BLM Arizona
State Aviation Plan
2015

Department of the Interior
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1.0 BLM ARIZONA STATE AVIATION PLAN

1.1 Purpose

This plan sets forth policy, procedures and guidance to implement the Aviation Management Program for the Bureau of Land Management (BLM) Arizona. The purpose is to clarify and standardize aviation management procedures and operations for all employees in the Arizona Field, District, and State Offices. This plan is supplemental to Departmental Manuals 350-354, BLM Manual 9400, and the BLM National Aviation Plan (NAP).

1.2 Mission Statement

The BLM Arizona Aviation Program provides for safe and efficient aviation services to meet land management objectives. Utilization of technology, sound aviation management practices, and highly trained and motivated personnel will reduce risk, loss, misuse and expenditures.

1.3 BLM Arizona Aviation Philosophy

The highest priority in any aviation activity will be personal safety. Our goals are risk reduction, proactive hazard identification and accident prevention. The complex nature of the BLM Aviation Program, combined with the demanding flight environment of rough terrain and high density altitudes of Arizona, requires the guidance of a philosophy reflecting the basic tenets of safety. Our goal is to provide safe and efficient aviation support for the BLM mission, while conducting our actions in accordance with this philosophical and regulatory guidance.

- An active and aggressive accident prevention program intended to protect our most precious assets - the people utilizing our services.
- Risk management will remain incorporated into all aviation operations.
- Line managers are responsible for all aircraft missions.
- There must be planning for flight operations to include: safety, risk management, supervision, organization, and evaluation.
- Aviation personnel will be qualified and appropriately trained to standards.
- The aviation organization will be maintained at the most efficient level commensurate with the BLM mission.
- Management has the responsibility to maintain the commitment to aviation safety and efficiency.
- District Office's local policy and procedure cannot be less restrictive, different, or conflict with national or State policy.

1.4 BLM Arizona Aircraft Management Strategy

Exclusive use contracted fire aircraft are funded through the BLM National Aviation Office (NAO), and coordinated by the State Fire Management Officer (FMO). The aircraft are intended primarily for initial attack. Approval to utilize the aircraft for

non-initial attack operations within the District is at the District Manager (DM) (or acting DM) level. Assignment of exclusive use aircraft outside of the State for extended attack fire or non-fire projects requires coordination with the State FMO and FMO approval. The State FMO shall coordinate with District FMO's regarding 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 1.6.

The BLM Arizona State Aviation Plan (SAP) is procedural policy for aviation program/operations under BLM Arizona operational control.

1.6.1 Handbooks

- Aerial Capture, Eradication and Tagging of Animals (ACETA) Handbook
- Aviation Life Support Equipment Handbook (ALSE)
- The BLM Wild Horse & Burro Aviation Management Handbook (WH&B)
- Interagency Aviation Transport of Hazardous Materials Handbook
- Law Enforcement Short Haul Policy
- Military Use Handbook

1.6.2 Plans

- The BLM NAP
- The BLM Arizona SAP
- The BLM District/Unit Aviation Plans

1.6.3 Guides

- Interagency Aerial Ignition Guide (IAIG)
- Interagency Aerial Supervision Guide (IASG)
- Interagency Airspace Coordination Guide (IACG)
- Interagency Airtanker Base Operations Guide (IATBOG)
- Interagency Helicopter Operations Guide (IHOG)
- Interagency Helicopter Rappel Guide (IHRG)
- Interagency Single Engine Airtanker Operations Guide (ISOG)
- Interagency Smokejumper Pilots Operations Guide (ISPOG)
- Interagency Standards for Fire and Fire Aviation Operations (Redbook)
- Interagency Aviation Training (IAT) Guide

2.0 AVIATION MANAGEMENT ORGANIZATIONS

2.1 Department of the Interior (DOI)

See BLM NAP 2.1.

2.2 National Aviation Groups/Committees

See BLM NAP 2.2.

2.2.1 BLM Aviation Management Group (AMG)

The BLM Arizona State Aviation Manager (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 for all programs. As the BLM Arizona representative to the AMG the SAM can take issues identified by the Districts or State Office and present them to the AMG. There is no formal issue submission protocol except to run through the normal chain of command. This group is not limited to fire aviation operations.

2.2.2 Other Groups and Committees

The BLM Arizona SAM will participate in other national level groups and committees as requested by NAO and approved by the State FMO.

2.2.3 Great Basin Aviation Working Committee (GBAWC)

The Great Basin Coordinating Group (BLM, USFS, NPS, USFWS, BIA, and states within Eastern and Western Great Basin Geographic Area Coordination Centers) charters an aviation working committee to consider any aviation issue germane to the Great Basin interagency aviation operations, and develops recommendations. Fire aviation issues can be brought forward through the Great Basin Operations Group or to the GBAWC representative. The BLM Arizona SAM serves as the BLM Arizona representative to this committee.

2.2.4 Southwest Area Aviation Committee (SAAC)

The Southwest Coordinating Group (SWCG) (BLM, USFS, NPS, USFWS, BIA, and states within the Southwest Coordination Center Area) charters an aviation working committee to consider any aviation issue relevant to the southwest interagency aviation operations, and develops recommendations. Fire aviation issues can be brought forward through the Southwest Operations Group or to the SAAC representative. The BLM Arizona SAM serves as the BLM Arizona representative to this committee.

2.3 BLM

See BLM NAP 2.3.

2.4 BLM Arizona

The BLM Arizona Aviation Program is managed at two organizational levels within the State; State Office and Districts. The State Office of Fire and Aviation (AZ-934) is responsible for the statewide Aviation Program. Districts are responsible for aviation activities conducted under BLM Arizona operational control within the District. The BLM Arizona has four Districts: Arizona Strip, Colorado River, Gila, and Phoenix. Each District is responsible for:

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

2.4.1 BLM Arizona State Director (SD)

Aviation responsibilities are outlined in the BLM NAP section 2.5 and 350 DM 1 Appendix 4.

- The SDs are responsible for all aviation activities within their respective jurisdiction.
- Each state will assign a SAM. The SAM position provides oversight of the SAP and support to the State/District/Field Offices on all aviation matters.
- Disseminate departmental and BLM aviation policy and information.
- Promote the BLM Aviation Safety Management System (SMS).
- Assign a liaison for any BLM Arizona aviation incident/accident investigation.
- Ensure adequate aviation management staff and funding in partnership with FA-500.

2.4.2 BLM Arizona State FMO

The State FMO supervises the SAM, and has the 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 2.5.

- Directs the statewide Aviation Program.
- Approves assignment of Arizona exclusive use aircraft outside of the State; coordinates with the NAO.
- Corrects unsafe fire suppression, aviation and fuels management activities.

2.4.3 BLM Arizona SAM

The SAM serves as the focal point for the SAP by providing 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 2.5:

- Conducts or coordinates SMS based assurance checks of aviation programs and activities under BLM Arizona operational control.
- Serves as a member of the SAAC which is chartered under the Southwest Coordinating Group.
- Serves as a member of the GBAWC which is chartered under the Great Basin Coordinating Group.
- Serves as a member of the AMG which is chartered under the BLM Fire Leadership Team.
- Serves as a Contracting Officer Representative (COR) for BLM Arizona exclusive use contracted aircraft.
- Coordinates State Office flight requests with the appropriate dispatch center.
- Serves as the statewide point of contact for airspace coordination issues and coordinates with the NAO National Airspace Program Manager.

2.4.4 BLM 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 (UAM) and Dispatch Center Manager.

- See BLM NAP 2.5 and 350 DM 1 Appendix 4 for list of major duties.
- Approves – unit aviation management plans; PASPs; and requests for new aviation contracts or programs.

2.4.5 BLM Field Office (FO) Manager

This position is responsible for aviation activities supporting non-fire projects within the FO.

- Reviews and approves requests to use aircraft for resource projects.
- Reviews and/or approves PASPs.
- Coordinates projects using aircraft with the UAM.
- Coordinates aviation training needs of FO personnel as detailed in OAS Operational Procedures Memorandum (OPM)-04 with the UAM.

2.4.6 District FMO

This position is responsible for hosting, staffing, supporting, providing daily management and dispatching all BLM fire aircraft assigned to their unit.

- Authorized, through a line officer delegation, to request additional fire aircraft; establish priorities; and allocate all fire aircraft assigned to the BLM within their unit or zone.

- When directed by the State Office, will mobilize BLM fire aircraft and assigned personnel as requested.
- Delegates or performs the function of the UAM when this position is not assigned.

2.4.7 District/Zone UAM

The UAM is the principal local aviation professional and is responsible for managing and supporting the Aviation Program for the unit. The UAM has functional responsibility in the following areas and should have a delegation of authority for each area of responsibility:

- See BLM NAP 2.5 for list of major responsibilities.
- May approve low complexity projects (reference 4.3.2).
- 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 and requests for new aircraft rental agreement (ARA) vendors or aircraft.

District Specific:

- Arizona Strip District – The Arizona Strip District provides a stand-alone shared UAM with Color Country District
- Colorado River District – The Colorado River District provides a stand-alone zone UAM with the Phoenix District.
- Gila District – The Gila District provides a stand-alone UAM.
- Phoenix District – The Phoenix District provides a stand-alone zone UAM with the Colorado River District.

2.5 Other Aviation Positions

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

2.5.1 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/Rappel (manager and crew)
- Designated observers (fire detection, resource observer, fire recon)
- Law enforcement (LE) tactical operations

2.5.2 Aircraft Dispatcher
See BLM NAP 2.6.

2.5.3 Aircraft Manager
The aircraft managers include fixed wing, helicopter, airtanker base, single engine airtanker (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 2.6.
- Meet OAS AMS workflow obligations for flight invoices.

2.5.4 Flight Manager
See BLM NAP 2.6 for major duties.

The flight manager is the Government representative who ensures compliance with procurement document requirements and is responsible for coordinating the given flight or project and for completing AMS invoice paperwork.

2.5.5 Passengers
See BLM NAP 5.5 for definitions and requirements.

Any person aboard an aircraft who does not perform the function of an aircrew member.

3.0 ADMINISTRATIVE REQUIREMENTS

3.1 General

This section establishes definitions, management responsibilities, policies, and procedures for administration of the BLM Arizona Aviation Program. The BLM NAP 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 and BLM NAP 3.2.

- Fiscal year District aviation activity is to be reported to the SAM by October 20. The SAM will forward the required form to the UAM's by October 1.
- Aviation Safety Communiqué (SAFECOM) database reports will be submitted within 24 hours of the event.
- Accidents and Incidents-With-Potential will be reported to: (1) OAS Safety (1-888-4MISHAP), (2) SAM/State FMO/SD. For accident notification protocol see Section 4.5.
- Contract Daily Diaries will be maintained by contract Project Inspectors. Copies of all Aircraft Contract Daily Diary's will be forwarded to the SAM every 2 weeks. Significant contract performance events are to be documented and forwarded to the SAM. Contract related documents are to be maintained for 6 years and 3 months after the final payment for the fiscal year.
- Each office will maintain an aviation reference library and aviation files (these may be paper copies and/or electronic documents) per BLM Preparedness Review Checklist #4 "Aviation Management" located at: http://www.blm.gov/nifc/st/en/prog/fire/fireops/preparedness/preparedness_review/checklists.html

3.3 Aviation Plans: State and Local Unit

The BLM Manual 9400 Aviation Management Manual specifies national aviation management policy. The national, State and unit aviation plans describe procedures that implement policy direction in the BLM Manual 9400. State and unit plans supplement national policies and procedures. State and District Offices must not implement policy or procedures less restrictive than the BLM NAP. If more restrictive procedure is required, a written request from the SD is to be sent to the NAO.

3.3.1 State Aviation Plan (SAP)

The SAP serves as an umbrella document for unit aviation plans. The State plan will be updated annually 30 days after issuance of the BLM NAP or prior to April 1. It will be issued, at the State level, by IM, and then submitted to the NAO for inclusion in the BLM Aviation website. The Arizona SAP will be disseminated to the field in electronic format.

3.3.2 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 30 days of BLM Arizona SAP issuance or prior to May 1. A copy of these plans will be forwarded to the SAM when approved.

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). Ultimately, the format of this briefing package will be standardized throughout the states. The UAMs are responsible for providing visiting pilots, aircrews and IMTs with a briefing. The orientation briefing package serves as a source of information about local administrative and operational procedures (copy of the Unit Aviation Plan, frequency sheets, repeater locations, flight following procedures, hazard map, known landing zones, fire behavior information, recommended lodging/dining list, maps, etc.).

3.5 Land Use Policy for Aviation Activities

Regulation of aviation activities on BLM land is described in Resource Management Plans (RMP) 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 are addressed by the various management plans and/or use agreement protocols.

3.5.1 Temporary Aviation Operations

The regulation of aviation activities on or above BLM managed lands is typically dependent on RMP direction, wilderness management regulations and any applicable Federal aviation regulations.

Temporary aviation operations on BLM lands may be restricted due to RMP direction. The UAMs should coordinate with resource managers to identify areas of restriction when developing District/FO level operating plans, unit aviation plans, and PASP.

3.5.2 Fire Chemicals Aerial Application in Waterways

Any time there is an aerial application, deliberate or accidental, of fire retardants and suppressants (gels and foams) in waterways or inside the 300 foot buffer zone, a report of the application is required. The 2009 Policy 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.) belongs to the District FMO.
- The responsibility to submit the Fire Chemicals Report belongs to the FO Manager or designated position.
- References: Interagency Standards for Fire and Fire Aviation Operations, chapter 12 and FA-320 IM-2009-027.

3.6 Budget

See BLM NAP 3.6.

The BLM fire exclusive use contracted aircraft are funded through the NAO. The positions to manage and work with the aircraft are budgeted at the State or District level. All other aircraft are funded from fire suppression, severity, or a specific project.

3.7 Aircraft Flight Service Ordering

Only flights with a scheduled air carrier on a seat fare basis and with payment utilizing their Federal Government credit card are initiated by individual BLM employees. Aircraft acquisition and procurement for all other flights are approved to be arranged only by Interior Business Center (IBC) (AQD), (Exceptions - *353 DM 1.2.A & OPM-15).* These flights are scheduled, managed and arranged by qualified aviation and dispatch personnel in their respective BLM offices and approved at the appropriate management level (reference State and Unit Aviation Plans).

Aviation services under DOI contract or rental agreement are paid through the IBC. Contractors are responsible for final submission, for payment, through the processes defined by IBC. Assigned Flight/Aircraft Managers are responsible for submission of the OAS-23E. The Contracting Officer Representatives (COR) and Contracting Officer Technical Representatives (COTR) are designated by the Contracting Officer (CO) to monitor aviation services contract performance and technical provisions of the contract.

When ordering aircraft, no modification of contract requirements are authorized, except by the CO.

See BLM NAP 3.7 for information on Ratification of Unauthorized Commitments and Procedures for placing orders against the DOI On-Call/ARA for all "Non-Fire" and "Non-Emergency" aircraft services.

3.7.1 Aircraft Flight Service Ordering

All DOI AQD Contract/ARA aviation services procured by BLM will be funded via an Interagency Agreement (IAA) with AQD. This will require a substantial amount of lead time for Non-Fire aviation services to ensure the agreements for funding are in place before any flight activity takes place. The user of the aircraft must ensure that an IAA has been completed by their agency and accepted by DOI. That document will identify the amount, purpose, period of performance and source of the funding.

CROSS SERVICING

The DOI AQD Contract/ARA Aviation Services Acquired in Support of Non-Fire Activities: Aviation users must work with local UAM to assure Non-Fire aviation services are ordered in accordance with State/District protocols to include:

- Identifying the need for a non-fire flight.
- Completing an AQD-91 Flight Services Request Form / Best Value Comparison to identify a particular aircraft and associated cost.
- Completing a purchase request (PR) in FBMS with appropriate funding from benefiting activity.
- Creating a new IAA as needed, or referencing an existing IAA, for each project.

3.8 Aircraft Contracts

See BLM NAP 3.8.

3.8.1 Non-Fire Exclusive Use Aircraft Contracts

- State, Field and District Offices are required to submit a "Request for Contract Services" Form (OAS-13) to the SAM for all potential or desired contracted flight services. The SAM will review and approve/disapprove all OAS-13's. The SAM will work with the appropriate AQD CO and NAO personnel to provide coordination, technical input, solicitation review, and decision making for each contract award.
- "Pre-Validation of Funds for Contract Award/Renewal" Form (OAS-16) will be authorized by an appropriate budget officer prior to awarding or renewing Non-Fire aircraft contracts.
- The SAM will provide the NAO program manager with a copy of any OAS-13, OAS-16, "Notice to Proceed" (OAS-19), Request for Amendment/Modification and/or Request for Contract Extension for any Non-Fire Exclusive Use aviation contract at the same time the original request is forwarded to the AQD CO.

3.8.2 Fire Exclusive Use Aircraft Contracts

See BLM NAP 3.8.2.

- Any changes in aircraft type or capability that would significantly increase fixed costs must be supported and approved by the Assistant Director of the BLM Fire and Aviation Directorate (FA-100).
- State offices are required to submit Form OAS-13 to the appropriate NAO Program Manager for approval of all requested exclusive use aircraft. The NAO Program Manager will review all OAS-13s and work with the appropriate CO in providing coordination, technical input, solicitation review, and decision making for each contract award.
- The SAM will provide the NAO Program Manager with a copy of any OAS-19 and/or Request for Amendment/Modification for any Exclusive Use/On-Call aviation contract at the same time the original request is forwarded to the AQD CO.
- All OAS-16's will be authorized by the NAO prior to awarding, renewing, or extending fire aircraft contracts.

Changing the Contract Start Date: The aircraft start dates can be changed to accommodate the Government work or training schedules. If the start date is altered from that shown on the original OAS-16, the COR will notify the Deputy Division Chief, Aviation (FA-500). The start date of the exclusive use period may be adjusted up to 14 days prior to, or 14 days after the normal start date (as stated in the aircraft contract). The start date is established by a Notice to Proceed Form (OAS-19) issued by the COR. Adjusting the start date does not alter the length of the use period.

Funding through the following code: **LLFA540000.LF1000000.HT0000** begins on the new start date and is available continuously for the total number of exclusive use days (excluding contract extension) specified in the contract.

Contract Extension: Mutual Extension - the exclusive use period may be extended on a day-by-day basis after the Mandatory Availability Period (MAP), provided that such extension is agreeable to both parties in writing prior to the extension. An extension on the use period creates use "outside" of the normal exclusive use period and requires early planning, coordination and a contract modification by the CO. It also requires a dedicated funding source approved by the NAO. Daily availability and subsistence/per diem are entitled to the contractor. Extensions are not guaranteed; they require written mutual agreement (contract modification). They are normally used when additional work is anticipated and other funding sources are available. Funding for extensions may be through BLM (i.e., suppression, severity, rehab, resources, etc.) or from another agency which requires a reimbursable agreement to be in place.

- Funding from **LLFA540000.LF1000000.HT0000** is limited to the number of days specified in the contract and **is not** to be utilized during contract extension.
- Use Rates for Pay Item Codes (FT, SM, PD, EP, ET, SC, etc.) - all Use Rates will be charged to the appropriate office and benefiting activity, but not to the NAO code.
- The SAM will make a request for any Exclusive Use contract extension a minimum of 5 working days prior to end of exclusive use period to the Deputy Division Chief, Aviation.
- Contract extension on Severity Funding must be requested by the State and approved by the National Office through the standard severity request process.

3.8.3 On-Call/Call-When Needed (CWN) Aircraft Contracts

The OAS administers the on-call contracts that provide aircraft for Small Helicopters, Aerial Supervision, SEAT, Aerial Capture, Eradication and Tagging of Animals (ACETA), and Wild Horse and Burro operations (WH&B). The use of the OAS 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 OAS OPM-39. An IAA is required to be in place for non-fire suppression projects.

The USFS/DOI 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 OAS flight invoicing system.

A cost analysis/best value determination must be completed any time the on-call contract is used.

3.8.4 DOI Aircraft Rental Agreement, Non-Fire (ARA)

See BLM NAP 3.8.4 for details.

A Cost Analysis/Best Value Determination must be completed any time the on-call aircraft rental agreement is used.

3.8.5 Contractor Evaluations

See BLM NAP 3.8.5 for details. The OAS-136 Form 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 OAS CO. Evaluations are required:

- The ARA, on-call or CWN contractor – after release of the aircraft, the Aircraft Manager will complete and send to the SAM.
- The SEATs – when requested and at the end of contract period.
- Exclusive use – mid-season and end-of-season.

3.9 End Product Contracts

See BLM NAP 3.9, 3.9.1, 3.9.2 for details.

End Product contracts are not aircraft flight service contracts. They are used to acquire a product for the BLM (i.e., per-acre, per-unit or per-area, or per-head basis). The intent of this type of procurement is for the contractor to supply all personnel and equipment in order to provide a "service" or "end-result." Many contractors utilize aircraft to meet the performance objectives of End Product contracts for activities such as: animal capture, seeding, spraying, survey, photography, etc. Since these are not flight service contracts, the AQD does not perform any acquisition service. End Product contracts are administered from the State Office or BLM National Operations Center (NOC) procurement units. All contracts with cost estimates greater than $100,000 are administered from the NOC.

These contracts will be conducted in accordance with *OPM-35.* The *OPM-35* aids in determining whether an operation is being conducted as either "end-product" or "flight service" and supplements existing DOI policy regarding End Product contracts found in *353 DM 1.2A (3).* If the provisions of *353 DM 1.2A (3)* and *OPM-35* are met, the aircraft will be operating as a civil aircraft and the aviation management principles normally required for public aircraft under BLM operational control do not apply.

- **Operations within Military Airspace:** If an End Product contract project using

aircraft is being conducted within Military Airspace (MOA, RA, MTR), it is the responsibility of the contractor to coordinate with the Military Airspace Scheduling Office. The BLM COs and CORs should inform the contractor of any BLM agreements with the military organizations regarding airspace. The UAM may contact the Scheduling Office to alert them of the project and general time frames and provide contractor contact information.

3.10 BLM Supplemental Fire Aircraft Acquisition

See BLM NAP 3.10 for details.

Fire Aircraft Needed to Fill Large Fire Orders: The BLM exclusive use aircraft are primarily intended for initial attack operations. If there is a request through the Resource Ordering Status System (ROSS) program for any exclusive use aircraft in the State to fill orders for a "large extended attack fire", typically Type 1 or 2 IMT assignments, notification by the District Duty Officer, to the State FMO or SAM is required before filling the order.

3.11 Cooperator Aircraft

See BLM NAP 3.11 for details.

Use of state or local government, military or other Federal agency aircraft by BLM employees will require prior inspection and approval by OAS unless the aircraft and pilot have already been approved. Proposed use of these aircraft must be requested through the SAM to the NAO.

Any BLM Arizona 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.

3.12 Senior Executive Service (SES) Flights

See BLM NAP 3.12 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 by the SAM.

3.13 BLM Law Enforcement (LE) Flights

See BLM NAP 3.13 for details.

The BLM LE Aviation Statistics Form shall be completed by the UAM and forwarded to the SAM at the end of each calendar year.

3.14 Search and Rescue (SAR) Flights

See BLM NAP 3.14 for details.

3.15 National Guard and United States Military Aircraft Flights

See BLM NAP 3.15 for details.

3.16 Unmanned Aircraft Systems (UAS) flights (see also BLM NAP 5.29) Reserved.

3.17 Dispatching - Flight Requests

See BLM NAP 3.17 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 Flight Request is required to be completed for all non-fire flights when a PASP is not completed. 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.

3.17 Aircraft Flight Service Ordering

See BLM NAP 3.17 for details.

Only the UAM or dispatchers are authorized to order aircraft from the various OAS flight service contracts. Individual project coordinators must not order aircraft direct from OAS contractors.

3.17.1 Interagency Agreements (IAA)

All aircraft services procured by BLM Arizona will be conducted under an IAA with DOI AQD. This will require a substantial amount of lead time to ensure the agreements are in place before any flight activity takes place. The following procedures will be followed:

3.17.1.1 Aircraft Services Acquired in the Support of Fire Management Activities

1. Local dispatch office will order aircraft in accordance with Geographic Area and National Mobilization Guides. Once aircraft are identified by the dispatch process, the UAM or dispatcher will complete an OAS-91 Flight Services Request Form / Best Value Comparison to determine expected aircraft costs.
2. The National IAA number for fire management activities (suppression, severity, fuels (RX), emergency stabilization, burned area rehabilitation, and preparedness) will be placed in Block 12 of the IAA (L13PG00035).
3. The UAM or dispatcher will submit OAS-91's to AQD by email at oas91@nbc.gov or fax to 208-433-5043.
4. The original copy of the completed OAS-91 will need to be retained at the local

level where the activities were ordered.

3.17.1.2 Aircraft Services Acquired in Support of Non-Fire Activities

1. Districts identify a need for a non-fire flight.
2. The UAM and project lead complete an OAS-91 Flight Services Request Form/Best Value Comparison to identify a particular aircraft and associated cost.
3. The project lead completes a PR in FBMS. The UAM and project lead will complete a DOI Aviation PR Submittal Form (OAS-91), and forward a copy to the SAM.
4. The SAM coordinates with Mark Hesse via email mhesse@blm.gov (602-417-9224), who completes an IAA with OAS. Once completed, the IAA will cover planned flights, as long as funding remains available. The OAS-91 is then submitted to AQD by email (amd91@nbc.gov) or fax to 208-433-5043.
5. If more flights are necessary, the project lead and UAM will coordinate with Mark Hesse and additional funding may be obligated under the same agreement.
6. The AQD obligates funds provided in the IAA prior to the flight.
7. The vendor submits the invoice through AMS and to OAS for payment. The vendor must identify the IAA # during the submission process or vendor will not have access to Aviation Management System (AMS).
8. The OAS intra-government payment and collection (IPAC) will be sent to BLM Arizona after payment has been made to the vendor.
9. Mark Hesse ensures any remaining project funding is de-obligated from the agreement.

3.18 Aircraft Use Payment Systems

See BLM NAP 3.18 for details.

3.19 Coding for Flight Use Reports

See BLM NAP 3.19 for details.

The UAMs must ensure that coding on flight use reports is correct and invoices are properly completed.

Billee Codes are obsolete and are no longer required on either the OAS-23 or AMS.

The OAS has issued new mission codes through the OAS Tech Bulletin 10-01. Use of the new mission codes is mandatory. Mission codes are only used for flight time.

3.19.3 Cost Strings

See BLM NAP 3.19.3.

All fire exclusive use aircraft daily availability, during the established use period, is charged to: LLFA5400000.LF1000000.HT0000. (Note: there is no mission code for daily availability.) All other charges are made against the appropriate user charge code.

3.20 FEPP Aircraft

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

3.21 FBMS

All flight use payments are done by OAS and the AMS program interfaces automatically with FBMS. 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.

3.22 Aviation Program Reviews

Details about aviation program evaluations and fire preparedness reviews are described in BLM NAP 4.53.

3.23 New Program Request

New program requests involving aerial assets, not already approved by BLM, shall be routed through the SAM and State Director to the Aviation Division Chief for approval.

4.0 SAFETY

4.1 General

The BLM Aviation Safety Program is modeled after the Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) Safety Management Systems. As of 2013, an SMS program is required by the Government Services Administration (GSA).

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

4.2 Safety Management Systems (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 website.

4.3 Safety 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.

If required ALSE is not available, all flights will be cancelled or postponed until such time the required ALSE becomes available.

Non-fire suppression helicopter flights require that all passengers and aircrew wear OAS approved flight helmets.

Wildland firefighters assigned to wildland fire incidents may wear approved hardhats with chinstraps in lieu of flight helmets when being transported as a qualified non-crewmember during fire operations from an established and managed helibase/helispot to another managed helibase/helispot. A managed helibase/helispot is established when there is a helicopter crewmember or helibase/helispot manager on the ground at the helibase/helispot before the passengers are transported to these locations. All other fire suppression helicopter flights such as reconnaissance, PSD, infrared, cargo missions, etc., require all passengers to wear flight helmets.

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 Interagency Helicopter Operations Guide (IHOG) standards for operations and helispot management are met.

4.3.2 Project Aviation Safety Plans (PASPs)

See the BLM NAP 4.3.2 plus the following:

All non-fire suppression project flights 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.

The PASP's are to be reviewed and approved by a Line Officer (District Manager, FO Manager or acting). Line officers may delegate approval of low complexity projects to the UAM or other designated position if specified in the Unit Aviation Plan.

- Low complexity, low risk projects that are planned for completion in 1 day, can be documented on a BLM Form 9400-1a.
- High complexity/high risk projects will be documented on a PASP.

For projects that are conducted by a units' aviation operations group (helitack, aerial supervision, smokejumpers); if the missions are typical and routine to the operational group with mission risk assessment documented in the groups' annual operations plan and the State and unit plan allows; then project/flight can be conducted, without a specific PASP, after completion of 9400-1a documentation.

Required elements of a PASP include:

- Project name/Objectives/Supervision
- Justification
- Project date and location
- Projected cost of aviation resources
- Flight Manager, aircrew, passengers, participants
- Desired aircraft, make/model, pilot skills (Included if available and/or specific N# and pilot to be noted on BLM Form 9400-1a)
- Communication plan
- Flight following and emergency search and rescue plan
- Flight routes/areas and altitudes
- Hazard identification (e.g., weather, takeoff or landing weights, landing areas, wire hazards, etc.)
- Wire Strike Prevention (351DM1.9, C&D)
    - Flight Environment Considerations: Bureau projects often dictate that flights be conducted in close proximity to the ground where wires are prevalent.
    - Risk Assessment/Hazard Maps: To reduce wire strike potential, it is critical

that a risk assessment be conducted prior to all low level flights. A low level flight hazard map shall be constructed for the local operational area. All preplanned low level flights require a thorough map reconnaissance of the route to be flown.

- Description of take-off and landing areas
- Pre-flight briefings/After Action Reviews
- Personnel qualifications and currency
- Aircraft and equipment approval
- Airspace coordination and aerial hazard identification
- Risk assessment utilizing the SMS worksheets as appropriate
- Personal protective clothing/equipment (if required)
- Load calculations and/or weight and balance information requirements
- The UAMs review and signature
- Project Lead Supervisor's and Line Officer's approval signature

All PASPs shall be completed in narrative format following the outline above, with the exception of aerial ignition projects, which may utilize the standard format as found in the Interagency Aerial Ignition Guide.

The PASP's and risk assessments will be reviewed and approved before implementation at the appropriate level based on the final risk level of the SMS Risk Assessment and Mitigation Worksheet.

Final Risk Level	Review Level Required	Approval Level Required
Low	UAM	DM or FO Manager
Medium	UAM	DM or FO Manager
Serious	SAM	DM
High	SAM	SD

A good resource for aviation project planning can be found in the Interagency Helicopter Operations Guide Chapter 3. Personnel needing assistance with PASP requirements, content or examples should contact their local UAM.

A courtesy copy of all approved PASP's will be forwarded to the SAM at least 3 business days prior to project implementation.

4.3.3 Aircraft Accident Investigation Process

See BLM NAP 4.3.3.

In the event of an aircraft accident, the BLM Arizona SAM will act as a liaison between the District management and the investigation team.

4.4 Risk Management

See the BLM NAP 4.4.

4.5 Assurance

The BLM Arizona Aviation SMS Assurance Program consists of monitoring of aviation activities by UAMs, SAM and NAO program managers.

- The UAM and Aircrew supervisors conduct after action reviews (AAR) of projects, fire suppression operations and SAFECOM events.
- The UAMs will forward any significant AAR findings to the SAM.
- Morning fire aviation operational briefings will have discussion of the following: previous day aviation operations, today's planned operations, and 6 minutes for safety aviation topic or SMS risk assessment topics.
- The UAMs will review the PASP and risk assessments that are prepared by project aviation operations personnel.
- The SAM will review all serious and high risk rated PASPs, and will monitor all PASPs.
- The SAM will make site visits of airbases, projects and fire incidents. Coordination with the District FMO and UAM will be done, and results communicated to the 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.

Aviation operations under BLM Arizona 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 SAFECOM events for BLM Arizona aircraft and aircrews that occur under other operational control should have a courtesy copy sent to the SAM.

- The SAFECOMs can be reported several ways in order of preference:
  1. Through the SAFECOM website – www.safecom.gov
  2. Phone 1-888-4MISHAP
  3. Paper form that is faxed or mailed
- Events that are significant in their potential to be accidents are generally classified as incidents with potential (IWP).
- The IWP will be reported immediately to the UAM or FMO and the SAM. The SAM will inform the State FMO, SD and BLM FA-500.

4.5.3 Program Evaluations, Fire Preparedness Reviews, Site Visits

See BLM NAP 4.5.3 and BLM NAP Appendix 6.

- Arizona is scheduled for an OAS Aviation Program Evaluation in 2016.
- Arizona will complete fire preparedness reviews on an annual basis.

4.5.4 National Fire and Aviation Operations Alert System

See BLM NAP 4.5.4.

4.6 Safety Promotion

The BLM has developed several ways to promote safety within the Aviation Program:

- Training
- Communication
- Reporting and Feedback
- Safety and Mishap Information
- Safety Awards

4.6.1 Lessons Learned

See BLM NAP 4.6.1.

The UAM can submit to the SAM, aviation lessons learned from AAR's or events. The SAM will coordinate development of the lessons learned document and submit it to FA-500 Safety.

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 Districts. The UAM will coordinate with the SAM who will sponsor the award with NAO Safety.

5.0 OPERATIONAL POLICY

5.1 General

The BLM Arizona 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. 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 and risks.

The BLM Arizona 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 Arizona programs.

5.2 Policy, Operational Guides and Handbooks

A list of all of the BLM aviation policy documents can be found in the BLM Manual 9400 and BLM NAP 1.6.

5.3 Public/ Civil Aircraft Operations

See BLM NAP 5.3.

5.4 BLM Employees on Non-BLM Aircraft

See BLM NAP 5.4.

5.5 Passengers

See BLM NAP 5.5.

5.6 Emergency Exception to Policy

See BLM NAP 5.6.

5.7 Categories of Flight

See BLM NAP 5.7.

5.8 Flight Planning

See BLM NAP 5.8.

5.9 Flight Following

See BLM NAP 5.9.

Automated flight following should be the method of choice for flight following within BLM Arizona boundaries to reduce competition for air time and aircrew workload. The requirements within the BLM NAP and National Interagency Mobilization Guide will be followed when using automated flight following (AFF).

If available, an approved local flight following frequency will be used for flight following in lieu of local repeater frequencies or national flight following.

Sterile Cockpit: Sterile cockpit rules apply within a 5-mile radius of the airport. The flight crew will perform no radio or cockpit communication during that time that is not directly related to safe flight of the aircraft from taxi to 5 miles out and from 5 miles out until clearing the active runway. This would consist of reading checklists, communication with Air Traffic Control (ATC), Flight Service Stations, Unicom, or other aircraft with the intent of ensuring separation or complying with ATC requirements. Communications by passengers or air crew members can be accomplished when the audio panels can be isolated and do not interfere with flight operations of the flight crew.

5.10 Radio Frequency Management/Communications

Agency specific policies for radio communications may be found in the *DOI Radio Communications Handbook* (*377 DM*).

Do not use any frequency without proper authorization from the authorized radio frequency management personnel at the local, state, regional or national level.

5.11 Overdue, Missing or Downed Aircraft

See BLM NAP 5.11.

5.12 Mishap Response

See BLM NAP 5.12.

The Interagency Aviation Mishap Response Guide and Checklist is available on the OAS website and through the fire cache system.

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 Arizona aircraft or aircrew, Districts are to follow the Mishap Response Guide and Checklist and immediately notify (in order of immediate availability):

- The SAM
- State FMO or Assistant State FMO
- The SD or Associate SD

The SAM will notify the:

- State FMO
- The NAO (in order of availability):
    1. Aviation Safety Manager
    2. Operations
    3. Division Chief

In the absence of the SAM, the State FMO will contact the:

- The NAO
- The SD and/or Associate SD
- The AZSO Safety Manager
- The AZSO External Affairs

5.13 Transportation of Hazardous Materials

See BLM NAP 5.13.

The BLM Arizona employees involved in transporting hazardous materials by aircraft will complete the Interagency Aviation Training (IAT) course A-110 Aviation Transport of Hazardous Materials and maintain currency every 3 years. A-110 is available on the IAT website.

5.14 Invasive Species Control

See BLM NAP 5.14.

5.15 Fire Chemicals and Aerial Application Policy Near Waterways

See BLM NAP 5.15.

5.16 Search and Rescue (SAR)

Agency line officers, managers or an incident commander may direct agency personnel to participate in SAR aviation missions on or over public lands. All personnel involved with SAR operations should remain within the scope of their employment. Proper planning, risk assessments, and mission briefing prior to an event will significantly reduce risk and improve the odds of success. The SAR operations could lead to actions in conflict with DOI policy (reference BLM NAP 5.6 Emergency Exception to Policy).

If BLM aircraft will be utilized for SAR activities, the local unit must ensure that a cooperative agreement is in place that specifies how the aircraft will be used and how billing will be done.

5.17 Large Airtanker (LAT), Very Large Airtanker (VLAT) and CL-215/415 (scoopers)

Airtankers are a national resource and their primary mission is initial attack. The GACCs mobilize these aircraft according to *National and Geographic Area Mobilization Guides*. In addition to federally contracted airtankers, military airtankers with the Modular Airborne Fire Fighting System (MAFFS) and cooperator aircraft may be utilized to supplement the Federal fleet through established agreements (reference BLM NAP 2014 5-8).

Operational considerations concerning LAT, VLAT and scoopers can be referenced in the *IASG*.

5.18 Airtanker Base Operations

See BLM NAP 5.18.

5.19 SEAT Operations

The BLM Arizona utilizes SEATs using On-Call contracts. See BLM NAP 3.7 for details. The SEATs are typically deployed to Safford and Kingman, Arizona and Mesquite, Nevada.

The SEATs are a national resource and their primary mission is initial attack. Mobilization is managed by dispatch centers with support by a National SEAT Coordinator and Aviation Managers. Operational considerations concerning SEATs can be referenced in the *ISOG* and the *IASG*.

The SEAT Manager (SEMG) responsibilities are outlined in the *ISOG*, and their training and currency requirements are contained in NWCG PMS *310-1*.

Utilization of remote/satellite SEAT bases must be in compliance with ISOG requirements.

5.20 Foreign Airtanker Operations

See BLM NAP 5.20.

5.21 Aerial Supervision/Leadplane Operations

See BLM NAP 5.21 plus the following:

Aerial supervision's primary function is to manage incident airspace and assist the Incident Commander with fire information, tactical direction of aerial resources and communicate potential developing firefighter and public safety situations. The BLM Arizona philosophy is that, when available, aerial supervision resources will be dispatched for initial and extended attack to enhance efficiency and safety of ground and aerial operations. The response speed of aerial supervision aircraft is faster than any other resource and should be utilized to maximize initial attack safety, effectiveness, and efficiency. This includes responding to incidents outside of dispatch zone and GACC boundaries.

Air tactical aircraft must meet the avionics typing requirements listed in the *IASG* and the pilot must be carded to perform the air tactical mission.

- Lead plane or aerial supervision module (ASM) is required to be ordered for "congested" (Interagency Aerial Supervision Guide) airspace incidents that have retardant dropping operations.
- Interested potential trainee air tactical group supervisor (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.

5.21.1 Aerial Supervision Personnel
See BLM NAP 5.21.1.

5.22 Helicopter Operations
See BLM NAP 5.22.

5.22.1 Helitack
See BLM NAP 5.22.1.

5.22.2 Rappel
Rappel activities will be conducted in compliance with the *Interagency Helicopter Rappel Guide.*

The BLM currently does not conduct rappel operations.

See BLM NAP 5.22.2.

5.22.3 Cargo Letdown
The BLM Arizona does not have an approved cargo letdown operations program. Other agencies assigned to BLM Arizona incidents may perform helicopter cargo letdown operations in support of BLM missions if authorized and qualified by their agency.

See the BLM NAP 5.22.3 and Appendices 8 & 9, and the Interagency Helicopter Rappel Guide for specific requirements.

5.22.4 Shorthaul
The BLM Arizona does not have an approved helicopter shorthaul program. Other agencies assigned to BLM Arizona incidents may perform helicopter shorthaul operations in support of BLM missions if authorized and qualified by their agency.

5.22.5 Rope Assisted Deployment System (RADS)
The BLM Arizona does not have any RADS capable helitack crews or helicopters. Other helitack crews or helicopters assigned to BLM Arizona incidents may perform RADS operations in support of BLM missions if authorized and qualified by their agency.

5.23 Aerial Ignition
See the BLM NAP 5.23 plus the following:

The BLM Arizona has aerial ignition equipment and qualified personnel on the Weaver Mountain and Arizona Strip helitack crews. If it is decided that an End Product Helitorch contract is to be utilized (see NAP 3.9 and 3.9.1) at least one month lead time will be needed in order to provide contractor services. The SAM will coordinate with FA-500 and OAS.

5.24 Wild Horse and Burro Operations (WH&B)

See the BLM Wild Horse and Burro Program Aviation Management Handbook H-4740-1 and OAS's On-Call BLM Wild Horse and Burro Contract.

If BLM employees will act as aircrew members or passengers during herding operations, it must be noted in a Project Aviation Safety Plan and approved according to the final risk level on the associated risk assessment. No agency personnel shall be on board the aircraft during drive trapping and capture operations.

Refer to BLM NAP 3.8 for Ground Product Contracting.

5.25 Aerial Capture, Eradication and Tagging of Animals (ACETA)

See BLM NAP 5.25.

5.26 Smokejumper Operations

See BLM NAP 5.26 plus the following:

The BLM Arizona has access to smokejumpers from BLM and USFS through the resource ordering status system (ROSS) (See Geographic Mobilization Guide).

5.27 Light Fixed Wing Operations

See BLM NAP 5.27.

5.28 LE Operations

See BLM NAP 5.28.

The LE personnel will submit as required to the SAM/UAM, the BLM LE Aviation Statistics Form for all LE aviation operations. The form is located at: http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Administration.html

5.29 Unmanned Aerial Systems (UAS)

See BLM NAP 5.29.

5.30 Fleet Aircraft

See BLM NAP 5.29.

6.0 BLM AVIATION TRAINING

See BLM NAP 6.0.

The UAMs will monitor employees within their units for compliance with required aviation training.

Supervisors of BLM Arizona employees will ensure employees meet all aviation training requirements as noted in PMS 310-1 Wildland Fire Qualifications System Guide, Interagency Standards for Fire and Aviation Operations (Redbook), IAT Guide, and BLM NAP prior to the employee engaging in any aviation activities.

7.0 AIRSPACE COORDINATION

See BLM NAP 7.0.

7.1 Interagency Airspace Coordination

See BLM NAP 7.1.

7.2 Flight Planning, Hazards, and Obstructions

See BLM NAP 7.2.

7.3 Fire Traffic Area (FTA)

See BLM NAP 7.3.

7.4 Temporary Flight Restriction (TFR)

See BLM NAP 7.4.

7.5 National Firefighting Transponder Code (1255)

See BLM NAP 7.5.

All BLM Arizona aircraft will utilize transponder code 1255 while directly engaged in fire operations unless otherwise directed by an air traffic control facility.

7.6 Airspace Boundary Plan

See BLM NAP 7.6 plus the following:

Anytime that aircraft are dispatched to or are operating within a 10 nautical mile corridor along dispatch centers jurisdictional boundaries, a notification to the affected dispatch center is required. The sending dispatch center is responsible for the notification.

7.7 Airspace Deconfliction

See BLM NAP 7.7.

Dispatch centers must deconflict any flight that will occur in special use airspace.

7.8 Airspace Conflicts

See BLM NAP 7.8.

Any airspace conflicts that occur will be reported to the SAM as soon as possible.

7.9 Operations Along Foreign Borders

See BLM NAP 7.9 plus the following:

Critical to the safety of the firefighters in initial attack on fires in the area of the international border, is the sharing of intelligence and having a standard set of protocols that will be implemented to reduce risk.

7.10 Airspace Agreements – Memorandums of Understanding

See BLM NAP 7.10.

7.11 Emergency Security Control of Air Traffic

See BLM NAP 7.11.

8.0 AVIATION SECURITY - AIRCRAFT and FACILITIES

See BLM NAP 8.0 plus the following:

Districts are responsible for completing the DOI Aviation Security Procedures for Airports or other Aviation Facilities (AAF) on an annual basis.

A copy of the completed document will be kept by the UAM and forwarded to the SAM.

9.0 AVIATION FACILITIES

See BLM NAP 9.0.

Appendices

See the BLM NAP Appendices for the following:

1. The BLM National Aviation Organization Directory
2. The BLM Fire Acquisition Plan
3. The SES Flight Scheduling Guide
4. Latitude – Longitude Information
5. The BLM SAFECOM Management Roles
6. The OAS Aviation Program Evaluation Schedule
7. The BLM Cargo Letdown Protocol
8. The BLM Cargo Letdown Trainee Qualification Record
9. The BLM Smokejumper Positions to Interagency Aviation Training Functional Crosswalk
10. The BLM Fleet Aircraft Standard Operations Procedures
11. Task Sheet for the Position of Resource Helicopter Manager
12. The BLM Aviation Enhancement Application Form
13. Acronyms

DEDICATED TO AVIATION SAFETY

Bureau of Land Management, Arizona