



**IDAHO BLM**

**2006 FIRE PILOT**

**ORIENTATION GUIDE**



# IDAHO BLM 2006 FIRE PILOT ORIENTATION GUIDE

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## PREFACE

The purpose of the Idaho Bureau of Land Management (BLM) Fire Aviation Orientation Guide is to provide information, orientation and standard operating procedures for flight crews, aircrews, aircraft managers, dispatchers and aviation managers. The ultimate goal is to promote aviation safety and efficiency.

## PUBLICATION/REVISIONS

The format, publication, dissemination and revision of this guide is the responsibility of the BLM State Aviation Manager, Idaho State Office. It will be updated and revised annually.

## DISCLAIMER

Although every effort has been made to publish only correct and current data, the information contained herein cannot be assumed to be 100% accurate.

This guide does not eliminate the need for procedural and safety briefings. Flight crews and aircrews must always conduct and receive pre-flight briefings specific to the local agency or incident organization, airspace, weather, topography and the intended mission.

Pilots and government personnel must still refer to published and updated material, when available: aeronautical charts, airport and frequency directories, Federal Aviation Regulations, aviation manuals, interagency guides, etc.

## EDITING AND PUBLICATION

This Guide developed under a contract with Idaho BLM by:

Emergency Team Solutions, LLC,  
PO Box 179 Crawford, CO 81415  
Phone: 970-921-5360 Fax: 858-712-1252 Cell: 970-778-7078  
E-Mail: [airops@rmci.net](mailto:airops@rmci.net)  
Web: <http://www.eteamsolutions.com>

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## BRIEFINGS

**Briefings For Air and Flight Crews Remaining At A Base Beyond Initial Attack.** Sit-down briefings of incoming aircrew and flight crews who will function on a local unit beyond the first-day initial attack period must be conducted by the appropriate unit aviation manager or qualified designee.

**In-Briefing Components.** An Initial Flight/Air Crew Local Orientation Briefing is presented to flight/air crews upon initial arrival at the base of operations. This typically includes a prepared orientation package which incorporates all relevant information. The orientation package should provide information concerning:

- Key contacts and phone numbers
- Pilot duties and responsibilities
- Contents of local base supplement for full-time contract and reload air tanker bases and contract helibases.
- Review of the Idaho BLM Fire Pilot Orientation Guide. Each air crew will be provided a copy.
- Local administrative procedures (meals, lodging, timekeeping, flight payment document procedures, warehouse supplies, etc.)
- Airport or helibase procedures as applicable; specific safety and operational procedures; Airport facilities and services, fuel availability and maintenance
- Unit aircraft and base status summary;
- Local information (fueling, water sources, sunrise/sunset times etc.)
- Specific fire, fuel, and fire behavior conditions and information, particular for aircrew members such as helicopter crews who may be utilized as ground firefighters
- Aerial hazards, to include but not limited to:
  - Military Training Routes (MTRs) and Special Use Airspace (SUA); procedures for different areas of SUA and special contact procedures prior to entry into Idaho SUA are contained in the Airspace Section of this Guide;
  - Wires, towers, and other aerial obstacles;
  - If available, obtain a copy of the Pilot Checklist for operations within SUA and/or along MTRs for the area in which you are flying.
- Flight following procedures (see local and Geographic Area Mobe Guide)
- Radio frequencies (Review Idaho Radio Frequency Tables and Maps in the Appendices of this Guide; update with discrete frequencies assigned locally);
- Map sets as appropriate (land status, 7.5' or 15' USGS quads for area of operation, etc.)
- Local transportation
- List of Motels, Restaurants, Banks, Post Office, Medical facilities, and Laundry Mats, etc.

**Daily Morning Briefing** is presented to flight/air crews, and base personnel at the base of operations at the beginning of each daily operational period. Aerial activities should not begin without this briefing.

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Briefing topics should include but are not limited to:

- Information concerning the previous days flight activities, query personnel about safety and efficiency of aviation operations (include base operations, ramp/retardant loading, etc.)
- As necessary, review safety and operational procedures pertinent to the activities conducted (e.g., retardant mixing and loading, ramp safety, fueling procedures, density altitude, hand signals, crash/rescue, fatigue, intercept procedures, etc.).
- Lightning map (Dispatch fax or print off web, need an account/password)
- Daily Situation Report (Dispatch fax or print off web)
- Weather forecast (Dispatch fax or print off web)
- Tactical Report: location and availability of other aviation resources (i.e. nearest airtanker) (Dispatch fax or print off EGBCC web site, check accuracy)
- Incident Action Plans for Incidents within the response zone (faxed daily from Dispatch/ICP, even if you're not currently working the incident)
- Incident specific: check with Lead/Air Attack/Air Ops/Dispatch for changes in incident communications, other aircraft, TFR, aerial supervision, changes in flight routes/altitudes, helibase/SEAT base locations, etc.
- TFR map (print off of web)
- Safety Alerts or other safety specific information (available on web)
- Latitude and longitude/frequencies/contacts for all other incidents and other pertinent aviation activities (helicopter logging, airport fly in, etc.) in the response area.
- Review filed SafeComs that are applicable to the aircraft and operations being conducted

**Daily After Action Reviews (AARs).** AARs are always conducted but especially during days of high flight activity and/or complex air operations. Debriefing information concerning needs, safety, efficiency, and tactics, etc. can set the stage for the next days activities as well provide important information for the morning briefing.

We suggest that you follow the format in the IPRG:

- What was the plan?
- What actually happened?
- Why did it happen?
- How can we do it better next time?

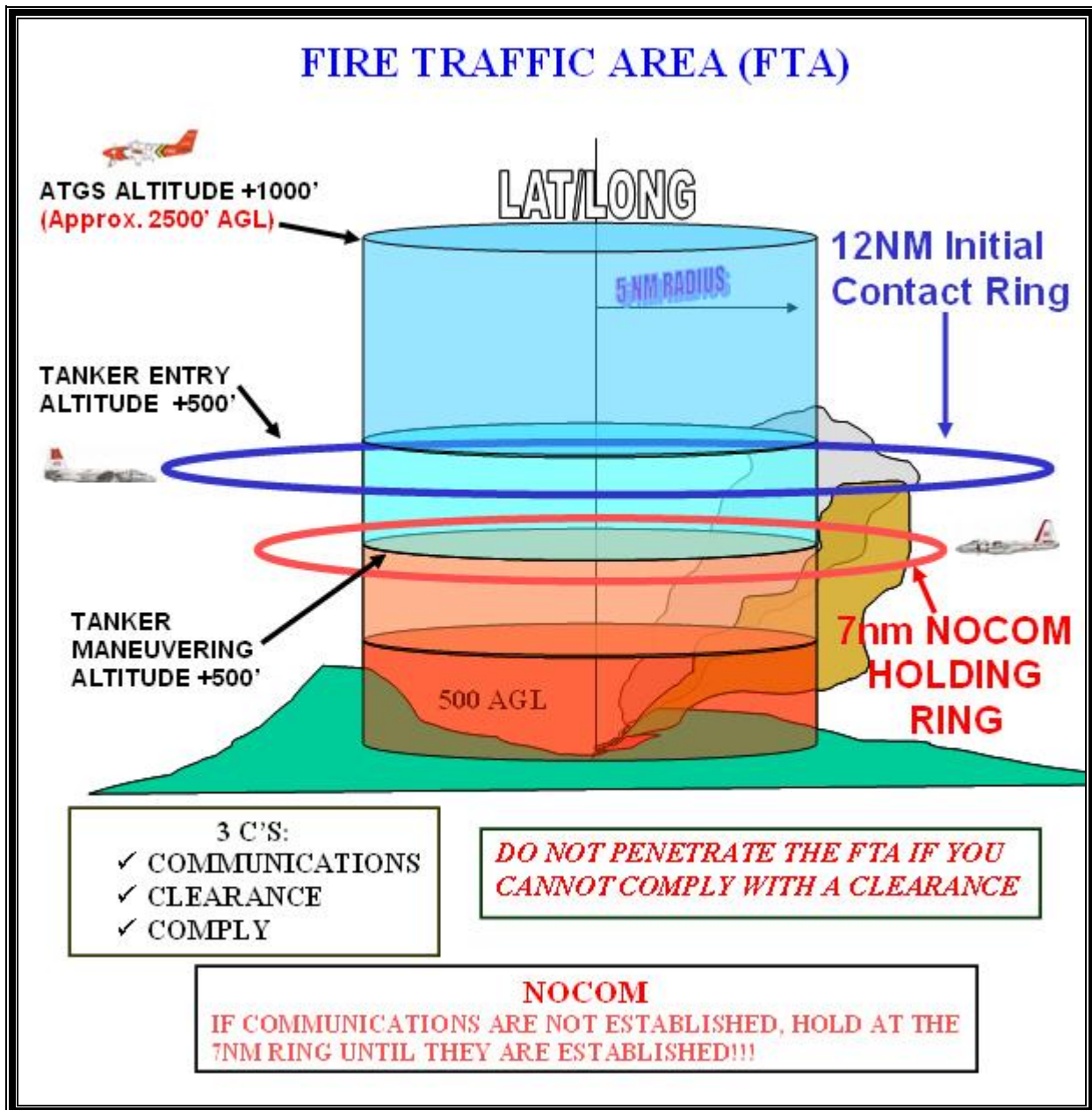
The person conducting the AAR (e.g., the Base Manager) should facilitate the AAR by asking questions, not pointing fingers or assigning blame. **Concentrate on the what, and not the who.**

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## AIRSPACE COORDINATION

**Fire Traffic Area (FTA).** See Figure 1. Aircraft should comply with the separation standards outlined in the Figure. Arriving aircraft shall be at the assigned altitude given by the ATGS or Leadplane prior to penetrating the FTA. For a standard FTA, this would be 7nm from the incident.

**Figure 1: Fire Traffic Area**



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**Airspace Utilized By The Military.** There are several Military Training Routes (MTRs) that originate, end, or transect Idaho. There are also significant areas of Special Use Airspace (SUA) in the southern part of the state, including Military Operations Areas (MOAs) and Restricted Areas.

Airspace conflicts with military aircraft are a hazard for which pilots must maintain constant vigilance.

The Incident Management Team and/or Dispatch Office for whom you are working will assist you significantly in these areas:

- Determining airspace status
- Deconflicting the airspace

Nevertheless, the final responsibility rests with you to “see and avoid.”

### **Military Training Routes (MTRs)**

Use the latest version of an aeronautical sectional map to determine your proximity to an MTR; contact dispatch office to determine if your intended area of operations is within the outer boundaries of an MTR .

The procedure for operating on or near an MTR is basically as follows:

- Determine route status from dispatch
- Depending on route status, make risk management decision as to whether or not to proceed with operations
- If necessary, request that a Temporary Flight Restriction be implemented over the incident
- Further information regarding MTRs can be found in the Interagency Airspace Coordination Guide.

Several MTRs start, end, or transect the Idaho area. Several of the Instrument (IR) and Visual (VR) Routes overlay each other along various route segments. Once again, consult aeronautical sectional and/or contact dispatch to determine whether your area of operations lies within route boundaries.

Dispatch should always be able to provide you with route status (“hot,: inactive, etc.).

**Special Use Airspace.** Salt Lake City Air Route Traffic control Center (ARTCC) is the controlling authority and Mountain Home Air Force Base is the Scheduling Agency for the Special-Use Airspace (SUA) in Idaho. This SUA includes:

- Jarbridge MOA (vertical dimensions are 100 feet AGL to, but not including, FL180): Contact Mtn Home AFB on 124.8

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- Owyhee MOA (vertical dimensions are 100 feet AGL to, but not including, FL180): Contact Mtn Home AFB on 124.8
- Paradise East MOA (NA for firefighting operations because vertical dimensions are 14,500 feet MSL to, but not including, FL180)
- Paradise West MOA (NA for firefighting operations because vertical dimensions are 14,500 feet MSL to, but not including, FL180)
- R-3202 Saylor Creek (Low)
- R-3203 (A, B, C, and D)
- R-3204 Juniper Butte (A and B)
- Flying near Mountain Home Air Force Base or south of the Snake River within the Owyhee or Jarbridge MOAs: Contact Mtn Home AFB on 124.8

Mountain Home AFB publishes Mid-Air Collision Avoidance (MACA) information. There is a new MOU between BLM Boise and Twin Falls District with MHAFB 366th Fighter Wing describing procedures for deconflicting Special Use Airspace. Ensure that you are familiar with Idaho-specific SUA procedures. A copy of MACA information and the MOU should have been provided with this Guide.

### **Coordination with Mt Home Approach and Range Controllers.**

Contact RAPCON on 124.8. There will be a hand-off to Range Control ("Cowboy Control"). When you are approaching the SUA boundary, contact the Range Controller on 134.1 to coordinate our activities with the Air Force. Cowboy Control only applies for Owyhee and Jarbridge MOA, Saylor Creek R-3202 and Juniper Butte R-3204.

Pilots that are transitioning across the MOA in a non- tactical flight mode (e.g., Pocatello to Lakeview, Oregon) need to coordinate with Cowboy Control on 134.1 .

### **Coordination with Idaho National Guard for Orchard Training Range.**

Orchard Training Range R-3203 is just outside of Boise and is for the Idaho Guard. Usually, Boise Approach/ Departure advises on whether the area is "hot" or not.

Consideration should always be given per the Interagency Airspace Coordination Guide to establishing a TFR for incidents within the Military Operations Areas (MOAs).

The Restricted Areas require no TFR since they are already restricted areas for which pilots will need to obtain permission for entry. Prior to entering or departing Restricted Areas, you must contact the DOD facility identified on the sectional. The DOD air traffic control facility will give you instructions on route, altitude(s), level of DOD activity, and status of airspace de-confliction.

To enter a Restricted Area, you must obtain and transmit a transponder code from the DOD air traffic control facility. This may or may not be the standard firefighting code of 1255.

Local aviation and aircraft base managers are responsible for briefing you on specific procedures for each SUA.

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**Aircraft Transponder Code 1255 (Fire Fighting).** The Federal Aviation Administration (FAA) has established a special transponder code of 1255 on a nation-wide basis for aircraft engaged in fire fighting operations. The code is applicable to aircraft responding to and operating over fire suppression operations. It is not to be used for repositioning or during cross-country flights. Pilots may select 1255 on their transponder prior to contacting an air traffic control facility. However, upon contact, air traffic control retains the discretion to assign a different code. All aircraft flight crews involved in fire operations must be briefed on the proper use of the 1255 code.

Code 1255 is a national FAA designation for fire fighting aircraft and is not agency-specific. This code can be used by all fire fighting agencies, both Federal and State.

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