in situations when there are no federally contracted aircraft immediately available during the initial or extended attack phase of a fire situation. Federally contracted aircraft must also be ordered in order to replace the DNRC aircraft. Consult the Unit Aviation Manager to

ensure current DNRC aircraft availability. The DNRC pilot and aircraft will have a certification letter available to verify current certification.

Note! BLM managers utilizing certified cooperator aircraft will ensure that appropriate supervision and oversight is provided when federal employees are being transported

XXVI. Proficiency Flights

All pilots under operational control of the BLM zones whom have not flown in a 20-day period should request or obtain an approval for a proficiency flight from the Unit Aviation Manager or Duty Officer. Every attempt should be made to incorporate simulation training with the dispatch center and ground resources.

XXVII. Retardant, Foam and Suppressant Use

Interagency guidelines for aerial delivery of retardant or foam near riparian areas & waterways

Definition:

WATERWAY – Any body of water that includes lakes, rivers, streams and ponds whether or not they contain aquatic life.

Guidelines:

Avoid aerial application of retardant or foam within 300 feet of waterways.

These guidelines do not require the helicopter or air tanker pilot-in-command to fly in such a way as to endanger his or her aircraft, other aircraft, or structures or compromise ground personnel safety.

Guidance for pilots: To meet the 300-foot buffer zone guideline, implement the following:

- a) Medium/Heavy Air tankers: When approaching a waterway visible to the pilot, the pilot shall terminate the application of retardant approximately 300 feet before reaching the waterway. When flying over a waterway, pilots shall wait one second after crossing the far bank or shore of a waterway before applying retardant. Pilots shall make adjustments for airspeed and ambient conditions such as wind to avoid the application of retardant within the 300-foot buffer zone.
- b) Single Engine Air tankers: When approaching a waterway visible to the pilot, the pilot shall terminate application of retardant or foam approximately 300 feet before reaching the waterway. When flying over a waterway, the pilot shall wait three seconds after crossing the far bank or shore before applying the retardant

or foam. The pilot shall make adjustments for airspeed and ambient conditions such as wind to avoid the application of retardant within the 300-foot buffer zone.

- c) Helicopters: When approaching a waterway visible to the pilot, the pilot shall terminate the application of retardant or foams approximately 300 feet before reaching the waterway. When flying over a waterway, pilots shall wait five seconds after crossing the far bank or shore before applying the retardant or foam. Pilots shall make adjustments for airspeed and ambient conditions such as wind to avoid the application of retardant or foam within the 300-foot buffer zone.

Exceptions for aerial delivery of retardant or foam/water enhancers near waterways:

- a) When alternative line construction tactics are not available due to terrain constraints, congested area, life and property concerns, or lack of ground personnel, it is acceptable to anchor the foam or retardant application to the waterway. When anchoring a retardant or foam line to a waterway, use the most accurate method of delivery in order to minimize placement of retardant or foam in the waterway (e.g., a helicopter rather than a heavy air tanker).
- b) Deviations from these guidelines are acceptable when life or property is threatened and the use of retardant or foam can be reasonably expected to alleviate the threat.
- c) When potential damage to natural resources outweighs possible loss of aquatic life, the unit administrator may approve a deviation from these guidelines.

Threatened and Endangered (T&E) Species

The following provisions are guidance for complying with the emergency section 7 consultation procedures of the Endangered Species Act (ESA) with respect to aquatic species. These provisions do not alter or diminish an action agency's responsibilities under the ESA.

Where aquatic T&E species or their habitats are potentially affected by aerial application of retardant or foam, the following additional procedures apply:

When practicable after the aerial application of retardant or foam near waterways, determine as soon as possible whether the aerial application has caused any adverse effects to a T&E species or their habitat. This can be accomplished by the following:

- a) Aerial application of retardant or foam outside 300 ft of a waterway is presumed to avoid adverse effects to aquatic species and no further consultation for aquatic species is necessary.

- b) Aerial application of retardant or foam within 300 ft of a waterway requires that the unit administrator determine whether there have been any adverse effects to T&E species within the waterway.

These procedures shall be documented in the initial or subsequent fire reports. If there were no adverse effects to aquatic T&E species or their habitats, there is no additional requirement to consult on aquatic species with Fish and Wildlife Service (FWS) or National Marine Fisheries Service (NMFS).

If the action agency determines that there were adverse effects on T&E species or their habitats, then the action agency must consult with FWS and NMFS, as required by 50 CFR 402.05 (Emergencies). Procedures for emergency consultation are described in the Interagency Consultation Handbook, Chapter 8 (March, 1998). In the case of a long duration incident, emergency consultation should be initiated as soon as practical during the event. Otherwise, post-event consultation is appropriate. The initiation of the consultation is the responsibility of the unit administrator. Each agency will be responsible for insuring that the appropriate guides and training manuals reflect these guidelines.

Aquatic Nuisance Species

All non-indigenous species impact native species and habitat in some manner, but not all of them pose a significant threat, and some provide an economic and recreational benefit in certain areas. While it is hard to quantify the effects that species will have once they are introduced, some do have current or potential impacts on native species and habitats and economic and recreational activity in Montana that are known to be significant.

Yet, because impacts either do not occur immediately or may not be apparent until well after establishment, effort must also be devoted to prevent any impacts of non-indigenous species, regardless of their classification. Therefore, it is the practice of the Montana/Dakotas BLM to take appropriate measures to mitigate any transfer or introduction of ANS while conducting fire operations within its jurisdiction. The appropriate action has been identified and supported by the regional interagency partners and is identified as such.

- a) Water scooper operations

Any type of fixed winged aircraft coming into the Montana/Dakotas that will be supporting fire operations will flush and purge their tank with a 3-1 bleach solution prior to beginning any aerial fire missions. Should the aircraft move to a different lake or watershed the process will be repeated.

- b) Water bucket operations

Any helicopter coming into the Montana/Dakotas for the purpose of supporting fire operations will ensure their water buckets and lines are clean and free of mud and debris prior to beginning aerial fire operations.

At the conclusion of each operational period all helicopters conducting bucket operations will ensure their bucket and lines are clean of mud and debris and sprayed with the recommend beach solution prior to the beginning of the next operational period.

When helicopter moves to outside of the immediate fire operating area the requirement will be repeated by utilizing the recommended bleach solution with a hand sprayer.

Appendix A – Tactical Airbases



Primary tactical airbase



SEAT Reload bases - number indicates base category



Established Helicopter bases



Established Air Attack bases

Appendix B – Motels

Motels

Billings		
Boot Hill Inn	Main & Airport Road	406-245-2000 1-866-266-8445
Best Western Clock Tower Inn	2511 1st Ave N.	406-259-5511 1-800-628-9081
Cherry Tree Inn	823 N. Broadway.	1-406-252-5603
Country Suites Inn	231 Main St.	1-406-245-9995
Crown Plaza Hotels	27th N. 27th St	1-406-252-7400
Dude Rancher Lodge	415N 29TH St.	1-406-259-5561
Heights Inn	1206 Main St.	1-406-252-8451 1-800-275-8451
Juniper Inn	1315 N. 27th St	1-406- 245-4128 1-800-26-7530
Rim View Inn	1025 27TH St.	1-406-248 2622
Rim Rock Inn	1203 27th St/	1-406-252-7107
War Bonnet Inn	South 27TH St. & I-90	1-406-2487761 1-888-242-6023
Consult the Yellow Pages for more choices in Billings		

Lewistown		
Yogo Inn	211 East Main Lewistown, MT	406 538-8721 800 216-5436
Super 8 Motel	102 Wendell Avenue Lewistown, MT	406 538-2581 800 800-8000
B & B Motel	520 East Main Lewistown, MT	406 538-5946
Mountain View Motel	1422 West Main Lewistown, MT	406 538-3457
Trails End	216 NE Main Lewistown, MT	406 538-5468
Consult the Yellow Pages for more choices in Lewistown.		

Miles City		
Ashland		
	Western 8 Motel	406-784-2400
Baker		
	Montana Motel	406-778-3315
	Roy's Motel	406-778-3321
	Sagebrush Inn	406-778-3341
Broadus		
	Broadus Motel	406-436-2626
Buffalo		
	Hotel Tipperary	605-375-3721
Colstrip		
	Fort Union Inn	406-748-2553
	Super 8	406-748-3400
Ekalaka		
	Midway Motel	406-775-6619
	Guest House Motel	406-775-6337
Forsyth		
	Best Western	406-346-2115
	Montana Inn	406-346-7947
	Pat's Motel	406-346-2352
Jordan		
	Garfield Motel	406-557-6215
	Fellman's Motel	406-557-2209
Miles City		
	Best Western-War Bonnet	406-234-4560
	Budget Inn	406-874-3550
	Comfort Inn	406-234-3141
	Guesthouse Inn	406-232-3661
	Holiday Inn	406-234-1000
	Motel 6	406-232-6941
	Olive Hotel	406-234-2450
	Econo Lodge	406-232-8880

Appendix C - Restaurants

Billings Zone		
Apple Bees	204 Main St.	1-406-655-0255
Denny's	501 N.27 th	1-406-256-7335
Don Luis	15 N. 26 th	1-406-256-3355
Guadalajara	1403 Main	1-406-245-2151
Golden Phoenix	Airport Rd & Main	1-406-256-0319
Fuddruckers	875 Main	1-406-259-2489
Jakes	2701 st Ave. N.	1-406-259-9375
Mackenzie River Pizza	405 Main St.	1-406-254-0066
McMormick Cafe	2419 Montana Ave	1-406-255-9555
Mongolian Grill	1327 Main.	1-406-256-5951
Montana Sky	27 27 th St.	1-406-252-7400
Perkins	825 N. 27 th St.	1-406-248-8320
Pug Mahons	3101 1 st St.	1-406-259-4109
REX	2401 Montana	1-406-245-7477
Rock Pile	1234 N. 27 th St.	1-406-245-5985
Stella's	2525 1 st Ave.	1-406-248-3060
Subway	1038 Main	1-406-248-2911
Sweetgrass Sandwich Co.	2908 1 st Ave. N.	1-406-252-4282
Blues Barbeque	523 Hilltop Rd	1-406-245-2583
Walkers Grill	2700 1 st Ave	1-406 245-9291

Restaurants

Lewistown Zone		
4 Aces Casino	508 1 st Ave. North	(406) 538-9744
Bar 19	Fairgrounds Rd Hwy 191	(406) 538-4949
China Garden	Main Street	(406) 538-3873
Dash Inn	207 NE Main	(406) 538-3892
Empire Café	214 W. Main	(406) 538-9912
Harry's Place	631 NE Main	(406) 538-9510
Little Big Man	630 E. Main	(406) 538-2433
Main Street Bistro	122 W. Main	(406) 538-3666
McDonalds	907 W. Main	(406) 538-8178
El Rancho Alegre	Main St	(406) 538-5404
Pizza Hut	1640 W. Main	(406) 538-5472
Poorman's SW Cafe	413 W. Main	(406) 538-4277
Subway	1506 W. Main	(406) 538-4737
The Mint	113 4 th Ave. South	(406) 538-9925
Ruby's	501 E. Main	(406) 538-7450

Restaurants

Miles City Zone		
Ashland		
	Hitching Post	406-784-2779
	Justus Inn	406-784-2701
Baker		
	Big K Drive-In	406-778-3731
	Sakelaris' Kitchen	406-778-2202
	Jane's Home Cookin	406-778-3647
	Fradys Express	406-778-3663
Ekalaka		
	Wagon Wheel Café	406-775-6639
Broadus		
	Cashway Café	406-436-2875
	Tastee Freez	406-436-2818
	Powder River Stockman	406-436-2615
	Powder River Lanes	406-436-2414
Colstrip		
	Subway	406-748-2101
	Pizza Hut/Taco Bell	406-748-4468
Jordan		
	Hill Top Cafe	406-557-6287
	Snack Shack	406-557-6287
Miles City		
	Airport Inn	406-232-9977
	Board Walk	406-234-0195
	Cattle AC	406-234-6987
	Club 519	406-232-5133
	Crystal Pistol	406-232-2500
	Four B's Restaurant	406-232-0099
	Gallagher's Family Restaurant	
	Hole in the Wall	406-234-9887
	New Hunan	406-234-3338
	Rib & Chop House	406-234-9200
	Six Hundred Cafe	406-232-2500

Appendix D – Local Unit Phone Numbers

Billings

Montana State Office Fire Staff:

Name	Position	Phone
Allen Edmonds	State Aviation Officer	(406) 896-2912 Office (406) 855-3885 Cell
Phil Gill	State FMO	(406) 896-2914 Office (406) 853-2206 Cell
Ken Schmid	State AFMO	(406) 896-2919 Office (406) 855-0989 Cell
Karen Michaud	Fuel Mgmt. Specialist	(406) 896-2911 Office (406) 861-3933 Cell
Mike Dannenburg	Fire & Mitigation Manager	(406) 896-2913 Office (406) 861-0958 Cell

Billings Fire Zone

Name	Position	Phone
Irv Leach	Zone Fire & Aviation Program Manager	(406) 896-2940 Office (406) 698-2306 Cell
Bob Flesch	AFMO / Unit Aviation Officer	(406) 896-2961 Office (406) 208-0935 Cell
Mark Heppler	Center Manager	(406) 896-2901 Office (406) 855-0979 Cell
Larry Elder	Assistant Center Manager	(406) 896-2902 Office (406) 855-0986 Cell
Laura Rasmussen	Aviation Dispatcher	(406) 896-2908 Office (406) 794-7374 Cell
Walt Schopfer	Tanker Base Manager	(406) 896-2963 Office (406) 861-9638 Cell

Lewistown Fire Zone

Name	Position	Phone
Gary Kirpach	Zone Fire & Aviation Program Manager	(406) 538-1085 Office (406) 350-0370 Cell
Bob Bahr	Assistant FMO / Unit Aviation Officer / ATGS	(406) 538-1075 Office (406) 350-0371 Cell
Jay McAllister	Center Manager	(406) 538-1084 Office (406) 350-2142 Cell
Shannon Bonney	Assistant Center Manager	(406) 538-1073 Office (406) 350-0372 Cell
Fonda Knox	Aviation Dispatcher	(406) 538-1077 Office (406) 350-0373 Cell
Gail Plovanic	IA / Aviation Dispatcher	(406) 538-1079 Office (406) 366-1292 Cell
Cathy Barta	Helicopter Crew Supervisor	(406) 538-1071 Office (406) 350-2143 Cell
Jeremy Seng	Asst. Helicopter Crew supervisor	(406) 538-1091 Office (406) 380-0749 Cell

Miles City Fire Zone

Name	Position	Phone
Dave Overcast	Zone FMO	(406) 233-2902 Cell 853-1157
Eric Lepisto	Zone AFMO	(406) 233-2903 Cell 853-2802
Scott McAvoy	Zone AFMO	(406) 233-2875 Cell 853-1852
Kevin Gappert	Unit Aviation Officer	(406) 233-2909 Cell 853-5163
Gloria Gunther	MCC Center Manager	(406) 233-2905 Cell 853-0783
Jeff Rader	MCC Aviation Desk	(406) 233-2908 Cell 858-3954
Air Base		(406) 234-7592 Fax 234-5470
Gordon Schafer	Air Base Manager	(406) 234-4465 Cell 853-0290
Shelley Dunlap	SEAT Manager	(406) 234-4465 Cell 853-0285
Helibase		(406) 234-2843 Fax 234-2853
Conan Donnelly	Heli-tack Supervisor	(406) 233-2843 Cell 853-02835
Henry Gilliand	Assist Heli-tack Supervisor	(406) 234-2844 Cell 853-4887
Shannon Myers	Heli-tack Squad Leader	(406) 234-2854 Cell 853-4028
Ft Howes Helibase		(406) 784-6273
Ft Howes Helichase		
Miles City Logistics		
Ed Mayberry	Logistics/Supply	(406) 233-2911

Appendix E

AFSS TELEPHONE BRIEFING FLIGHT PLANNING TIPS

Use these shortcuts in place of voice recognition when calling 800-WX-BRIEF (800-992-7433):

- Press 1 to speak to a Briefer; enter state code (see below).
- Press 2 to issue, cancel, or amend Notams (authorized persons only).
- Press 3 to listen to TIBS (transcribed information briefing service); enter state code.
 - Press 4 to record a Fast File Flight Plan.
 - Press 5 to hear Special Announcements.

Additional telephone numbers:

- Clearance Delivery:888-766-8267
- TIBS direct line:.....877-4-TIBS-WX (877-484-2799); enter state code
- FAA's FSS Hotline:888-FLT-SRVC (888-358-7782); register complaint

- | | |
|-------------------------------------|-------------------------------|
| • AlabamaAL or 25 | • MichiganMI or 64 |
| • Alaska.....AK or 25 | • MinnesotaMN or 66 |
| • ArizonaAZ or 29 | • MississippiMS or 67 |
| • Arkansas.....AR or 27 | • MissouriMO or 66 |
| • California.....CA or 22 | • MontanaMT or 68 |
| • ColoradoCO or 26 | • Nebraska.....NE or 63 |
| • Connecticut.....CT or 28 | • NevadaNV or 68 |
| • DelawareDE or 33 | • New HampshireNH or 64 |
| • District of Columbia.....DC or 32 | • New Jersey.....NJ or 65 |
| • FloridaFL or 35 | • New MexicoNM or 66 |
| • GeorgiaGA or 42 | • New York.....NY or 69 |
| • HawaiiHI or 44 | • North Carolina.....NC or 62 |
| • IdahoID or 43 | • North DakotaND or 63 |
| • Illinois.....IL or 45 | • OhioOH or 64 |
| • IndianaIN or 46 | • OklahomaOK or 65 |
| • Iowa.....IA or 42 | • OregonOR or 67 |
| • KansasKS or 57 | • PennsylvaniaPA or 72 |
| • Kentucky.....KY or 59 | • Puerto RicoPR or 77 |
| • LouisianaLA or 52 | • Rhode IslandRI or 74 |
| • MaineME or 63 | • South Carolina.....SC or 72 |
| • MarylandMD or 63 | • South DakotaSD or 73 |
| • MassachusettsMA or 62 | • TennesseeTN or 86 |
| | • Texas.....TX or 89 |