

- r. Report incidents or accidents to Air Operations Branch Director and Air Tactical Group Supervisor immediately.
- s. Maintain Unit Log (ICS Form 214).

AIR OPERATIONS CONSIDERATIONS

Pre-plan aviation operations in advance to meet aircraft support needs. The following points should be considered when aircraft are used on an incident:

Communications: Aircraft should not be used until communications (both ground-to-air and air-to-air) with contact and control personnel have been established and understood.

Pilot Briefing Checklist:

- a. Overall plan for next day's strategy and tactics.
- b. Smoke conditions.
- c. Visibility limits at the incident and airports – fly with aircraft landing/taxi lights on.
- d. Established flight routes, helispot locations, marking, etc.
- e. Flight path obstructions – wires, towers, etc.
- f. Topographic problems.
- g. Working altitude – mean sea level (MSL).
- h. Local wind turbulence.
- i. High wind predictions.
- j. Known downdraft areas.
- k. Other aircraft operations over the incident.
- l. Temporary Flight Restrictions (TFR).
- m. Work schedules.
- n. Flight and duty limitations.
- o. Communications frequencies.
- p. Parking areas.
- q. Taxi ways.
- r. Fueling procedures.

Airport Facilities and Procedures:

Facilities:

- a. Check out available facilities (FAA towers, flight service stations (FSS), emergency tower operational needs).
- b. Airport areas for assigned loading, unloading, and parking for retardant aircraft, helicopters, cargo and transport aircraft.
- c. Location for office space, phone communication facilities, ramp personnel for loading and unloading and eating and sleeping accommodations.
- d. Other items such as crash trucks, major or minor repairs for aircraft, forklifts, APU's and passenger stairs available for use.

Procedures:

- a. Meet with airport manager and Federal Aviation Administration (FAA), tower, or light service station personnel who can assist operations and provide valuable information.
- b. Check out landing, take-off, taxiing procedures and radio frequencies used at airport.

- c. Know lengths, altitudes, surface of runways, normal take-off and landing patterns, if lights are available after dark, gross take-off and landing weights for single, tandem and dual tandem wheeled aircraft.

Air Traffic Operations:

Consider the following factors regarding air traffic operations:

Enroute to the Incident:

- a. Request a Temporary Flight Restriction (TFR) designation.
- b. Set up flight routes for all air traffic to and from incident considering the following:
 1. Best route with least hazards for types of aircraft and missions to be accomplished.
 2. Flying around special use airspace.
- c. Aircraft arriving 5 to 10 minutes from the incident should contact appropriate Air Traffic Operations at the incident.

Over the Incident:

- a. Operations Section Chief sets priorities of aircraft use on the incident working in conjunction with Air Tactical Group Supervisor.

Records:

It is important to keep the following records:

- a. Maintain a flight log to provide for flight following:
 1. Flight manifests for personnel and cargo incoming or outgoing from airports, helibases, and helispots.
 2. Receipts for fuel, oil and other equipment used.
- b. A log for:
 1. Flight hour limitation.
 2. Flight times.
- c. Property accountability forms for property issued to pilots.
- d. Report all accidents per agency policy and procedure.

Time Recording: Time for aircraft and personnel will be recorded and completed daily.

Flight/Duty Hour Limitations:

Check contract or furnishing agency for limitations. Most restrictive limitations will prevail.