BLM
MONTANA/DAKOTAS
TACTICAL

AVIATION
ORIENTATION GUIDE

2008

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I. Introduction

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

Aviation operations are 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 will provide some of the essential information needed to conduct aviation operations within the BLM Montana/Dakotas.

Air operations, both fixed wing and rotorcraft, are service-oriented activities. Fire management makes the decisions that direct aviation operations. The missions given to aviation resources are either tactical or logistical. Your task is to provide the skills necessary 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. All aircraft operations require a qualified aircraft manager to assist in coordinating and providing oversight during suppression operations. Pilots are responsible for the safe operation of their aircraft and other equipment under their control. The aviation operation will yield to pilot expertise with regards to aircraft safety. All pilots are expected to inform managers of any unsafe conditions and are encouraged to utilize the Interagency Safe Com System. The Safe Com System is an excellent proactive tool to utilize for documentation and corrective actions on safety issues and concerns.

If at any time you feel strongly about a safety issue and are unable to convince those working with you to stop, then call the unit aviation manager, duty officer, or fire management officer for assistance.

The information in this guide is a supplemental 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 are primary functions of the aircraft or base manager.

These operational briefings are mandatory to ensure that all critical operational information is provided to both pilots and agency personnel in order to conduct the safest and most efficient operation 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:
The base or aircraft manager is expected to participate in the following types of briefings:

Agency Briefing
The using agency's fire or aviation staff personnel (such as a unit aviation officer or the fire management officer) generally provide this type of briefing to the aircraft manager. This briefing should include a comprehensive overview of the using agency's operational and administrative procedures, guidelines, and specifics unique to the local area. The aircraft manager must receive this briefing prior to beginning any operations.

Tactical Air Base Operations Briefing
The air base or unit manager for the aircraft base will brief the aircraft manager regarding the operating procedures for the facilities; available logistical and technical support 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.

Initial Pilot / Manager Briefing
The aircraft or base manager conducts this briefing for the pilot and support personnel prior to operations. The briefing should be a combination of all the information received from the agency briefing and the fixed base operator. The using agency's personnel can be involved with the initial briefing, but it is the responsibility of the aircraft manager to verify that the pilot and support personnel receive a complete briefing on the established operational and administrative procedures. Any concerns or issues that may surface from the pilot and support crew need to be relayed to the using agency and resolved before continuing operations.

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
- DOD, MOA, and MTR activities
- Updates on local TFRs

When possible, other unit aviation personnel and pilots will be asked to participate in the briefings to share information and provide input and feedback on the daily operations. These briefings are mandatory and critical for ensuring that all aircrews and managers have received the most current information for providing the safest possible operational environment.

Post-flight Briefing
These briefings are a combination of events, issues, and situations that occurred throughout the day's operational period that will be shared between aircrews, contractors,

base, and aircraft managers in order to mitigate and promote safety and efficiencies of the aerial operations.

The de-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

Transitional Briefings

The aircraft or base manager must ensure that all participating personnel receive an appropriate level of briefing prior to beginning any operation. Transitioning personnel may include: relief pilots or support crew members; additional aircraft contractors mobilized for the incident; aircraft manager trainees; relief aircraft managers; and any additional personnel who have been mobilized to provide logistical support for an expanded aerial operation.

Closeout Debriefing

The aircraft and or base manager should conduct a closeout debriefing with the using agency's personnel at the end of each assignment. An exit interview is a good time to pass on recommendations for helping the agency maintain or develop a safe and progressive aviation program. In addition, an aircraft contractor performance evaluation is conducted for each contractor assigned to a BLM tactical base.

III. Aviation Safety Management & Risk Assessment

Safety Management System (SMS)

The SMS is a systematic method for identifying hazards so that inherent aviation risks are controlled at an acceptable level. It addresses necessary organizational structures, accountabilities, policies, and procedures. The goal is to minimize the loss of life, property damage, and financial and societal losses.

The foundation of SMS is supported by four critical pillars of safety which encompass:

- Policy
- Risk management
- Assurance.
- Promotion

When implemented, SMS provides a positive culture which develops and promotes:

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

Risk Management Guides

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

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

For copies of the 2008 Aviation Safety Guide, contact your local unit aviation or base managers.

As part of your daily risk assessment, every pilot, flight crew, and manager should ask themselves:

Do I have:

- Adequate pre-flight information 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?
- Awareness of dispatching procedures?
- Clear understanding of radio frequencies and procedures?
- Clear direction and understanding of mission and SOP?
- Awareness of FTA complexity, ATGS, mixed aircraft, multiple FTAs?
- Awareness of airspace complexity MOA, MTR, and TFR?
- Safety concerns with the mission?
- Emergency SOPs?

IV. Flight Following Procedures

Each zone dispatch center uses two standard methods of interagency aircraft flight following protocols: Automated Flight Following (AFF) and Radio Flight Following (RFF). AFF is the preferred method. If the aircraft and flight following office have AFF capability, it shall be utilized.

Procedures for Utilizing Automated Flight Following:

1. Automated flight following shall be utilized when an aircraft is ordered or a user requests flight following from a dispatch office.

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 quickly monitor this page 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 aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating "Nxxxx off (airport or heli-base name"); the dispatch office shall respond "Nxxxx, (dispatch call sign) AFF." This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, that radios are operational, and that the dispatcher can "see" the aircraft on the computer screen. If there is a problem at this point, change to radio 15-minute check-in procedures until the problem is resolved.

6. If there is a deviation from the planned and briefed flight route, the pilot will contact the dispatch office via radio with the changed information.

7. The dispatch office will use the AFF system to monitor and document the entire flight at 15-minute intervals.

8. If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. If radio contact is made after a lost signal, flight may continue utilizing 15-minute radio check-ins for flight following. (During tactical operations below 500' a periodic red indication is normal and does not necessitate an 'immediate' contact especially if flight following has been established with an incident. This should be addressed during the pre-flight briefing.)

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

<u>Procedures for Utilizing Radio Flight Following</u>

RFF is the secondary method which is utilized for aircraft not equipped an AFF system or for 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 an 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. Inform dispatch of any changes in flight plan**.**

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 using 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, the process of search and rescue operation will 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.

V. Global Positioning System (GPS)

Federal contracted aircraft conducting aerial suppression operations will preset mounted or portable GPS units to that 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 conversions to degrees-minutes-seconds for determining the 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 air base for managers and aircrew review. However, the NRCC provides regional hazard maps 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; be diligent in applying see and avoid measures and report such an incident immediately. All TFR requests are approved by the UAM or duty officer and processed through each dispatch center.

TFR-specific web site: **http://www.fs.fed.us/r6/fire/aviation/airspace/web/**

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 prior days' 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.
- Flight crews accumulating 36 hours of flight time in any six consecutive days or less are required to 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 consecutive day duty period.

- Within any 24-hour period, flight crew members shall have a minimum of ten 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.
- Flight crew members 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 in 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.
- Government may apply additional time off from the standard two days off in 14 days 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. This information is available on most GPS units as well as at the following web site: **http://aa.usno.navy.mil/.**

XI. Accident and Incident Reports

www.safecom.gov
SAFECOM
AVIATION SAFETY COMMUNIQUE

Interagency Aviation Mishap Response Guide and Checklist

24-Hour Aircraft Accident Reporting Hot Line

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

The interagency accident and incident reporting system is a valuable tool in promoting aviation safety. With both 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) reporting requirements for the Department of the Interior agencies and the U.S. Forest Service. Report categories include incidents, hazards, maintenance, and airspace.

The system uses the SAFECOM Form AMD-34/FS-5700-14 to report any condition, observation, act, maintenance problem, or circumstance with personnel or 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:
The Interagency Aviation Mishap Response Guide & Checklist (available at http://amd.nbc.gov/safety/library/iamrp.html) 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.

XII. Air Base Facilities

Montana/Dakotas BLM's tactical air bases have varying degrees of facilities and space for accommodating pilots and aircraft. 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.

XIII. Staging/Parking

Specific airports have been identified as primary air tactical bases for staging aircraft. Aircraft may be directed to designated 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.

XIV. Dispatch Facilities

Each zone has a designated aviation operations office at its respective airport or dispatch center. These bases have their own phones, fax machines, and computers. Long distance phone calls and faxes are restricted to official government business. 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 the hosting dispatch center in a timely manner. Requests for specific supplies must be submitted on a ICS 213 "general message" form and approved by the air base manager, 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 use the standardized aircraft dispatch form prior to all flights. Contact your unit aviation manager or aviation dispatcher for further information.

XVII. Communications/Frequencies

Refer to the 2008 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)	**None**	**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)	**151.220o**(w)	**None**	**A**
Air to Ground Secondary	**170.325**(N)	**170.325**(N)	**None**	**A**
Air to Air	**124.975** VHF-AM	**124.975** VHF-AM	**None**	**A**

Billings BLM Radio Sites

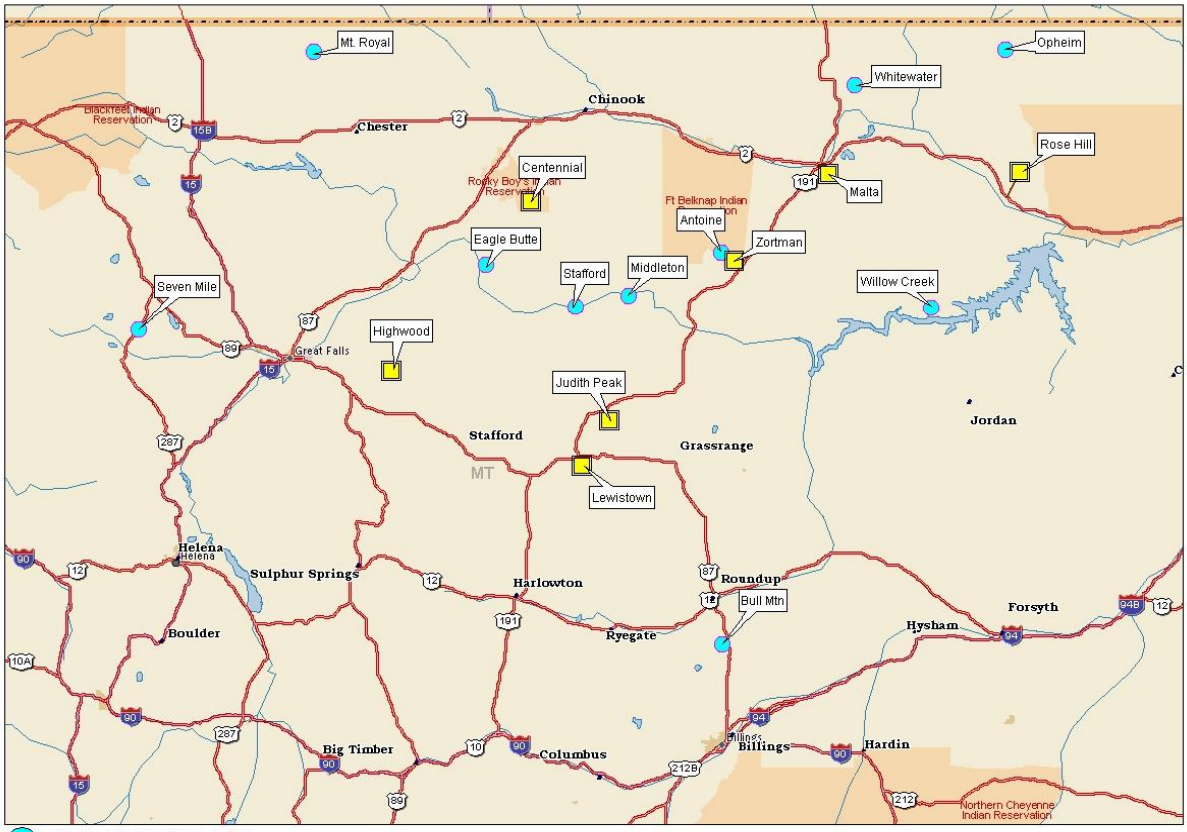
BLM REPEATERS

BLM BASE STATIONS

Lewistown 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)	**None**	**A**
Air Guard – (Emergency or initial contact) This frequency is built into all aircraft radios as a transmitting override and is monitored by LWT	**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**
Ramp Operations	**123.975** VHF-AM	**123.975** VHF-AM	**None**	**A**
Lewistown Area: **Simplex**	**168.2250**(N)	**168.2250**(N)	**None**	**A**
Air to Ground Primary	**164.8625**(N)	**164.8625**(N)	**None**	**A**
Air to Air	**125.175** VHF-AM	**125.175** VHF-AM	**None**	**A**

Central Montana BLM Radio Sites



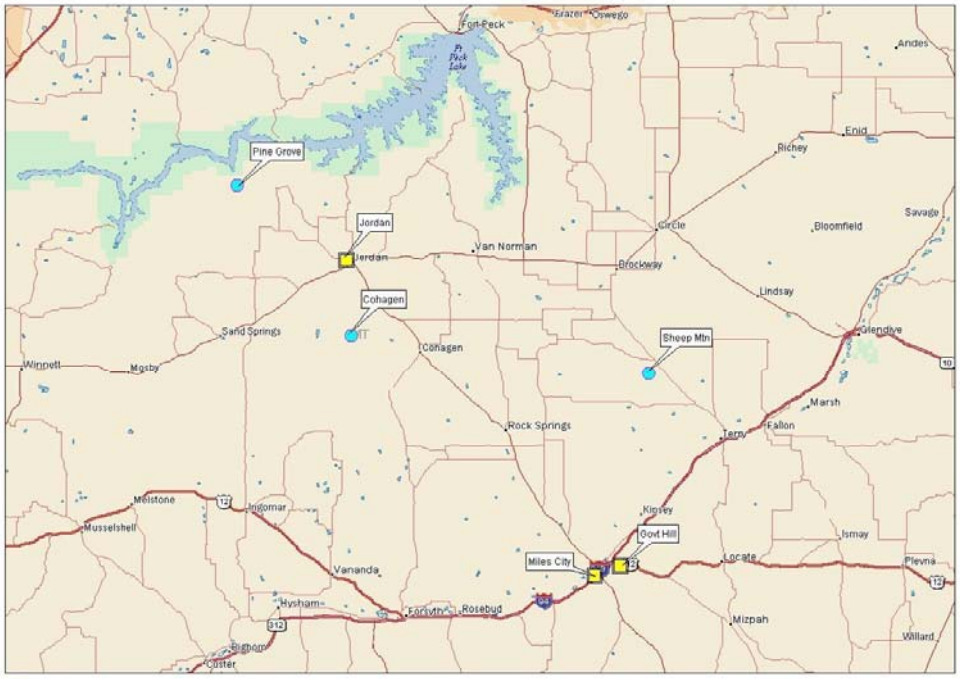
BLM REPEATERS

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)	**None**	
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**

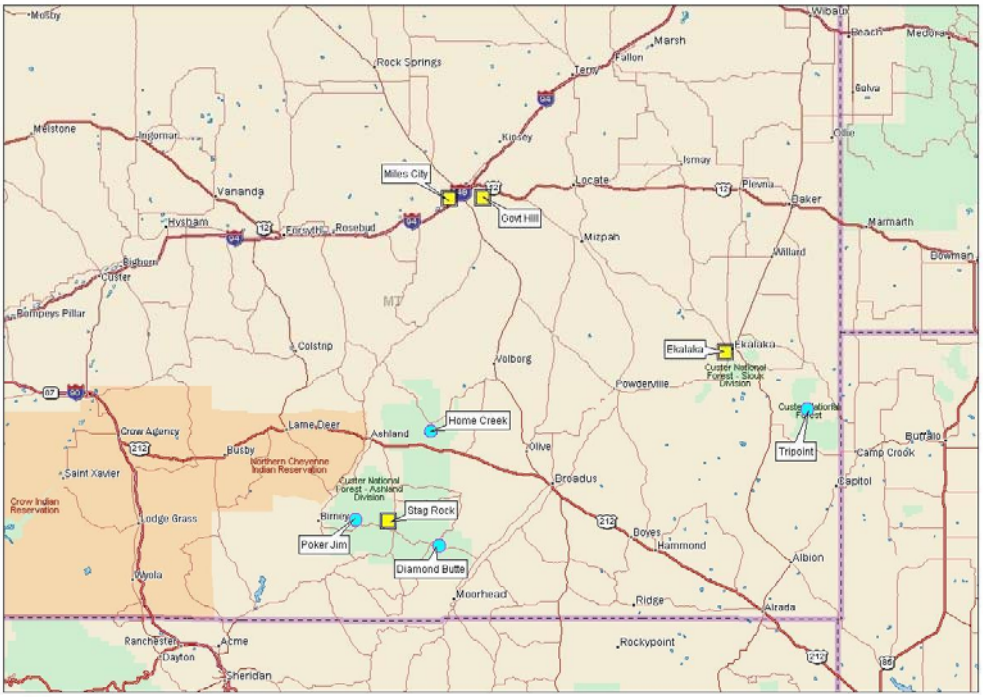
East Montana North BLM Radio Sites



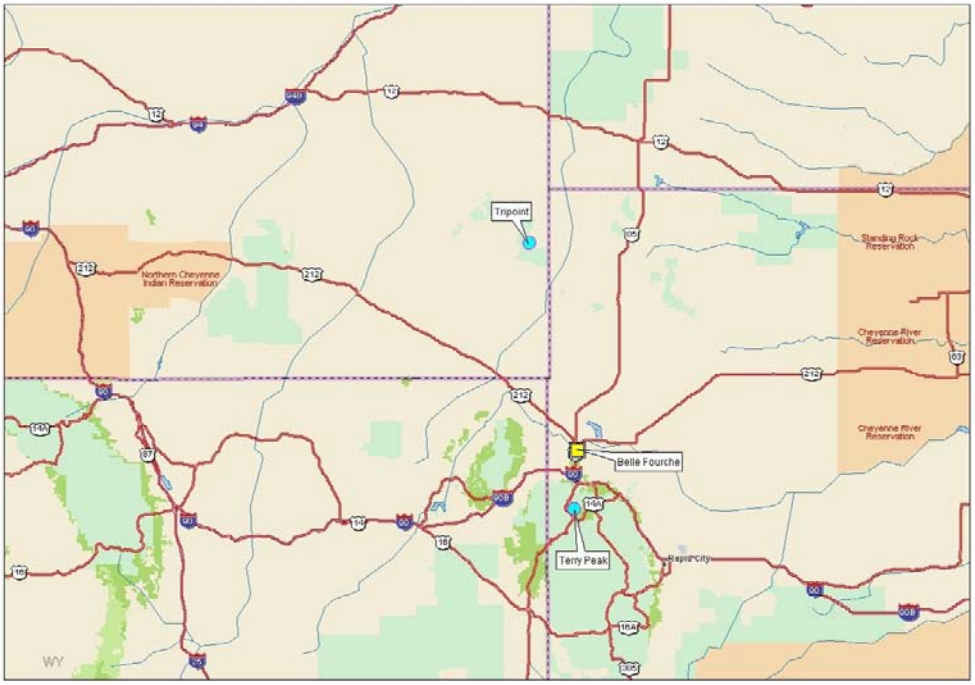
BLM REPEATERS

BLM BASE STATIONS

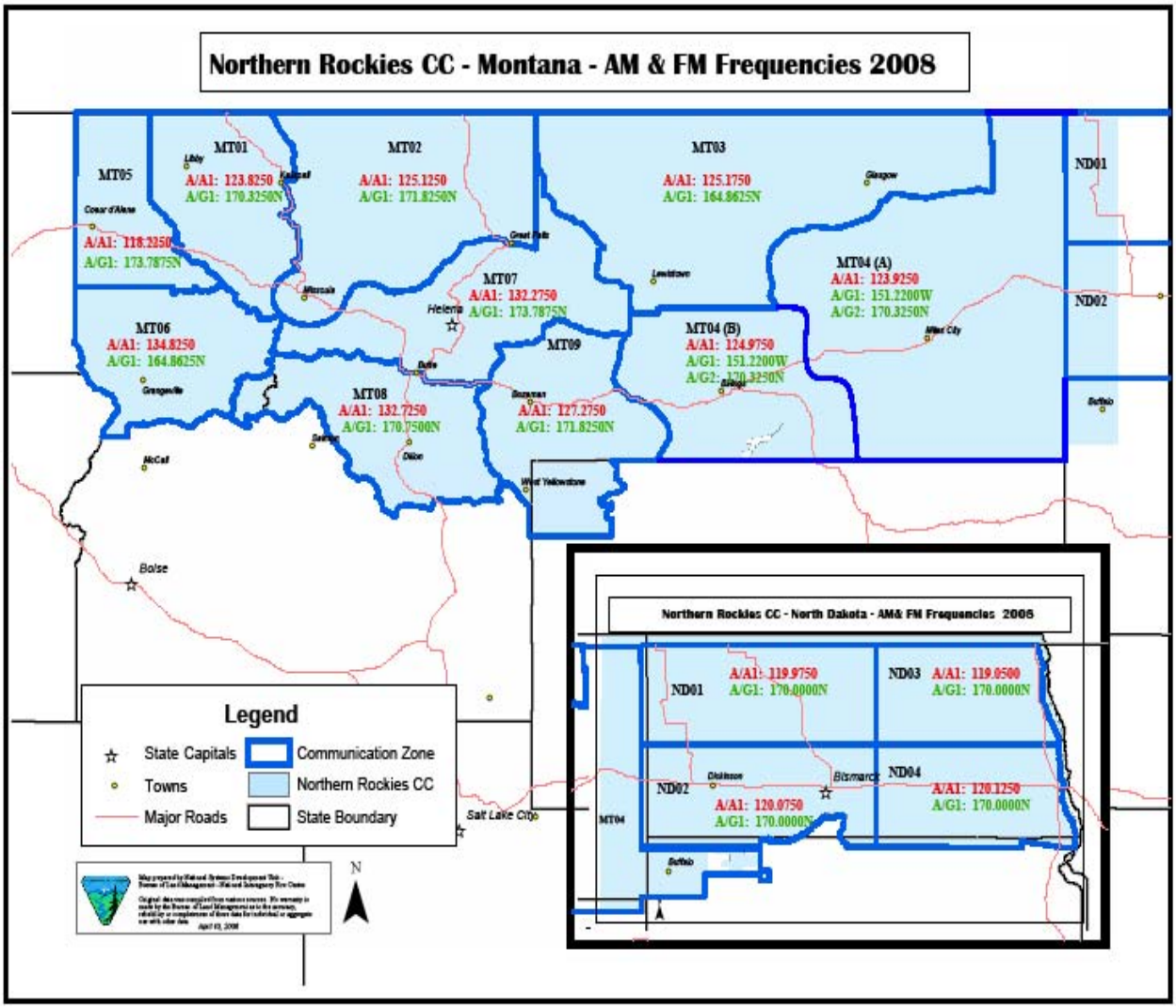
East Montana South BLM Radio Sites



South Dakota BLM Radio Sites



XVIII. AM/FM Air Frequency Map



All aircraft operating within the BLM Montana/Dakotas zones 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 they are 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. Aviation Boundary Plan

Each zone shall utilize the Airspace Boundary Plan. The plan is designed to help 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 ten nautical mile wide "neutral air" corridor will center on agency/cooperator 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 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 between converging aircraft within corridors and zones only when contact is not otherwise possible. Because this frequency is programmed as the default receiver frequency in all agency and contract aircraft FM radios and is intended for initial contact and emergency purposes only, it is imperative that this frequency not be utilized for tactical or logistical purposes. 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.

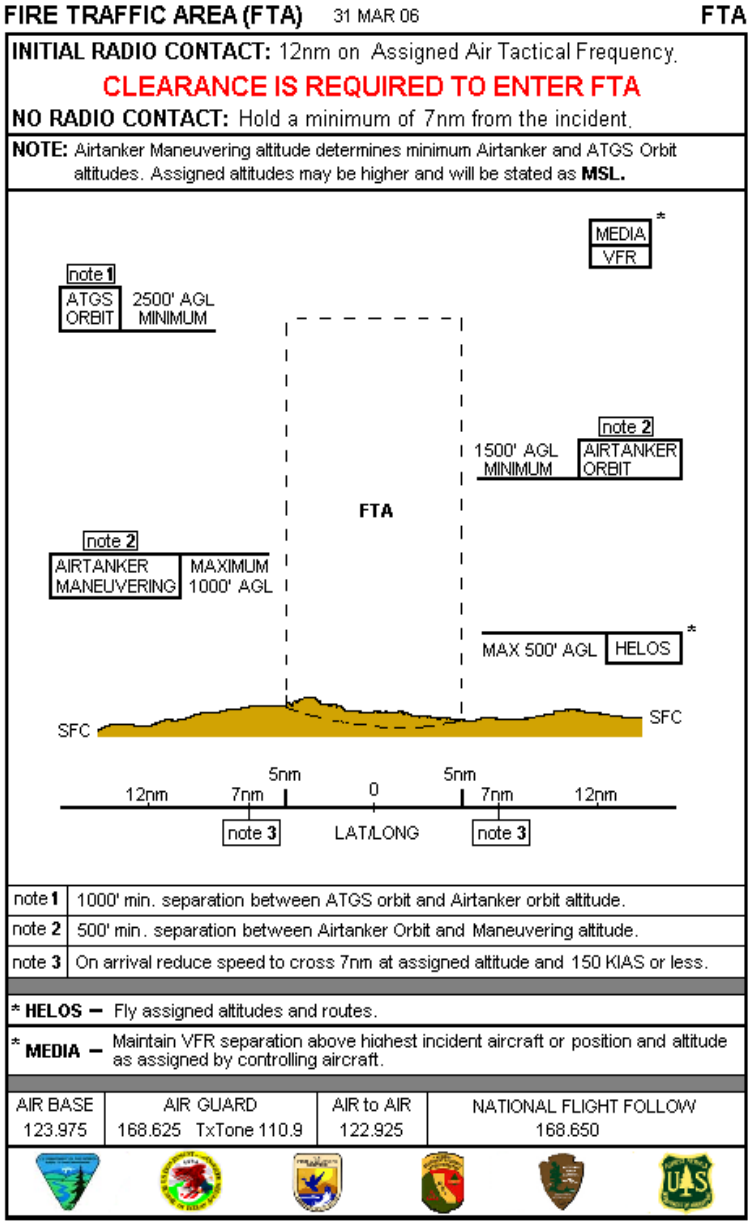
5. When an aircraft is dispatched within a corridor/zone and other aircraft are known to be present:
   - The approaching aircraft will attempt to establish contact on the assigned frequency; if unsuccessful, Guard frequency 168.625 will be utilized.
   - Perform a high-level recon prior to low-level 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.



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 over 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 assigned	Order	1	Order	1
2 or more helicopters with 2 or more airtankers over an incident	Order	1	Order	1
Periods of marginal weather, poor visibility or turbulence	Order	1	Order	1
2 or more airtankers over an incident	Order	1	Order if no Lead/ATCO/ASM1	3
When requested by airtanker or ATGS	Required	1	Required	
Smokejumper or paracargo aircraft with 2 or more airtankers over 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). Requires determination by ATGS or Lead that visibility and safety factors are suitable and dispatch has been notified of this determination. Both the ILOG and ATGS Guide reference ordering an ATGS only for these missions. FSM 5716.32 classifies these missions as complex. An ATCO and/or HLCO should be ordered as appropriate in addition to the ATGS.

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

XXII. Contract Administration

The alternate contracting officer's representative (ACOR) is usually the helicopter manager, ATGS, SEAT manager, or air base manager. The unit aviation manager is also a designated ACOR. If no resolution can be achieved at the unit level, contact the contracting officer's representative (COR). The next level of contracting is the contracting officer.

For all aircraft contracts, see the contract to find contract administration organization personnel and contact numbers. Operational control of the incident determines whether to use a DOI or Forest Service contract and pay document. The unit aviation manager shall promptly receive copies of all flight invoices.

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. 2nd 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 zone-operated facilities will conduct a security assessment and post a security plan at each facility as per the BLM National Aviation Plan.

XXV. Cooperator Aircraft

Helicopters from the Montana Department of Natural Resources and Conservation (DNRC) are categorized as cooperator aircraft and require an annual letter of approval from DOI-AMD in order to be utilized by DOI personnel or on DOI incidents. BLM units are authorized to use DNRC-certified tactical aircraft only 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.

XXVI. Proficiency Flights

All pilots under operational control of the BLM zones who 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 to 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 not begin application of foam or retardant until 300 feet after crossing the far bank or shore. 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 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, area congestion, 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 with respect to aquatic species. These provisions do not alter or diminish an action agency's responsibilities under the ESA.

After the aerial application of retardant or foam near waterways, determine as soon as possible whether the application has caused any adverse effects to a T&E species or its habitat.

a) Aerial application of retardant or foam outside 300 feet 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 feet 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 ensuring that the appropriate guides and training manuals reflect these guidelines.

Aquatic Nuisance Species (ANS)

All non-indigenous species impact native species and habitat in some manner; however, not all of them pose a significant threat, and some provide an economic and recreational

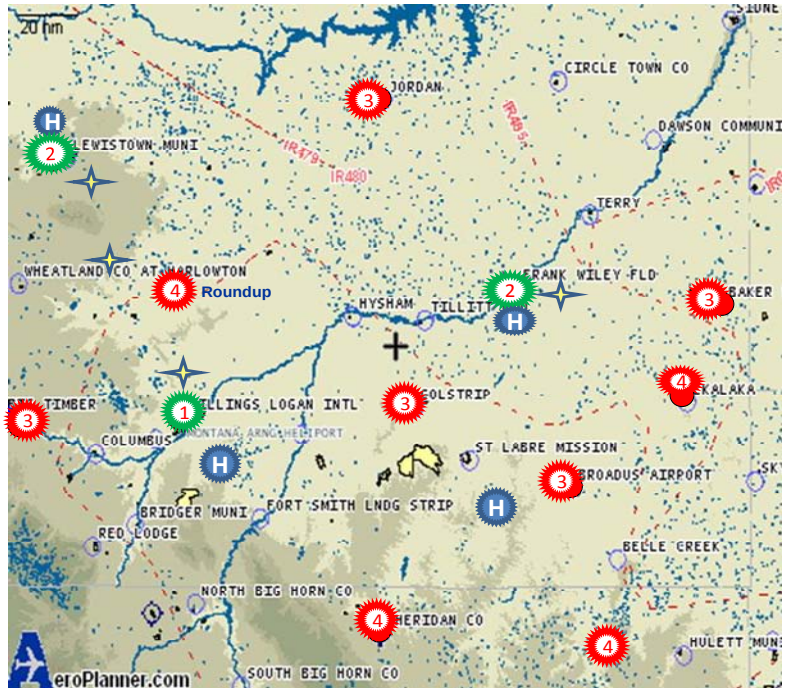
benefit in certain areas. While it is hard to elucidate the effects that species will have once they are introduced, there are species whose current or potential impacts on native species and habitats and economic and recreational activity in Montana are known to be significant.

Yet, because impacts either do not occur immediately or may not be apparent until well after establishment, effort must be devoted to prevent any impacts of non-indigenous species, regardless of their classification. Therefore, the Montana/Dakotas BLM will take appropriate measures to mitigate any transfer or introduction of ANS while conducting fire operations within our 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 to support fire operations will have its tank flushed and purged 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 to support fire operations will have its water buckets and lines washed with a 3-1 bleach solution prior to beginning any aerial fire operations. Should the aircraft move to a different dip site location, a 3-1 bleach solution will be applied with a hand sprayer prior to commencing water aerial operations.

Appendix A – Tactical Air Bases



Primary tactical airbase

SEAT Reload bases - number indicates base category

Established Helicopter bases

Established Air Attack bases

Appendix B – Motels

Billings Zone		
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	27 N. 27th St.	1-406-252-7400
Dude Rancher Lodge	415 N. 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 N. 27TH St.	1-406-248 2622
Rim Rock Inn	1203 N. 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 Zone		
Yogo Inn	211 East Main	406 538-8721 800 216-5436
Super 8 Motel	102 Wendell Avenue	406 538-2581 800 800-8000
B & B Motel	520 East Main	406 538-5946
Historic Calvert Hotel	216 7th Avenue South	406 538-5411
Mountain View Motel	1422 West Main	406 538-3457
Trails End	216 NE Main	406 538-5468
Consult the Yellow Pages for more choices in Lewistown.		

Miles City Zone		
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 Comfort Inn	406-874-3550 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.27th	1-406-256-7335
Don Luis	15 N. 26th	1-406-256-3355
Guadalajara	1403 Main	1-406-245-2151
Golden Phoenix	Airport Rd & Main	1-406-256-0319
Fuddruckers	875 Main	1-406259-2489
Jakes	2701st 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 27th St.	1-406-252-7400
Perkins	825 N. 27th St.	1-406-248-8320
Pug Mahons	3101 1ST St.	1-406-259-4109
REX	2401 Montana	1-406-245-7477
Rock Pile	1234 N. 27th St.	1-406-245-5985
Stella's	2525 1st Ave.	1-406-248-3060
Subway	1038 Main	1-406-248-2911
Sweetgrass Sandwich Co.	2908 1st Ave. N.	1-406-252-4282
Blues Barbeque	523 Hilltop Rd	1-406-245-2583
Walkers Grill	2700 1st Ave	1-406 245-9291

Lewistown Zone		
4 Aces Casino	508 1st Ave. North	(406) 538-9744
Bar 19	Fairgrounds Rd Hwy 191 North	(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 4th Ave. South	(406) 538-9925
Ruby's	501 E. Main	(406) 538-7450

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
	Frady's 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 Café	406-557-6287
	Snack Shack	406-557-6287
Miles City		
	Numerous: see local phone book directory	
	***Airport Inn insures adequate response time	406-232-9977

Appendix E – Local Unit Phone Numbers

Montana State Office:

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 York	Helicopter Crew Supervisor	(406) 538-1071 Office (406) 350-2143 Cell
Jeremy Seng	Asst. Helicopter Crew supervisor	(406) 538-1091 Office

Miles City Fire Zone

Name	Position	Phone Numbers
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 F

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**

- **Alabama .....AL or 25**
- **Alaska.....AK or 25**
- **Arizona .....AZ or 29**
- **Arkansas.....AR or 27**
- **California.....CA or 22**
- **Colorado .....CO or 26**
- **Connecticut.....CT or 28**
- **Delaware .....DE or 33**
- **District of Columbia.....DC or 32**
- **Florida .....FL or 35**
- **Georgia .....GA or 42**
- **Hawaii .....HI or 44**
- **Idaho .....ID or 43**
- **Illinois.....IL or 45**
- **Indiana .....IN or 46**
- **Iowa.....IA or 42**
- **Kansas .....KS or 57**
- **Kentucky.....KY or 59**
- **Louisiana .....LA or 52**
- **Maine .....ME or 63**
- **Maryland .....MD or 63**
- Massachusetts .....MA or 62
- **Michigan .....MI or 64**
- **Minnesota .....MN or 66**
- **Mississippi .....MS or 67**
- **Missouri .....MO or 66**
- **Montana .....MT or 68**
- **Nebraska.....NE or 63**
- **Nevada .....NV or 68**
- **New Hampshire .....NH or 64**
- **New Jersey.....NJ or 65**
- **New Mexico .....NM or 66**
- **New York.....NY or 69**
- **North Carolina.....NC or 62**
- **North Dakota .....ND or 63**
- **Ohio .....OH or 64**
- **Oklahoma .....OK or 65**
- **Oregon .....OR or 67**
- **Pennsylvania .....PA or 72**
- **Puerto Rico .....PR or 77**
- **Rhode Island .....RI or 74**
- **South Carolina.....SC or 72**
- **South Dakota .....SD or 73**
- **Tennessee .....TN or 86**
- **Texas.....TX or 89**