

Department of the Interior Bureau of Land Management



Idaho State Aviation Plan 2011

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1.0 Aviation Plan

1.1 Purpose

The Bureau of Land Management (*BLM*) *Idaho State Aviation Plan (SAP)* describes the aviation business practices and protocols that implement the Department of Interior (DOI) and BLM policy for statewide aviation programs and activities. This plan is supplemental to *Departmental Manuals 350-354*, *BLM 9400* manual, and the *BLM National Aviation Plan (NAP)*.

1.2 Mission Statement

The BLM Idaho State Office-Fire and Aviation (ID-916) is responsible for supporting resource and fire management programs through aviation program leadership that:

- Provides oversight and guidance for state and district aviation programs and activities.
- Leads statewide aviation safety assurance and promotion programs.
- Develop and promote a skilled and diverse aviation management workforce.
- Provides aircraft acquisition support through active coordination with the BLM National Aviation Office (NAO, FA-500).
- Leads coordination of aviation issues with statewide partners/cooperators and agencies.
- Develop and coordinates efficient state aviation policy and management processes.

1.3 BLM Idaho Aviation Objectives

The *BLM Idaho SAP* supplements the *BLM NAP* in standardizing aviation management procedures, which enhances the potential to provide safe, efficient, and economic use of aircraft in support of land management operations. The *BLM Idaho SAP* complements the integration of the *BLM Safety Management Systems (SMS)* program that serves as the foundation to all of BLM aviation.

1.4 BLM Idaho Aircraft Management Strategy

Exclusive use contracted fire aircraft are funded through FA-500 and coordinated by the State Fire Management Officer (FMO). The aircraft are intended primarily for wildland fire initial attack. Discretion to utilize the aircraft for non-initial attack operations within the district is at the District Manager (DM) level. Assignment of exclusive use aircraft outside of the state for extended attack fire or non-fire projects requires notification with the State FMO or ID-916 Duty Officer. The State FMO shall coordinate with District FMOs the movement of aircraft within the state, based on established priorities and anticipated critical fire weather.

1.5 Authority

This operational plan meets BLM policy requirement as described in the *BLM Manual 9400* and *BLM NAP*.

1.6 Policy

See *BLM NAP*. The *BLM Idaho SAP* is procedural policy for aviation program/operations that are under BLM Idaho operational control. The *SAP* is issued under State Instruction Memorandum (IM) and will be available on the BLM ID SharePoint Aviation folder: <http://teamspace/id/sites/fire/Shared%20Documents/Forms/AllItems.aspx> and the BLM National Aviation Office web site: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Administration.html> (The version available on the BLM NAO web site will be only the *State Aviation Plan* minus the Appendix)

2.0 AVIATION MANAGEMENT ORGANIZATIONS

2.1 DOI

See *BLM NAP*.

2.2 Bureau of Land Management (BLM, WO-400, FA-100)

See *BLM NAP*.

2.3 BLM NAO, FA-500

See *BLM NAP*.

2.4 BLM Idaho

The BLM Idaho aviation program is managed at two organizational levels within the state; State Office and District Offices. The State Office Fire and Aviation (ID-916) is responsible for the whole statewide aviation program. Districts are responsible for aviation activities conducted under BLM operational control within the district. The BLM Idaho has four districts: Boise, Coeur d'Alene, Idaho Falls and Twin Falls. Districts are responsible for:

- Staffing aviation resources and equipping aviation managers/crews.
- Allocating funds to meet required aviation training (labor, flight time, travel).
- Allocate funds for non-fire aircraft contracts.
- Developing Project Aviation Safety Plans (PASP) for district projects utilizing aircraft.
- Developing agreements with cooperators for aviation support of district programs.

State Director (SD): The SD has overall responsibility for the state aviation program, which is delegated to the State FMO. Specific responsibilities are listed in the *BLM NAP section 2.4* and *350 DM 1 Appendix 3*.

- Disseminate Departmental and Bureau aviation policy and information.
- Promote the *BLM Aviation SMS*.
- Assign a liaison for any BLM Idaho aviation incident/accident investigation.
- Ensure adequate aviation management staff and funding in partnership with FA-500.

State Fire Management Officer (FMO) (ID-916): The State FMO has delegated responsibility of the BLM Idaho aviation program that supports fire and non-fire aviation operations. The Assistant State FMO supervises the State Aviation Manager. The State FMO and Assistant State FMO have authority to prioritize allocation and pre-positioning of fire aircraft assigned to the BLM within the state. Aviation management authorities and responsibilities are described in the delegation of authority from the SD. Specific responsibilities are described in the *BLM NAP section 2.4*.

- Direct the statewide aviation program.
- Approves assignment of Idaho exclusive use aircraft outside of the state, coordinates with FA-500.
- Corrects unsafe fire suppression, aviation and fuels management activities.

State Aviation Manager (SAM): The SAM serves as the focal point for the state aviation program by providing to the State FMO/SD staff technical and management expertise regarding the use of aviation resources.

The SAM has functional responsibilities in the following areas in addition to those described in the *BLM NAP section 2.4*:

- Conducts or coordinates SMS based assurance checks of aviation programs and activities under BLM Idaho operational control.
- Serves as a member of the Great Basin Aviation Working Committee (GBAWC) which is chartered under the Great Basin Coordinating Group, Operations Committee.
- Serves as a Contracting Officer Representative (COR) for BLM Idaho exclusive use contracted aircraft and a Project Inspector for the Pocatello and Twin Falls Retardant Base contracts.
- Coordinate State Office flight requests with the appropriate Dispatch Center.
- Serves as the statewide point of contact for airspace coordination issues. Coordinates with BLM NAO National Airspace Program Manager, Mountain Home AFB Airspace Manager, Idaho Air and Army National Guard, and Idaho Division of Aeronautics.

District Manager (DM): The DM has overall responsibility for aviation activities conducted within the district under BLM operational control. Aviation management and operational authorities and responsibilities are delegated to the District FMO, Unit Aviation Manager and Dispatch Center Manager.

- See *BLM NAP section 2.4* and *350 DM 1 Appendix 3* for list of major duties.
- Approves – *District Aviation Management Plans*; *PASP*; and request for new aviation contracts or programs.

Field Office (FO) Manager: This position is responsible for aviation activities supporting non-fire projects within the FO.

- Review and approve requests to use aircraft for resource projects.
- Review and/or approve PASP and 9400 1a Flight Requests.
- Coordinate projects using aircraft with the Unit/IAM.
- Coordinate aviation training needs of FO personnel as detailed in Aviation Management Directorate (AMD) Operational Procedures Memorandum *OPM-04* with the UAM.

District Fire Management Officer (FMO): This position is responsible for hosting, staffing, supporting, providing daily management and dispatching all BLM aircraft assigned to their unit. The District FMO supervises the UAM, and delegates the aviation program management to the UAM.

- See *BLM NAP section 2.4* for list of major aviation duties.

Unit Aviation Manager (UAM): The UAM serves as the focal point for the district aviation program.

- Boise – The Boise National Forest (NF) provides an Interagency Aviation Manager (IAM) through the *Boise Interagency Dispatch Center Operations Agreement*.
- Coeur d’Alene – The Panhandle NF provides an IAM through a Service First Agreement. The Idaho Department of Lands (IDL) and the Panhandle, Nez Perce-Clearwater and Payette NFs provide fire aviation support for BLM incidents. Non-fire projects are supported through BLM or by individual agreement with the United States Forest Service (USFS).
- Idaho Falls – The BLM provides an IAM through the *Eastern Idaho Interagency Dispatch Center Operations Agreement*. The IAM has oversight of BLM and Caribou/Targhee NF aviation programs.
- Twin Falls – The BLM provides an IAM (IAM) that has oversight of BLM and Sawtooth NF aviation programs.

The UAM has functional responsibilities in the following areas:

- See *BLM NAP section 2.4* for list of major duties.
- Responsible for reporting daily fire aircraft utilization under district operational control to the FA-500 via the local aircraft dispatch desk.
- Ensures all aircraft ordering and dispatching occurs through the dispatch office.
- Coordinates with the SAM any requests for: exclusive use aircraft contracting and performance requirements, contract modifications, extensions, change of start dates, request for new Aircraft Rental Agreements (ARA) vendor or aircraft.
- Is a contract Project Inspector for BLM aircraft contracts.

2.5 Aviation Positions

Description of these positions and their duties are in the *BLM NAP section 2.5*.

Aircrew Members: Aircrew members are classified for BLM aviation operations as those persons who are trained, qualified to perform an active mission function during the flight on an aircraft under BLM operational control. Aircrew members are not classified as passengers. Typical aircrew members include, but are not limited to:

- Aerial supervision – Air Tactical Group Supervisor (ATGS), Air Tactical Supervisor (ATS).
- Smokejumpers (Spotters and jumpers).
- Helitack (Manager and crew).
- Designated observers (fire detection, resource observer, fire recon).
- Law enforcement tactical operations.

Aircraft Dispatcher: See *BLM NAP 2.5*.

Aircraft Manager: The aircraft managers include fixed wing, helicopter, air tanker base, SEAT, air tactical and detection personnel. Each manager complies with his/her appropriate interagency operations guide and is responsible for the following:

- Major duties: See *BLM NAP 2.5*.
- Provides daily aircraft use reports for aircraft they manage to the UAM.
- Complete the AMD-23e flight invoice (right side of form) and sign off as government representative.

Flight Manager: See *BLM NAP section 2.5* for major duties. The flight manager is the government representative who ensures compliance with procurement document requirements and is responsible for coordinating the flight(s), and for completing the flight invoice.

Passengers: Any person aboard an aircraft who does not perform the function of an aircrew member. See *BLM NAP section 5.5* for definitions and requirements.

2.6 National Aviation and Other Groups/Committees

BLM Aviation Management Group (AMG)

Each SAM is a member of the BLM AMG. The function of the group is to review and develop: aviation management/operations procedures, policy and acquisition plans. As the BLM Idaho representative to the AMG the SAM can take forward issues that districts or State Office has. There is no formal issue submission protocol except to run through the normal chain of command. This group is not limited to fire aviation issues.

BLM Fire Operations Group – Helitack Steering Committee SAM Representative

Represent the BLM SAMs during the BLM Helitack Steering Committee meetings and project assignments. Provide guidance to the committee members.

Great Basin Aviation Working Committee (GBAWC)

The Great Basin Coordinating Group (BLM, USFS, National Park Service (NPS), Fish and Wildlife Service, Bureau of Indian Affairs, States within Eastern and Western Great Basin Geographic Area Coordination Centers (EGBCC, WGBCC) charters an aviation working committee to consider any aviation issue germane to the Great Basin interagency aviation operations, and develop recommendations. Fire aviation issues can be brought forward through the Great Basin Operations Group or to the GBAWC representative.

Idaho Airstrip Network (IAN) Committee

The BLM Idaho SAM is a representative on the IAN committee which is chartered with the State of Idaho Division of Aeronautics to enhance the status, condition, functionality and usefulness of Idaho's backcountry airstrips. This effort is part of the *Idaho Transportation Vision 2004-2034 plan*. A formal Memorandum of Understanding (MOU) has been developed, but not yet signed. It is a MOU among State of Idaho – Aeronautics, Fish and Game, BLM Idaho, USFS, Idaho Aviation Association, Idaho Aviation Foundation, Idaho Outfitters and Guides Association, and Recreational Aviation Foundation.

3.0 ADMINISTRATIVE REQUIREMENTS

3.1 General

This section establishes: definitions, management responsibilities, policies, and procedures for administration of the BLM Idaho aviation program. The *BLM NAP section 3.0* describes the overall administrative requirements.

3.2 Reporting and Documentation Requirements

General administration policy for BLM Aviation is found in *350 DM 1*. See *NAP 3.2*.

- Daily BLM Aircraft status: New for 2011 the status report is no longer in use. The SEAT Managers will report daily activity directly to the National SEAT Coordinator.
- Fiscal year district aviation activity is to be reported to the SAM by October 20.
- *Aviation Safety Communiqué (SAFECOM)* reports under BLM Idaho operational control will be submitted within 24 hours of the event.
- Accidents and Incidents-With-Potential, under BLM Idaho operational control, will be reported to:
 - (1) AMD Safety (1-888-4MISHAP)
 - (2) SAM/State Duty Officer /State Director
- For accident notification protocol see Section 4.5.
- Daily Aircraft Diary will be maintained by contract Project Inspectors. Significant contract performance events are to be documented and forwarded to the COR. Contract related documents are to be maintained for 6 years and 3 months after the final payment for the fiscal year.
- *Aircraft Flight Service Contract Best Value Determination (BVD)*: Districts are responsible for completing the *AMD BVD* form to document their selection of the On-Call Contract contractor. The *BVD* is to be kept on file for three years.

- Return aircraft to contract service after unscheduled maintenance occurrence: For events that involve aircraft power plant, flight controls, major component, manufacturer/Federal Aviation Administration (FAA) required instruments, an AMD Technical Services Compliance Inspector needs to be contacted after the contractor's mechanic signs off repair in the aircraft logbook. A SAFECOM will be submitted documenting the event. After the mechanic returns the aircraft to airworthiness status, the Compliance Inspector returns the aircraft to contract availability. The USFS Maintenance Inspectors may assist with On-Call/call when needed (CWN) contract aircraft. The AMD exclusive use contract aircraft require an AMD Inspector involvement.

3.3 Aviation Plans: State, Unit, Project (PASP)

The BLM Manual 9400, Aviation Management specifies national aviation management policy. The national, state and unit aviation plans describe procedures that implement policy direction in the *9400 manual*. State and unit plans supplement national policies and procedures. State and district offices must not implement policy or procedures less restrictive than BLM national aviation policy. If more restrictive procedure is required, a written request from the SAM is to be sent to FA-500.

State Aviation Plan (SAP): The SAP serves as an umbrella document for unit aviation plans. The State plan will be updated annually after issuance of the *BLM NAP* or prior to June 1. It will be issued, at the state level by IM, and then submitted to FA-500 for inclusion to the BLM Aviation web site: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation.html>
The SAP and various forms and supplements will be posted to the BLM Idaho SharePoint: <http://teamspace/id/sites/fire/Shared%20Documents/Forms/AllItems.aspx>

Unit Aviation Plans: Unit aviation plans describe the district aviation management procedures, organization and responsibilities (See *NAP section 3.3* for plan components). The plans are to be updated annually within 60 days of *SAP* issuance or prior to June 15.

Project Aviation Safety Plans (PASP): The PASP will be developed and approved at appropriate management levels for all non-fire suppression projects utilizing aviation resources. The appropriate management level depends on the project/flight complexity and the level of risk.

- Low complexity, low risk projects that are planned for completion in one day, can be documented on a *BLM form 9400 1a*.
- Higher complexity or risk projects will be documented on a PASP. See *SAP 10.1* for plan template and component requirements.
- BLM Idaho PASPs will be documented on standard format.
- Aviation Risk Assessment is to be documented on the *Interagency Helicopter Operations Guide (IHOG) Form HJA-5 or HJA-6*. The HJA-6 is the SMS Assessment and Mitigation form.

3.4 Aircrew Orientation Briefing Package

It is recommended that districts develop *Aircrew Orientation Guides* for briefing visiting aircrews/pilots and Incident Management Teams (IMT).

3.5 Land Use Policy for Aviation Activities

Regulation of aviation activities on BLM land is described in resource management plans and wilderness management plans. The BLM aviation managers serve as technical advisors only to the SD, DM or FO Manager. Requests by private or other governmental entities to conduct aviation activities will be directed to the appropriate manager of the affected area. The development of special use agreements will be determined by that manager.

Temporary Aviation Operations: Those operations under BLM operational control and supporting BLM fire or resource management operations, on BLM land should be coordinated with the local resource advisor. Restrictions should be identified in a PASP or District Aviation Plan.

Fire Chemicals Aerial Application in Waterways: Any time there is a deliberate or accidental aerial application of fire retardants and suppressants (gels and foams) in waterways or inside the 300 foot buffer zone, a report of the District FMO of the application is required. The *2000 Guidelines for Aerial Delivery of Retardant or Foam near Waterways* defines waterway as: “Any body of water, including lakes, rivers, streams and ponds, whether or not they contain aquatic life.”

- The responsibility of notifying resource managers (FO Manager, other FO designated point of contact, etc.) is the District FMO.
- The responsibility to submit the Fire Chemicals Report is the FO Manager or designated position.
- References: *Interagency Standards for Fire and Fire Aviation Operations, chapter 12*
http://www.fs.fed.us/rm/fire/wfcs/Application_Policy-MultiAgency_042209-UPDATE.pdf
http://www.fs.fed.us/rm/fire/wfcs/documents/FireChemReportForm_2009_031009.doc

3.6 Budget

See *BLM NAP 3.6*.

The BLM fire exclusive use contracted aircraft are funded through FA-500. The exclusive use contract aircraft crew positions to manage and work with the aircraft are budgeted at the district level. All other aircraft are funded from fire suppression, severity, or specific project.

3.7 Aircraft Contracts

Aircraft flight services in excess of \$25,000 require an exclusive use aircraft contract, or an On-Call (DOI/AMD). Short term use with costs under \$ 25,000 can use the AMD On-Call contracts or the AMD ARA. The ARA is typically used for point to point flights and also is not available for helicopters.

Non-Fire Exclusive Use Aircraft Contracts: See the *BLM NAP 3.7.1*.

- Coordinate with the UAM as to project requirements.
- For exclusive use flight service contracts, The UAM will develop aircraft requirements and document them using the *Request for Contract Services AMD-13* form.
- A *Pre-Validation of Funds for Contract Award/Renewal AMD-16* form will also need to be completed and authorized by a budget officer.
- Submit request package to the SAM.
- The SAM will review the package and submit to FA-500.

Fire Exclusive Use Aircraft Contracts: See *BLM NAP 3.7.2*.

- If a district wants to change the type or capability of their exclusive use contracted aircraft, a request is required to be submitted to the State FMO, after approval, the State FMO will submit a request to Deputy Assistant Director, FA-100.
- If an existing contract expires, the host district will submit a new *AMD-13 form* to the SAM.
- Start dates: The districts determine the start dates for their exclusive use contracts. The SAM (COR) will coordinate with the State Fire Operations and State FMO, FA-500 and the AMD Western Region and AMD/Acquisition Services Directorate Contracting Officer.
- The SAM (COR) submits a *Notice to Proceed AMD-19 form* to the contractor.
- Once the Notice to Proceed is acknowledged by the contractor, the start date can be varied on either side of the start date by 14 days.
- Contract extension: The contract exclusive use period can be extended on a day-by-day basis. Extensions must be agreeable by the BLM and the contractor. Funding the extension can be done through: severity, suppression, fire rehab, project or another agency with an exchange of funds agreement with BLM.
- A request to extend the contract is sent through the SAM to the FA-500 no later than 5 days prior to the exclusive use period termination.
- All contracts have estimated total flight hours. Whenever the flight hour total is within 30 hours of the contract estimate, the UAM will inform the SAM/COR. The SAM/COR will inform the Contract Officer (CO) and FA-500. The CO will then coordinate with BLM Aviation regarding funding for the contract.

3.7.3 On-Call/CWN Aircraft Contracts

The AMD administers the On-Call contracts that provide aircraft for small helicopters, aerial supervision, SEAT, animal tracking/classification, and wild horse and burro operations. The use of the AMD On-Call contracts is prioritized over use of the USFS CWN contracts; however, BLM can use USFS contracted aircraft per compliance with procedures described in the *AMD OPM-39*. An *Interagency Agreement (IAA)* is required to be in place for non-fire suppression projects.

The USFS CWN contract for Types 1 and 2 helicopters are available for use by BLM. Follow *National and Geographic Area Mobilization Guide* procedures. Aircraft hired by BLM for a BLM project or fire incident are to use the DOI contract number and use the AMD flight invoicing system. Specific contracts are available on the AMD web site: <http://amd.nbc.gov/index.htm>

The BLM Idaho will have access to FA-540 funding for SEAT daily availability (AV). The FA-540 charge code is to be used for initial hiring if there is not a suppression code and for time periods between fires. All other SEAT pay items are to be funded by other means – suppression, state severity, or national severity.

3.7.4 AMD ARA, Non-Fire

See *BLM NAP 3.7.4* for details.

3.7.5 Contractor Evaluations

See *BLM NAP 3.7.4* for details. The *AMD 136* form (See AMD web site – <http://amd.nbc.gov/index.htm>) is to be used for the contractor performance evaluation. The completed form is to be routed to the SAM, who will route a copy to the appropriate AMD Contracting Officer. Evaluations are required:

- ARA, On-Call or CWN contractor – After release of the aircraft, the flight manager will complete and send to the SAM.
- SEATs – Every two weeks or at end of contract period.
- Exclusive Use – Every 30 days and at end of season.

3.8 Service/End Product Contracts

See *BLM NAP 3.8, 3.81, 3.82* for details.

If an “End Product” contract project area is within the following military airspace: Military Operations Area (MOA) - Owyhee, Jarbidge; Mountain Home (MUO) Class D airspace, military training routes (MTR), it is acceptable to provide the contractor the military airspace management office phone number and encourage the contractor to coordinate their flight activities with the military. Other than the providing of contact information the BLM will have no operational control of the aviation activities. The BLM can not specify in the contract any aircraft performance or equipment standards or pilot qualifications.

3.9 BLM Supplemental Fire Aircraft Acquisition

See *BLM NAP 3.9* for details.

Fire Aircraft Needed to Fill Large Fire Orders: The BLM exclusive use aircraft are primarily intended for initial attack operations. A request through the Resource Ordering Status System (ROSS) program for aircraft to fill orders for a “Large extended attack fire,” notification of the State FMO or ID-916 Duty Officer is required before filling the order.

3.10 Cooperator Aircraft

See *BLM NAP 3.10* for details.

Use of state/local government, military or other federal agency aircraft by BLM employees will require prior inspection and approval by AMD unless the aircraft has already been approved. Proposed use of these aircraft must be requested through the SAM to the FA-500.

Any BLM Idaho employee who is requested to participate in mission type of aircraft operations by another agency shall receive approval from their respective UAM or SAM prior to participation.

The 2011 Statewide Annual Operating Plan describes the roles and responsibilities of the signatories of the plan for fire suppression activities within the State of Idaho.

- The Idaho Department of Lands (IDL) has contracted aircraft (helicopters, SEATs) that meet DOI and USFS standards (See *AMD OPM-53*). The IDL will provide the aircraft information to the BLM SAM. The SAM will provide the information to AMD Western Region and FA-500.
- The USFS contracted and fleet aircraft/pilots all meet DOI AMD standards.
- Idaho Army National Guard (IDARNG) 183rd AVN BN helicopters are available to BLM only through the mobilization orders by the National Interagency Coordination Center (NICC). The IDARNG helicopters could be mobilized under orders of the Governor for state emergencies. The IDARNG helicopters and crews have Blackhawk helicopters equipped with water buckets and have firefighting as part of their mission.
- IDARNG rescue/hoist helicopters can be requested by BLM through a request to the State Communications Center, who then makes a request to the Air Force Rescue Coordination Center (AFRCC). The IDARNG has two UH-92 Lakota (EC-145 make-model) helicopters equipped for hoist operations based in Boise. The Blackhawk helicopters could also be available.

(See USFS Emergency Helicopter Extraction – EHE web site for listing of hoist capable helicopters nationwide:
http://www.fs.fed.us/fire/aviation/av_library/EHE%20Source%20List%20%28Rev%204%20-%202001-11%29.pdf)

3.11 Senior Executive Service (SES)

See *BLM NAP 3.11* for details.

Aircraft may be used to transport SES personnel to meetings, administrative activities or conduct mission type of flights. These flights are requested through the UAM and usually arranged by the appropriate local dispatch.

- Mission type of flights can be arranged without DOI Solicitors immediate involvement. Coordination prior to the flight with the SAM will be required.
- Transportation type of flights will require coordination and approval from the DOI Solicitors office.

3.12 Dispatching - Flight Requests

See *BLM NAP 3.12* for details.

For all non-fire flights, the user must assure that there is appropriate funding for the mission and that necessary supervisory approval has been granted. The *BLM form 9400-1a* is required to be completed for all non-fire flights. A PASP may be required depending on the project/flight complexities. The UAM must review the *9400-1a Flight Request* and obtain line manager approval.

3.13 Aircraft Flight Service Ordering

See *BLM NAP 3.13* for details. Only the UAM or dispatchers (per Dispatch Center Manager direction) are authorized to order aircraft from the various AMD flight service contracts.

3.14 Aircraft Use Payment Systems

National Business Center (NBC) Aviation Management System (AMS): The DOI NBC AMS program is a web based system that can be accessed from any computer with internet access for generating and processing flight use invoices and interfacing with the DOI financial system for payment. It also makes utilization reports to GSA.

Authorized BLM personnel can access the AMS program to create use reports. Each UAM, exclusive use contract aircraft manager and the assistant, the SAM and the State Fire Business Program Lead will have authorization to AMS.

The web site is: <https://ams.nbc.gov/maximo/webclient/login/login.jsp> and access is via username and password.

- For 2011, AMS will be used for all DOI contracted aircraft, and the electronic AMD-23e form” or paper AMD-23e form are the only valid method for interface to the AMS program.
- The contractor is responsible for submitting AMS invoices. They will complete the AMD-23e in the field with the flight manager completing the charge code portion of the form; and print a copy that the flight manager will sign off as correct and legitimate. The contractor will then scan the signed AMD-23e and upload the scanned document into AMS.
- AMD will validate and approve invoices. BLM aviation managers do not have a role in the validation or approval other than the field input on the AMD-23e.

3.15 Coding for Flight Use Reports

Billee Codes: All exclusive use contracted aircraft will use the “home unit” Billee code regardless of the operating location for all pay item codes. The only exception is when a non-BLM entity uses the aircraft for a non-fire mission and the entity has an already established Billee code. (Note: not all historical Billee Codes are valid, as the holders of the historical Billee Code must have a current agreement on file with DOI-NBC)

Mission Codes: The AMD has issued new mission codes through the AMD Tech Bulletin 10-01. Use of the new mission codes is mandatory. Mission codes are only used for flight time. See AMD web site: <http://amd.nbc.gov/>

Pay Item Codes: The new AMS program uses specific pay item codes for aircraft that are used for “Fire” operations or for “Projects.” See the contract for details.

Fund Charge Code:

- **Daily Availability:** All Fire exclusive use aircraft AV, during the established use period, is charged to: **LLFA540000.LF10000AV.HT0000** (Note: there is no mission code for daily availability). On Call SEAT – When there is no suppression to charge to, the above FA-540 charge code can be used for AV only.
- **Fire Suppression Charge Code:**
Boise District – **LLIDB00400.LF20000AV.HU0000.LFSPxxxx0000**
Coeur d’Alene District – **LLIDC00400.LF20000AV.HU0000.LFSPxxx0000**
Idaho Falls District – **LLIDI00400.LF20000AV.HU0000.LFSPxxx0000**
Twin Falls District - **LLIDT00400.LF20000AV.HU0000.LFSPxxx0000**
- **Fire Severity Charge Code:** Issued upon FA-300 approval.
- **Aircraft Pre-position Charge Code:** Issued upon FA-500 approval.
- **SEAT daily availability outside of direct incident support:** Issued upon FA-500 approval.
- **Non-Fire Project:** Benefitting activity charge code as shown on 9400 1a Flight Request or PASP.
- **Non-BLM Non-Fire Project:** If BLM Billee Code is used then there must be an Interagency Agreement (IAA) established between the user and BLM Idaho. If the user has a valid AMD Billee Code then the user’s agency charge code is acceptable.

Billee Code Agreements: The FBMS requires an agreement for Billee Codes and charge codes. Agreements are coordinated through FA-500. On the AMD-23e leave this block empty.

3.16 Fleet Aircraft

The BLM Idaho has no fleet aircraft.

3.17 FEPP

This is a USFS administered program for providing government entities military excess aircraft.

3.18 FBMS

All flight service contract payments are done by AMD, which sends an IPAC bill to the BLM National Operations Center (NOC). The NOC interfaces with FBMS for aircraft flight service contracts. All fire chemicals (retardant, foams and gels) expenditures/invoices (full service contract invoices and bulk product invoices) are entered into FBMS at the District level.

3.19 Aviation Program Reviews

See *BLM NAP 3.19* and *4.53* for details. The BLM Idaho had an AMD review in 2009.

Attachment 1 - 18

4.0 SAFETY

4.1 General

See BLM *NAP*

Each BLM employee and contractor involved with aviation has the responsibility to plan missions thoroughly, conduct missions with a conservative attitude, and respects the aircraft and environment in which they are operating in.

4.2 SMS

The SMS serves to structure the BLM existing safety initiatives and provides a review process for how well those initiatives function. Safety is a system that incorporates a proactive approach to using hazard identification and risk management in all phases of an aviation operation and programs. The SMS has four major components: policy, risk management, assurance and promotion. More information is available on the Lessons Learned web site:

www.wildfirelessons.net

4.3 Policy

Aviation management policies describe: authorities, responsibilities, acceptable operating practices and administrative procedures. All aviation safety standards and policy requirements identified in the *BLM NAP 1.6* must be followed.

4.3.1 Aviation Life Support Equipment (ALSE)

See *BLM NAP 4.3.1* and the *DOI ALSE Handbook*.

All non-fire suppression helicopter flight requires that all passengers and aircrew wear AMD approved flight helmets. During fire suppression flights, it is allowed that passengers wear firefighting hardhats if the flight originates from an established and managed operating area, and the destination landing area is established to *IHOG* standards and is managed by helitack personnel. Non-fire suppression projects that require personnel transport to the project area via helicopter will need to obtain a suitable amount of flight helmets to support the project. Initial attack helicopter operations require flight helmets for all on board during the initial attack deployment phase of the operation until a landing area meeting (*IHOG*) standards for operations and helispot management are met.

4.3.2 PASP

See *BLM NAP 4.3.2*. plus the following:

Non-fire suppression projects (mission type of flight) require project planning prior to implementation. The level of planning and approval depends on complexity and scale of the project, and level of risk. Fire suppression aviation operations are documented in the Unit

Aviation plan (see paragraph below). Routine Law Enforcement (LE) aviation operations can also be documented in a supplemental LE aviation operations plan at the SAP level. Individual unique LE aviation projects may have a PASP developed and approved prior to implementation. See *Law Enforcement Aviation Operations Supplement* for specific details and requirements.

The PASPs are to be reviewed and approved by a Line Manager (DM, FO Manager or acting's, and for LE Aviation - Assistant Special Agent in Charge). Districts may delegate approval of low complexity projects to the UAM or other designated position specified in the UAP. A copy of a PASP is to be routed to the SAM, for notification, prior to project implementation.

Low/Moderate Risk/One Time Projects: One time, low complexity/low to moderate risk projects (examples: high level recon, transport small number of people, cargo delivery) the *BLM 9400 1a* form can be used to document the project and risk analysis. A map of the project area is required.

High Risk Projects: The PASPs that have a final, after mitigation of initial hazards/risks, risk assessment of a **high or greater**, or if it is a project requiring a helitorch will require a SAM review prior to Line Manager approval. The SAM shall brief the SD if the project has potential political interests, very high risk, and large scale project with high costs.

Fire suppression missions are exempted from individual project planning given that the Unit Aviation Plan/functional operations plan document the operational risk/hazard mitigation for the typical fire suppression missions (initial attack/helitack, external cargo, bucket operations, recon, passenger transport, remote landing operations, cargo letdown operations, aerial ignition – Plastic Sphere Disburser (PSD), Global Positioning System (GPS) fire perimeter mapping, aerial supervision, airplane: detection and recon, SEAT operations, air tanker operations, etc.).

Required Elements of a PASP: Beside the elements listed in the *BLM NAP 4.3.2*, an aerial or satellite photograph or maps of the project area are to be part of the PASP package. Levels of risk should be mapped on the photograph or maps for the various phases of the project. The *IHOG* risk assessment forms *HJA-5* or *HJA-6* are the preferred template for documenting the risk assessment. The *Interagency SMS Aviation Guide* is a source of hazard identification and mitigation information for typical aviation functions/operations. Each project or mission will have unique hazards and situations that should be critically analyzed in the PASP.

Risk Levels - Review and Approval:

| <u>Risk</u> | <u>Review</u> | <u>Approval</u> |
|-------------|---------------|---|
| Low | UAM | FM or DM or delegated to UAM (See UAP) |
| Medium | UAM | DM or FM (See UAP) |
| Serious | SAM | DM |
| High | SAM | DM or SD |
| Helitorch | SAM | DM |

4.5 Assurance

The BLM Idaho aviation SMS assurance program consists of monitoring of aviation activities by UAM, SAM and NAO program managers.

- UAM and Aircrew supervisors conduct After Action Reviews (AAR) of projects, fire suppression operations, or SAFECOM events.
- UAMs will forward onto the SAM any significant AAR findings for inclusion to statewide AAR-lessons learned document folder available on the BLM ID SharePoint Aviation folder: <http://teamspace/id/sites/fire/Shared%20Documents/Forms/AllItems.aspx>
- Morning fire aviation operational briefings will have discussion of at least one of the following: previous day aviation operations, 6 minutes for safety aviation topic, SMS risk assessment topics.
- UAMs will review PASP and risk assessments that are prepared by project aviation operations personnel.
- The SAM will review prior to implementation all high risk rated PASPs, and will monitor all other PASPs.
- The SAM will make site visits of airbases, projects and fire incidents. Coordination with the District FMO and UAM will be done and a trip report provided to the Assistant State FMO, District FMO and UAM.

4.5.1 Safety and Technical Assistance Team (STAT)

See *BLM NAP 4.5.1*.

The *Geographic Mobilization Guides* detail ordering procedures. Coordinate with the SAM for facilitation of STAT requests.

4.5.2 Aviation Safety Communiqué (SAFECOM)

See *BLM NAP 4.5.2*. The SAFECOM system is used to report any condition, observance, act, maintenance problem, or circumstance which has potential to cause an aviation related mishap. Maintenance issues that warrant a SAFECOM report are those that involve power-plant, flight controls or others that could cause a mishap. Aviation operations under BLM Idaho operational control that have reportable events will be reviewed at the SAM level. The SAFECOMs are reportable by anyone who witnesses or has specific knowledge of an event.

Reports should be sent to the UAM. The UAM will provide any corrective action statement and then SAM will prepare the SAFECOM for public access. The SAFECOM events for BLM Idaho aircraft/aircrews that occur under other operational control should have a courtesy copy sent to the SAM.

- SAFECOMs can be reported several ways in order of preference –
 - (1) Through the SAFECOM web site – www.safecom.gov
 - (2) Phone 1-888-4MISHAP
 - (3) Paper form that is FAXed or mailed to the SAM

- Events that are significant in their potential to be accidents are generally classified as Incidents with Potential (IWP).
- Report immediately IWPs to the UAM or FMO. Notification to the SAM is required within 12 hours. The SAM will inform the Assistant State FMO, SD and BLM FA-500.

4.6.1 Lessons Learned

See *BLM NAP 4.6.1*.

4.6.2 Aviation Safety Awards

See *BLM NAP 4.6.2*. The UAM is the focal point for air awards for events occurring on their district. The UAM will coordinate with the SAM who will sponsor to FA-500 Safety.

5.0 OPERATIONAL POLICY

5.1 General

The BLM Idaho engages in many aviation operations supporting fire management and resource management programs. The BLM LE is also engaged in aviation operations typically with cooperator agencies such as County Sheriff Departments, State Police, US Drug Enforcement Agency, and National Guard. The work and environment is dynamic in nature and requires attention to standard operating procedures, good mission planning and continual evaluation and control of the inherent hazards/risks.

The BLM Idaho has exclusive use contracted aircraft and the crews, management and support facilities for fire management. The Fire and Aviation units of the State Office and the districts provide aviation expertise and management for all BLM Idaho programs. Aviation resources by district:

Boise District:

- Helicopter - ICS Type 2: Hillcrest Aviation Bell 205++/115-day contract starting June 13, based at the Boise airport – BLM helitack base. The facility is leased from the City of Boise-Airport.
- Helitack crew – 10-person crew with district option to increase the crew size, 1 PFT Supervisor, 1 PSE Assistant, 2 PSE Squad Leaders, 1 PSE Senior Firefighter-lead crew person, seasonal crew members.
- Aerial supervision plane – Type 1 platform, Spur Aviation Aero Commander 500-Shrike /90-day contract starting June 14, based at the Boise airport – BLM helitack base.
- ATGS – 1 PFT ATGS/Assistant UAM.
- SEAT Manager – 1 seasonal.
- UAM – 1 PFT shared with the Boise NF (funded by BOF).
- Facilities – Boise helitack base, leased from the Boise airport (Boise city). SEAT base-Mountain Home municipal airport, leased from City of Mountain Home.

Coeur d'Alene District:

- UAM – 1 PFT shared with the Panhandle NF through a Service First agreement (Idaho Panhandle NF employee).
- All aviation support for fire management is provided by IDL – SEATs at Coeur d'Alene and Grangeville and helitack at Coeur d'Alene, Craigmont and Orofino, and USFS-helitack and smokejumpers at Grangeville.

Idaho Falls District:

- UAM – 1 PFT shared with the Caribou/Targhee NF (BLM employee).
- Assistant UAM/Air Base Manager – 1 PFT.
- Aerial supervision plane – Type 1 platform, Spur Aviation 680 Turbine Commander /90-day contract starting June 21, based at Pocatello air base.
- ATGS – 1 PFT ATGS.
- SEAT/Ramp Manager – 1 seasonal.
- Facilities – Pocatello air base, Pocatello airport and full service contracted air tanker/retardant loading base – ICL/100 days.

Twin Falls District:

- Helicopter - ICS Type 2: Rogers Helicopters Bell 212HP/100-day contract starting June 14, based at the Twin Falls air base, Twin Falls airport.
- Helitack crew – 10-person crew with district option to increase the crew size, 1 PFT Supervisor, 1 PSE Assistant, 1 PSE Squad Leader, 2 lead crew members (1 PSE, 1 seasonal), seasonal crew members.
- UAM – 1 PFT BLM employee who also manages the Sawtooth NF aviation program.
- Assistant UAM/Air Base Manager – 1 PFT.
- Ramp Manager - 1 seasonal.
- SEAT Managers – 2 PSE SEAT Managers.
- Facilities – Twin Falls air base – leased from the City of Twin Falls, Twin Falls airport, full service contract air tanker/retardant loading base – ICL/100 days, starting June 15, helicopter operations pads, temporary as needed SEAT operations with portable retardant storage and loading equipment at Gooding, Hailey, Jackpot and Arco.

5.12 Mishap Response

The *Interagency Aviation Mishap Response Guide and Checklist* is available on the AMD web site: <http://amd.nbc.gov/> and through the fire cache system *NWCG PMS 503* and *NFES 2659*. Each district will have an *Interagency Aviation Mishap Response Guide and Checklist* updated annually and with complete BLM notification information.

In the event of a missing aircraft or known accident under BLM operational control or an event involving a BLM Idaho aircraft/aircrew, districts are to follow the Mishap Response Guide and Checklist and immediately notify (in order of immediate availability):

1. SAM
2. State Duty Officer
3. SD or Associate SD

The SAM will notify the (In the absence of the SAM, the Assistant State FMO or State FMO will contact FA-500):

1. Assistant State FMO or State FMO (ID-916)
2. FA-500 (in order of availability):
 - (1) Aviation Safety Manager
 - (2) Operations
 - (3) Division Chief
3. Idaho State Office (ID-914) Safety Manager and External Affairs.

5.17 Large Air Tanker/Very Large Air Tanker and CL-215/415

See *BLM NAP* plus the following:

Large air tankers are coordinated nationally through the GACC. The *Geographic Mobilization Guide* describes ordering procedures. New for 2011 – Large Air Tankers (Type 1 and 2) are staffed everyday of the contract period and relief crews are required by the contract. The *Mobilization Guide* describes air tanker positioning, release from incident procedures and coordination requirements.

The rotation of air tankers at air tanker bases generally follow first in/first out, with a variation between large air tankers and SEATs dependent on Incident Commander (IC) or aerial supervisor request, or per GACC/NICC order. Large Air Tankers (P-3, P-2V and Modular Airborne Fire Fighting System (MAFFS)) drop long term retardants or water.

MAFFS: The C-130 MAFFS are only activated by NICC. The Boise and Twin Falls Air Tanker Bases are designated for MAFFS operations. The MAFFS require a MAFFS qualified lead plane for all drops.

5.19 SEAT Operations

See *BLM NAP* plus the following:

The BLM Idaho utilizes SEATs through the AMD On-Call contracts. See *BLM NAP* 3.7 and the *SAP* section 3.7 for details. The SEATs are typically deployed to Twin Falls, Boise/Mountain Home and Pocatello. Funding for SEATs is either through direct incident support, FA-540 pre-suppression funding, or severity funding.

The SEATs are primarily an initial attack resource with diminishing effect when operated more than 50 miles from the support base. They are most effective when operated in multiple plane groups. They can drop long term retardants, fire suppressant gels, foam or water. The contract requires a contractor to have the plane and support unit available and able to meet ordering timeframes before they are allowed to accept an order. The contractor provides the mix and loading unit, which allows for temporary remote site set up. The BLM provides any of retardant, gels, foams and the water. The SEAT operations will not be conducted from roads and dirt/gravel airstrips are not desirable and require contractor concurrence to operate from.

5.21 Aerial Supervision/Leadplane Operations

See *BLM NAP* plus the following:

Aerial supervision primary function is to manage incident airspace and assist the IC with fire information, tactical direction of aerial resources and communicate potential developing firefighter and public safety situations. The BLM Idaho philosophy is that when available, aerial supervision will be dispatched to provide assistance to IC regarding: fire behavior, weather monitoring, assisting crews with access, operational mapping, communication link. Aerial supervision can be sent even if other aerial resources are not dispatched (See *BLM Operations Alert 01-10*).

- There are two aerial supervision (ATGS) resources based at Boise and Pocatello
- There are cooperator aerial supervision planes available from Boise NF, Vale BLM, Elko BLM, Salt Lake BLM, and Nez Perce NF.
- The Twin Falls District has an agreement with the BLM Great Basin Smokejumpers to provide an ATGS for an On-Call contracted air attack plane based at Twin Falls. The plane is typically activated when there is severity funding or there is a high fire occurrence.
- Lead plane or Aerial Supervision Module (ASM) is required to be ordered for “congested” (Urban areas, see *Interagency Aerial Supervision Guide*) airspace incidents that have retardant dropping operations.
- Interested potential trainee ATGS are considered “mission essential.” Other non-aerial supervision persons are not allowed on board during tactical aerial supervision missions. The ATGS has the final decision as to who is on board.
- BLM Idaho provides personnel as a geographic ATGS representative and as aerial supervision instructors, and to the ASM program.

5.22.1 Helitack Operations

See *BLM NAP* plus the following:

The BLM Idaho has two helitack operations at Boise and Twin Falls. Both crews have ICS Type 2 helicopters that can carry 6 to 9 firefighters for initial attack. The *BLM Idaho Helitack Operations Guide* serves as a guide for BLM Idaho helitack crew operations, qualifications and staffing. Idaho helitack crews are part of the district fire operations group.

5.22.2 Rappel

The BLM Idaho has no helicopter rappel programs. The USFS program is available by USFS Region. Region 4 (Utah, Nevada, southern Idaho, western Wyoming) will allow rappel operations only for Type 2 helicopters (Boise NF – Lucky Peak, Payette NF – Price Valley, Salmon NF – Salmon).

5.22.3 Cargo Letdown

Both BLM Idaho Helitack crews will not be conducting cargo letdown operations for 2011. The cargo letdown operation allows a helitack crew to deliver small cargo loads precisely to one or more locations without a longline/remote and cargo net hook set up. See the *BLM NAP* 5.22.3 for specific requirements.

5.23 Aerial Ignition

See the *BLM NAP* 5.22.5 plus the following:

The BLM Idaho has equipment (PSD) and qualified operations personnel on the Boise and Twin Falls helitack crews and qualified personnel in the Coeur d'Alene District. Anytime that a district requires a helitorch the equipment and personnel will have to be obtained from cooperators (BLM, USFS, NPS, IDL) or from contractors listed on the *AMD On-Call Small Helicopter contract*. At least one month lead time will be needed to contractually set up contractor provided helitorch operations. The SAM will coordinate with FA-500 and AMD. If the district does not have a qualified helitorch manager, a resource order for one or a waiver request will be required. Request for a waiver is made to the SAM.

5.26 Smokejumper Operations

The BLM Idaho has access to smokejumpers from BLM and USFS through the resource ordering system (See *Geographic Mobilization Guide*). The BLM has its primary jump base at Boise and sets up temporary operations bases at Twin Falls, Battle Mountain NV, Ely NV and Provo UT. The USFS jumpers are based at McCall, Grangeville, Redmond, LaGrande, Missoula and West Yellowstone.

5.27 Light Fixed Wing Operations

See *BLM NAP* plus the following:

The BLM Idaho aerial supervision planes can be utilized for detection and fire recon, and for resource management flights. The primary mission of the planes is aerial supervision. If other missions for the planes are planned, the District FMO or Duty Officer is the point of contact. Flight managers – Detection/fire recon should be very familiar with flight following procedures, aircraft radio operations, navigation, military airspace and aviation risk management principles.

5.28 Law Enforcement Operations

See *BLM NAP* plus the following:

The BLM Idaho will have, as a supplement (under development) to the *SAP*, a *LE Helicopter Operations Plan* describing requirements, procedures and Letters of Approvals/MOU's for LE operations with cooperating agencies. The Operations Plan will have a separate signature approval from the *SAP*. The SD will sign for District Ranger activities and the regional SAC will sign for all other BLM LE activities.

The BLM Idaho LE has had an *Interagency Agreement (IAA)* with the USFS Region 4 for utilizing USFS exclusive use contracted helicopters and helicopter management on BLM operational controlled LE projects. It is currently inactive. Without the IAA with the USFS, BLM cannot use on BLM operationally controlled LE projects any USFS contracted aircraft and/or helicopter personnel. The USFS can use AMD/BLM contracted aircraft without an IAA.

6.0 BLM AVIATION TRAINING

See *BLM NAP*. The BLM Idaho has several AMD Interagency Aviation Training (IAT) qualified instructors. The IAT program is primarily a non-fire aviation training program. There are some IAT requirements for fire program employees. These requirements are described in the DOI *OPM-04*, the IAT web site and in the *BLM NAP*.

New for 2011:

- Aerial Supervision personnel must attend an RT-378 every three years to maintain IQCS certification. This applies to agency and Administrative Determined (AD) personnel.
- Resource (non-fire) Helicopter Managers will need to complete a "Position Task Sheet" before becoming qualified. See *NAP*

7.0 AIRSPACE COORDINATION

See *BLM NAP*

7.4 Flight Planning, Hazards and Obstructions

See *BLM NAP* plus the following:

The SAM will coordinate with the Idaho State Office (ISO) GIS department to develop and produce an annual flight hazard briefing map for all districts. The maps will consist of a statewide general map depicting dispatch jurisdiction, military (MOA, RA and MTR) and FAA Class C and D airspace, BLM and USFS fire airbases. The district/dispatch area map depicts military and FAA airspace, towers, wires, wind turbine farms, other aviation hazards, airports.

The Flight Hazard maps are maintained on the BLM Idaho SharePoint site and BLM State Office computer Q drive: <http://teamspace/id/sites/fire/Shared%20Documents/Forms/AllItems.aspx> and Q:\loc\gis\projects\fire\Aviation_Hazards\Maps.

The UAMs are responsible for sending into the SAM updated hazard information by February 1.

7.8 Airspace Boundary Plan

Anytime that aircraft are dispatched to or are operating within a 10 nautical mile (nm) corridor along dispatch centers' jurisdictional boundary a notification of the affected dispatch center is required. The sending dispatch is responsible for the notification and will use the **Idaho Airspace Boundary Operations Checklist**. The checklist is be initiated by phone and followed up by FAX or email.

7.12 Airspace Agreements - MOU

The BLM Idaho has a MOU for airspace coordination with the US Air Force, 366th Fighter Wing, Mountain Home, and is currently developing a MOU with the Idaho National Guard - Air 190th FS (A-10 and military training routes (MTR)), Army 183rd AVN BN (Helicopters), and the Joint Force Headquarters – Orchard Training Range The MOU describes procedures when BLM aircraft operate with the military airspace.

- Scope of the Mountain Home agreement – Department of Defense airspace – **MTR's:** IR 300/ 313/ 303/ 304; **MOAs:** Owyhee/ Jarbidge/ Paradise East & West; **Restricted Areas:** R3202 and R3204.
- Application - Aircraft operations under operational control of the following dispatch centers: Idaho, Oregon, Nevada, and for the Idaho National Guard MOU Montana is also part of the MOU.
- Temporary Flight Restrictions (TFR) Responsibilities – The dispatch centers are the focal point for coordination of TFR requests with FAA and dissemination of TFR information with Mountain Home AF and Idaho National Guard.
- Mountain Home Airspace Management would like to have a TFR set up for fires that extend beyond initial attack and the BLM aircraft will be active.
- MOA entry situation - Pilots will request a clearance, prior to entrance, directly to Mountain Home RAPCON (Approach, 124.8), and then to Range Control (Cowboy, 134.1). The request will state the mission purpose and expected duration.
- The BLM SAM or assigned airspace coordinator will be the focal point for resolving procedural difficulties and be the focal point for making changes to the MOU, coordinate with Mountain Home Airspace Management and Idaho National Guard any conflicts or incidents.
- Non-Fire: BLM dispatch will coordinate with Wing Scheduling with as much advance notice as possible, including “End Product” contract operations.
- Dispatch will notify Wing Scheduling as soon as possible for initial attack or fire recon missions. The information to be passed on is: destination coordinates; type of aircraft and tail number, airport that the aircraft is responding from.

- Resource Management projects within Mountain Home airspace: dispatch will send into Wing Scheduling project flight plans 3 weeks in advance or as soon as possible and then verify 3 days prior to commencement that the scheduled days are valid.
- **Idaho National Guard:** The IDANG 190th Fighter Squadron operates A-10 fighters, and the Army 183rd AVN BN operates the helicopters. The IDANG also controls military training routes (MTR). The BLM will contact the 190th Flight Operations office when BLM flight activities occur within the MTRs. The BLM will coordinate with the 183rd AVN BN helicopter training areas are affected by BLM aircraft operations. Boise Dispatch Center will coordinate with Orchard Range Control all BLM aircraft operations that occur in or around the Orchard Training Range and Restricted Area R-3203. The same notification form that is used for Mountain Home Wing Scheduling notification is used.
- IDANG MTRs are: VR1300/1303, VR1304/IR302, VR1301, VR1305/IR305, and IR301/307.

8.0 AVIATION SECURITY - AIRCRAFT and FACILITIES

See BLM NAP plus the following:

Districts are responsible for completing annually the ***DOI Aviation Security Procedures for Airports or other Aviation Facilities (AAF)***. See BLM Aviation web site - <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Avsecurity.html>

A copy of the completed document will be kept by the UAM and the District LE Ranger, and the SAM. The SAM will provide FA-500 with a copy.

The districts are responsible for coordinating and budgeting for commercial airport access badging of employees. The district can facilitate the badging for contractors, but it is the contractors' responsibility to pay for any access badges. At this time there is an access badge requirement for: Boise, Twin falls, Pocatello, or any airport that has commercial airline service.

9.0 AVIATION FACILITIES

See BLM NAP.