

In service 01/01/2023

SOUTHERN AREA

PILOT AND FLIGHT CREW ORIENTATION GUIDE

Apalachicola National Forest



In service 11/01/2022

INTRODUCTION

Welcome to the Southern Area. This package provides information to pilots and module leaders who are assigned to the area making your assignment a safe, productive, and pleasant experience by familiarizing yourself with local policies and procedures, radio frequencies, flight hazards, weather patterns, and other information pertinent to your assignment here.

Please contact the Forest Aviation Officer (FAO), local Zone Aviation Officers (ZAO), dispatch offices, Forest Fire Management Officer (FMO), or other persons listed under the contact lists if you have any questions.

All incoming aircraft managers and pilots to the Region must contact the appropriate local FMO, FAO, or ZAO for an initial briefing that includes the following:

- Leader's Intent
- Introductions: management and organization, contractors, crews, and status of incident(s).
- Geographic Orientation, hazard maps, MASPs, base plans, etc.
- Local base operations: parking, local amenities, fuel, transportation, meals, facilities, and rules.
- Point of contact for applicable Interagency Coordination Center procedures
- Radio frequencies
- Local weather
- Incident Action Plan, if assigned to a larger incident
- Administration: management codes etc.

AVIATION SAFETY

No unsafe procedures, practices, or equipment will be knowingly condoned and/or tolerated while operating in Southern Area. A safe air operation requires teamwork and a joint effort by all persons involved in the operation.

We respect your authority as a pilot or module leader for the ultimate responsibility for passengers and flight safety. If you observe any unsafe operations while working on local units or have any concerns, **please** notify the local FMO, Dispatch Office, or FAO-ZAO immediately. We will make every effort to remedy the situation promptly.

HAZARDOUS FLYING CONDITIONS

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Flying in the Southern Area can be hazardous. Elevations in the Region vary from sea level to over 6,600 feet on the highest peaks. The terrain is diverse: flat coastal plains to steep slopes, narrow ridge tops, and narrow valley streams with steep and highly dissected canyons and drainages can be found. Winds, summer temperatures, and high terrain can result in severe turbulence and high-density altitudes that make flying hazardous for fixed and rotor wing aircraft in parts of the area.

Pilots and Managers are usually the first ones to become aware of unsafe flying conditions. **Please** do not hesitate to suggest or recommend that air operations be suspended until conditions improve. Let other aircraft and the appropriate dispatch office know of conditions in the areas you are working in. Your recommendations and actions could be the difference between a safe air operation and someone having an incident or accident.

Accident and Incident Reporting

Accident and Incident reporting systems are valuable in promoting aviation safety. If you should observe or have an accident or incident, please report it immediately and use the SAFECOM process for follow-up. This form is available through dispatch, Forest Aviation Officer, Zone Aviation Officer(s), or on the Internet at <https://www.safecom.gov/>. Sharing information about incidents and accidents that have occurred may prevent them from occurring again in the future. Please return the SAFECOM to or notify the local FAO-ZAO, Dispatch, or Incident Management Team Air Operations Branch of the submitted SAFECOM.

FLIGHT HAZARDS / LOCAL HAZARDS



MILITARY TRAINING ROUTES

There are several MTRs, SUAs, and MOAs throughout the area. Both fixed and rotor wing can be encountered outside the MTRs doing permitted training on public lands within Region 8. Check local flight hazard maps for identified areas. When working in and around those areas, practice “see and avoid” and confirm applicable dispatch centers will de-conflict all aircraft fire operations. Always consider requesting an applicable TFR (for wildfires) or NOTAM D in addition to direct deconfliction with military entities.

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DIP SITES

Permission must be obtained from the applicable dispatch center, landowners, or local line officers before utilizing water from any source on Federal lands or for State protected lands. Once a potential water source has been located, the latitude/longitude should be relayed to the dispatch center with the request to utilize the location as a dip site. No water should be taken from the source until verbal approval is granted. The only exception is in the case of an immediate threat to life or property.



WATERWAYS/THREATENED & ENDANGERED (T&E) SPECIES

Avoid aerial or ground application of retardant or foam within 500 feet of waterways. Remote fueling operations should be avoided next to waterways and areas of concern for aquatic T&E species. Notify dispatch immediately of any fuel spill regardless of size.

Red Cockade Woodpecker RCW

RCW are endangered and require precise conditions within mature pine forest, a habitat that is now scarce. It lives in isolated clans, each clan an extended family group, with one pair of adults assisted in their nesting by up to four additional birds. The red cockade for which the bird is named, a small patch of feathers behind the eye of the male, is usually hard to see in the field.

Gopher Tortoise

Gopher Tortoises are a State Threatened species in Florida but are listed as Federally Threatened in Alabama, Mississippi, and Louisiana. They create burrows that can be on average 15 feet long and 6 feet deep. Gopher Tortoises have more than one burrow to allow them to escape from predators and fire and they spend 80% of their time in their burrows which is why you rarely see them. The Gopher Tortoise is a keystone species and over 350 other species have been observed utilizing their burrow for shelter, including many different snake species. Because of the protections surrounding the Gopher Tortoise, precautions should be made when working

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around their burrow. Do not step on the apron (mound of dirt in front of burrow), avoid soil disturbance within 20 feet of the burrow, and do not disturb their travel unless they are in obvious danger.

WILDERNESS/WILDERNESS STUDY AREA

Permission must be obtained from the Forest Supervisor before conducting **any** operations in wilderness areas. Contact the applicable dispatch to initiate the approval process.

There are three wilderness areas on the ANF. Bradwell Bay, Mud Swamp and Clear Lake. Prescribe Burns and Bucket operations are permitted in wilderness areas.

AIR OPERATIONS

Air operations safety is of the utmost concern to the Region 8 Fire and Aviation Management Section. The local dispatch centers and the Zone Aviation Officer(s) will coordinate all aircraft use on each unit. All decisions regarding aircraft will be coordinated with the local dispatch center, who will work closely with the Southern Area Coordination Center (SACC) for resource aircraft ordering and dispatching.

Helen Guard Helibase operates in NFFL, under Region 8, US Forest Service. There are two other bases in the National Forests in Florida: Lake City Airtanker Base (ATB)/Osceola Helibase and Ocala Helibase (Smokey Base). ATB/Osceola Helibase operates in Osceola National Forest, in northeast Florida west of Jacksonville. Smokey Base operates in Ocala National Forest in central Florida, north of Orlando.

ANF Location

ANF is located in the eastern panhandle of Florida. The ANF is divided into two districts, the Apalachicola and the Wakulla. The two districts combined make the ANF the largest National Forest in Florida, totaling 558,817 acres. Within the boundaries of the ANF, there are three wilderness areas, Clear Lake, Mud Swamp New River, and Bradwell Bay being the largest.

Helibase Base Location

The Helen Guard Helibase is located on the Wakulla Ranger District at the Wakulla Work Center. The Wakulla Work Center is off HWY 267 (Bloxham Cutoff), approximately 8 miles west of HWY 319. The address is 10703 Bloxham Cutoff, Tallahassee, FL 32305, and the Latitude/Longitude are (N 30 18 18.7) (W 84 25 25.0).

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AIRSPACE

All air operations will operate utilizing the Fire Traffic Area (FTA) scheme. Requests for Temporary Flight Restrictions (TFRs) and Notices to Airmen (NOTAM) will be coordinated through the applicable dispatch center. Dispatch centers will coordinate requests through SACC. Helen Guard Helibase is in close proximity to Tallahassee International Airport. Pilots are advised to deconflict with airport traffic before departure.

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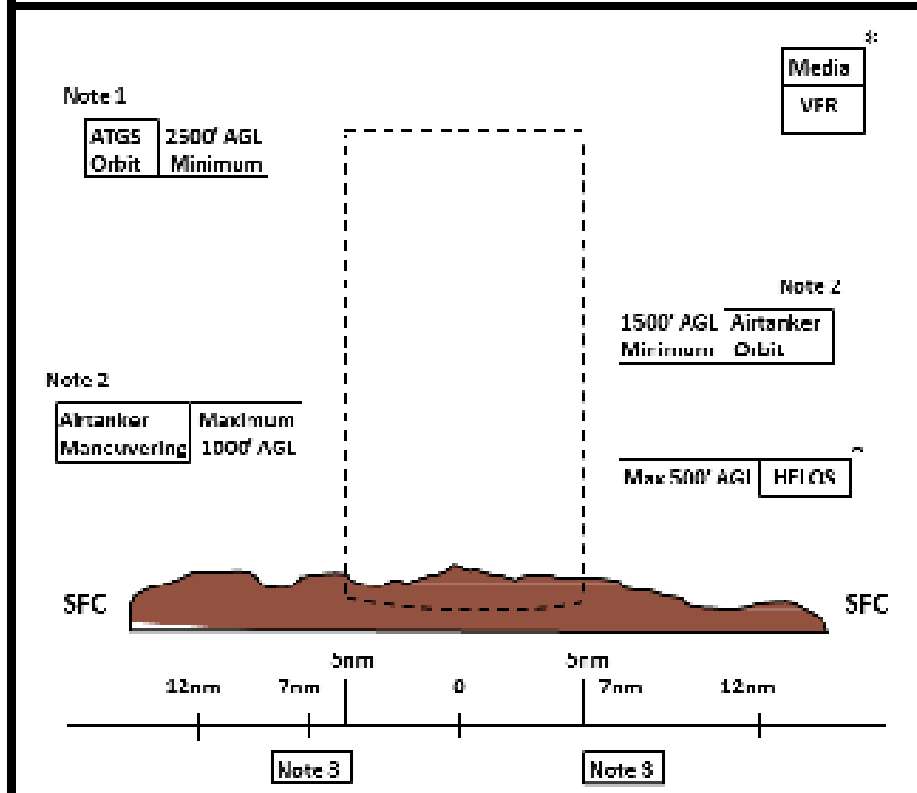
Fire Traffic Area (FTA) 09 Dec 2015

***** Clearance is required to enter the FTA *****

Initial Radio Contact: 12 nm on assigned air tactical frequency.

No Radio Contact: Hold a minimum of 7 nm from the incident.

Note: Airtanker maneuvering altitude determines minimum airtanker and ATGS orbit altitudes. Assigned altitudes may be higher and will be stated as MSL.



Note 1 | 1000' min. separation between ATGS orbit and airtanker orbit altitude.

Note 2 | 500' min. separation between airtanker orbit and maneuvering altitude.

Note 3 | On arrival reduce speed to cross 7 nm at assigned altitude and 150 KIAS or less.

* **Helicopters:** Fly assigned altitudes and routes.

* **Media:** Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

Airtanker Base
As Assigned

Air Guard
168.625 Tx Tone 110.9

Air to Air
As Assigned

National Flight Following
168.650 Tone 110.9 TX and RX



National Interagency Airspace: <http://airspacecoordination.org>

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PILOT and/or MODULE AVAILABILITY

When pilots and modules are in Region 8, the local dispatch office needs to know your staging location and contact information (hotel number, cell number, etc.). If you are going to lunch, for example, let someone know where you are going. Carry your radio and/or cell phones. It is your responsibility to ensure that you can be contacted during lunch and off-duty hours.

LATITUDE-LONGITUDE PROCEDURES

All aviation operations in the Southern Area will use the Degrees-Decimal-Minutes format for Latitude and Longitude. **Aviation Datum standard is WGS84**

FLIGHT FOLLOWING PROCEDURES

Region 8 uses the national standard for all aircraft flight following. Contact local dispatch center with applicable “dispatch call sign” Check-ins via **AFF are preferred** unless other arrangements have been established through local Dispatch.

If AFF transponder in the aircraft does not work or fails during mission, contact local dispatch center to establish radio communication. Establish 15 min verbal flight following check-ins in place of utilizing AFF, this is an accepted practice. Repair AFF transponder as soon available. When fixed, relay updated status to dispatch and test capabilities.

If requested, Radio Check-in/Check-out requires verbal communication via radio every 15 minutes. Provide an identifier (tail # or nationally designated call sign), Latitude/Longitude (Geographic Location), and bearing.

If you are unable to contact Dispatch, you will need to return to base.

Flight following is for your safety. If a mission requires that you work from a helispot for an extended period, we recommend that you flight follow locally with your aircraft until you complete the mission; notify dispatch of your intentions. When using local flight following, please contact dispatch when operations have begun and when the missions are completed, and the aircraft is on the ground.

If your mission requires that the aircraft be shut down for an extended amount of time, notify the local dispatch before shutting down the aircraft and ensure a handheld radio is on board. If the dispatch center does not hear from you within 30 minutes, Search and Rescue operations will be initiated. Aircraft equipped with AFF will follow procedures outlined in the National Interagency Mobilization Guide.

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**Standard Flight Following Script to initiate Flight Following*

Call sign

Departure location

Number on board

Fuel on board (hours)

ETE

Destination

Confirm AFF

COMMUNICATIONS

Initial size-ups are to be transmitted over local forest frequencies. Upon arrival at an incident, all communications should switch over to the identified tactical frequency (typically air to ground).

For emergency in-flight communications utilize National Air Guard (168.6250 RX/TX T: 110.9).

LOCAL DISPATCH ZONE RADIO FREQUENCIES

Refer to the Frequency Guide to ensure all frequencies are understood and programmed correctly into your aircraft and handheld radios. Familiarize yourself with the repeater map for locations and tones. This information is available on the Southern Area Coordination Center Webpage. Contact your local dispatch center for the username and password to access frequencies and hazard maps. **PLEASE DO NOT GIVE OUT USERNAMES OR PASSWORDS TO NON-AGENCY PERSONNEL OR TO ANYONE WITHOUT A NEED FOR THAT INFORMATION.**

If assigned frequencies become too busy and communications begin to break down, notify Dispatch immediately. Air operations may be suspended until the problem(s) are mitigated. Please make sure that your Aircraft Radios are operating in the appropriate bandwidth (Analog Narrow Band or Digital).

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Apalachicola National Forest ***Group 1***								
UPDATED 03/01/2021								
CHANNEL NUMBER	FFS Channel	Channel Name	RX Freq.	RX Tone	RX NAC	TX Freq.	TX NAC	TX Tone
1	131	A-Sumatra	170.5500		\$F7E	164.1250	\$5B6	146.2
2	130	A-FSU	170.5500		\$F7E	164.1250	\$68F	167.9
3	138	R8 fire	166.5625			166.5625		
4	204	A/G 15	167.5250			167.5250		
5		A/G 71	168.6750			168.6750		
6		F-Sumatra	170.5250		\$F7E	163.6875	\$707	179.9
7		F-FSU	170.5250		\$F7E	163.6875	\$585	141.3
8		FL Fire	169.1750			169.1750		
9	3	FFS Tac3	151.2350			151.2350		156.7
10	4	FFS Tac4	151.2950			151.2950		156.7
11		Wak FD	154.3550			158.9025		186.2
12	40	FFS Leon	159.2250	94.8		151.1825		94.8
13		ST. MARKS	169.6500			165.4500	\$2A4	131.8
14	201	VFIR22R (RED)	154.2650			154.2650		156.7
15	202	VFIR21W (white)	154.2800			154.2800		156.7
16		Air Guard	168.6250			168.6250		110.9

APALACHICOLA NF								GROUP 4
CHANNEL NUMBER	FFS Channel	Channel Name	RX Freq.	RX Tone	RX NAC	TX Freq.	TX NAC	TX Tone
1	131	A-Sumatra	170.5500		\$F7E	164.1250	\$5B6	146.2
2	130	A-FSU	170.5500		\$F7E	164.1250	\$68F	167.9
3	138	R8 fire	166.5625			166.5625		
4	204	A/G 15	167.5250			167.5250		
5		A/G 71	168.6750			168.6750		
6		F-SUMATRA	170.5250		\$F7E	163.6875	\$707	179.9
7		F-FSU	170.5250		\$F7E	163.6875	\$585	141.3
8		FL Fire	169.1750			169.1750		
9	3	FFS Tac3	151.2350			151.2350		156.7
10	4	FFS Tac4	151.2950			151.2950		156.7
11		Wak FD	154.3550			158.9025		186.2
12	45	FFS Franklin E	159.2250	192.8		151.1825		192.8
13	44	FFS Liberty	159.2250	94.8		151.1825		179.9
14	201	VFIR22R (RED)	154.2650			154.2650		156.7
15	202	VFIR21W (white)	154.2800			154.2800		156.7
16		Air Guard	168.6250			168.6250		110.9

AIRBASE INFORMATION

Below is airbase information, when activated, can be used to preposition both Fixed-wing and Rotor-wing aviation resources.

Helen Guard Helibase

(N 30 18 18.7) (W 84 25 25.0)

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30 ft

850-933-1782

Trixie Smith HMGB

No fuel Available

2 Type- 2 Landing Pads

Tallahassee International Airport

Latitude: 30.3913 Longitude: 84.3502.

81 ft

Million Air Tallahassee Airport

3254 Capital Cir SW, Tallahassee, FL 32310

850-574-5671

Jet A and Av gas available

TALLAHASSEE GROUND: 121.9 348.6 [0600-2300]

TALLAHASSEE TOWER: 118.7 257.8 [0600-2300]

TALLAHASSEE APPROACH: 128.7

R8 RAG PHONE CONTACTS

Position	Name	Office	Cell
Regional Aviation Officer	Keith Hackbarth	770-237-0119 x1008	406-381-8203
Assistant Regional Aviation Officer (Operations)	Caleb Berry		202-870-1778
Regional Aviation Safety Manager	Jimmy Keyes	404-780-0590	770-233-3637
Regional Helicopter Operations Specialist	Vacant	770-237-0119 x1002	
Helicopter Inspector Pilot	Vacant	770-237-0119 x1014	
Airworthiness Inspector	Donna Shope	770-237-0119 x1015	404-386-4849
UAS Specialist (Fire)	Terry Owen		601-660-6316
UAS Specialist (NRM)	Andrew Ruth		540-305-4624
South Zone Aviation Officer (GA, FL, SC, PR)	Josh Pierotte	770-237-0119 x1010	559-909-9151
Central Zone Aviation Officer (AL, MS, LA)	Nick Holschbach		406-925-1737

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West Zone Aviation Officer (TX, AR, OK)	Grady Wilson		208-880-1725
East Zone Aviation Officer (TN, NC, VA, KY)	Mike Bot		423-596-1538
Southern Area Coord. Center		678-320-3000	
Southern Area Coord. Center- Aircraft Coordinator	Al Mebane	678-320-3012	470-487-7671
WO Helicopter Inspector Pilot	Larry Roberts	770-237-0119 x1004	404-909-0245
NPS Regional Aviation Manager	Mike O'Leary	239-336-9789	301-980-8711
FWS Regional Aviation POC	Chris Wright		386-804-6391
BIA Regional Aviation POC	Chester Warfel	615-564-6500	615-927-1232

DISPATCH/ZONE CONTACTS

APALACHICOLA NATIONAL FOREST FIRE CONTACTS

Florida Interagency Dispatch Center:

325 John Knox Rd. Tallahassee, Florida 32303

(850) 523-8600

Fire Management Officer (FMO):

TBD- Fire Hire

Assistant Fire Management Officer (Wakulla):

Brandon Sulzemeier

(318) 623-0956 Cell

Assistant Fire Management Officer (Apalach):

Jason Lago

(850) 899-0245 Cell

Helicopter Manager (Wakulla):

Trixie Smith

(850) 933-1782 Cell

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DISPATCH ZONE MISHAP RESPONSE/ SAR PROCEDURES / CRASH RESCUE PLAN

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Helen Guard Helibase
Crash / Rescue Procedures

The procedures listed are only a general guideline to be used in the event of an Aircraft Crash / Medical Emergency. In no way do they encompass all situations that may occur.

Initial Procedures:

- 1) Immediately call 911 and notify Florida Interagency Coordination Center (850-523-8600) of an AIRCRAFT ACCIDENT / MEDICAL EMERGENCY.

- Address for the Helibase is:

10703 Bloxham Cutoff
Tallahassee, FL 32305

-Latitude/Longitude for the Helibase is:

N 30 18.385 x W 84 25.510

- 2) Establish a Crash Site Incident Commander (IC) to be in charge of the scene and to communicate with the Dispatch Center.
- 3) Secure scene and determine if it is safe to approach aircraft.
- 4) Assess and assign personnel to the roles of Firefighting, Rescue Crew, and Medical Treatment.
- 5) Continually evaluate to determine if additional assistance is needed.
- 6) Determine Medevac priorities and appropriate mode of transportation and destination.
- 7) Protect and secure crash site and initiate documentation of incident.
- 8) Provide Dispatch Center with incident updates.

MEDICAL FACILITIES LIST

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Appendix E. EMERGENCY MEDICAL EVACUATION PLAN

MEDICAL PLAN	1. INCIDENT NAME Apalachicola NF	2. DATE PREPARED	3. TIME PREPARED	4. OPERATIONAL PERIOD		
5. INCIDENT MEDICAL AID STATION						
MEDICAL AID STATIONS	LOCATION					PARA MEDICS?
						YES
Tallahassee Fire Dept.	327 N Adams St Tallahassee, FL 32305 850-891-6600					<input checked="" type="checkbox"/>
Bristol Fire Department	Rural US Highway 20E Bristol, FL 32321 850-643-2427					<input checked="" type="checkbox"/>
Crawfordville Fire Dept.	88 Cedar Ave Crawfordville, FL 32327 850-926-6220					<input type="checkbox"/>
						<input type="checkbox"/>
						<input type="checkbox"/>
6. TRANSPORTATION						
A. AMBULANCE SERVICES						
NAME	ADDRESS	PHONE	PARA MEDICS?			
			YES			
Liberty County	12499 NW Pogo St Bristol, FL 32321	850-643-2235	<input checked="" type="checkbox"/>			
Wakulla County	340 Trice Ln Crawfordville, FL 32327	850-926-5424	<input checked="" type="checkbox"/>			
Leon County	911 Easterwood Drive Tallahassee, FL 32311	850-606-2100	<input checked="" type="checkbox"/>			
Franklin County (Weems)	135 Avenue G Apalachicola, FL 32320	850-653-8853	<input checked="" type="checkbox"/>			
			<input type="checkbox"/>			
B. INCIDENT AMBULANCES						
NAME	LOCATION					PARA MEDICS?
						YES
						<input type="checkbox"/>
						<input type="checkbox"/>
						<input type="checkbox"/>
						<input type="checkbox"/>
7. HOSPITALS						
NAME	ADDRESS	PHONE	TRAVEL TIME	TRAUMA CENTER?	HELIPAD ?	BURN CENTER?
				YES	YES	YES
Tallahassee Memorial	1300 Miccosukee Rd Tallahassee, FL 32308	850-431-1155	20mins 60mins	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shands	1515 SW Archer Rd Gainesville, FL 32608	352-265-0111	50mins 2.5hrs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Capital Regional	2626 Capital Medical Blvd Tallahassee, FL 32308	850-325-5000	20mins 60mins	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Calhoun-Liberty	20730 Burns Ave Blountstown, FL 32424	850-674-5411		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. MEDICAL EMERGENCY PROCEDURES						

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If you have a cell phone signal call 911. Then call dispatch on the radio notifying them of the situation and also let them know if you have or have not called 911.

"Medical Emergency Procedures"

1. Declare the nature of the emergency.
2. If Life Threatening, then request that the designated frequency be cleared for emergency traffic.
3. Identify the on-scene Point of Contact by resource and last name.
4. Identify nature of incident, number injured, patient assessments and location (geographic and/or GPS coordinates).
5. Identify on-scene medical personnel by position and names.
6. Identify preferred method of patient transport.
7. Request any additional resources and/or equipment needed.
8. Document all information received and transmitted on the radio or phone.
9. Identify any changes in the on-scene Point of Contact or medical personnel as they occur.

Contact dispatch and provide the following information

Information - Ground Medivac

1. Scene Location (Latitude and Longitude and Physical Description)
2. Number of Injured Persons
3. Extent of Injuries
4. Radio frequencies to contact scene
5. Others called to or already on scene
6. Aircraft Hazards at the scene (powerlines, etc)

Information - Air Medivac

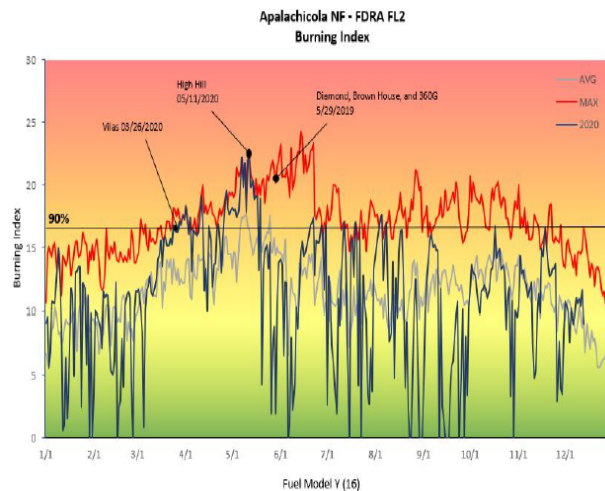
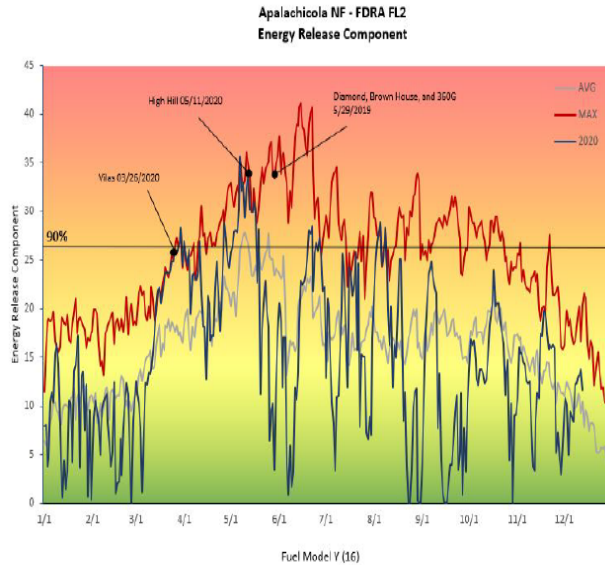
1. Scene Location (Latitude and Longitude and Physical Description)
2. Number of Injured Persons
3. Extent of Injuries
4. Person requesting Air Medivac (EMT or First Responder)
5. Other Aircraft in the area
6. Aircraft Hazards at the scene (powerlines, etc)
7. Others called to or already on scene
8. Contact person on the ground and their aviation experience
9. Radio frequencies to contact scene and/or other aircraft
10. Temporary Flight Restrictions (TFR's) in effect (Y/N)

COORDINATES FOR HOSPITAL HELIPADS

Tallahassee Memorial- 30 27.5/84 15.6
 Capital Regional- 30 28.8/84 13.6
 Shands Hospital- 29 38.33/82 20.73
 Calhoun-Liberty- 30 27.30/85 02.58

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FIRE DANGER POCKET CARD



Fire Danger Area: FL2—Apalachicola National Forest

Forecast Zone: Tallahassee, FL

Weather Stations: 080802 Bloxham 082002 Sumatra

082201 Sanborn 082001 Wilma

Local Thresholds – WATCHOUT:

Combinations of any of these factors can increase fire behavior:
 20' windspeed over 15 mph; Temperatures over 90 degrees; Relative humidity < 30;
 KBDI > 600. Large fires become more frequent when ERC exceeds 26 and BI exceeds 17.



Graph Interpretation: Energy Release Component (ERC)

- ERC gives seasonal trends calculated from temperature, RH, daily temp & RH ranges, and precipitation duration. Wind is NOT part of ERC calculation.

Max: Highest ERC by day 2010-2020

Average: shows peak fire season

90% = 90th percentile means 10% of days in analysis had ERC over 26

Past Experience/Local Knowledge:

- Expect extreme fire behavior in areas with high fuel loads
- Green fuels that contain volatile oils and waxes can burn even under high fuel moisture content
- Afternoon sea breezes usually leads to thunderstorms and sometimes lightning
- Some fuels are available to burn ~ 1hour post rainfall
- 4WD is required in areas containing mucky soils
- During dry conditions, swamps may not contain water and should NOT be considered a safety zone
- Problematic fire behavior is likely if ERC >26, BI >17, and Dispersion Index >75

Graph Interpretation: Burning Index (BI)

- BI gives day to day fluctuations calculated from temperature, RH, wind, and precipitation.

Max: Highest Burning Index by day 2010-2020

Average: shows peak fire season

90% = 90th percentile means 10% of days in analysis had BI over 17



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INITIAL ATTACK SIZE UP CARD

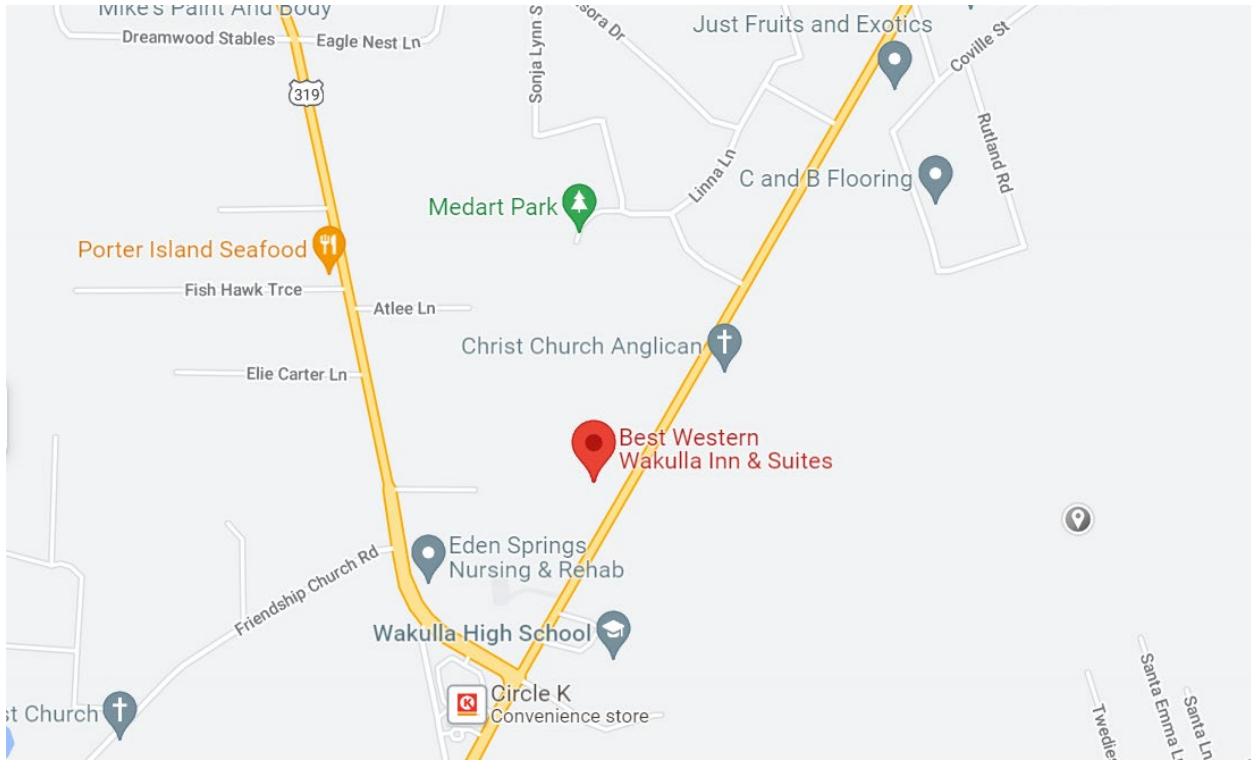
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NATIONAL FOREST IN FLORIDA --- INCIDENT ORGANIZER					
Initial Size-Up					
Date: _____					
Time of Dispatch: _____					
Time of Arrival on Scene: _____					
1. Fire Name: _____					
2. Incident Commander: (Unified Command) _____					
3. Fire location: (degrees-minutes . decimal minutes)					
LAT: N _____	Legal, STR: _____				
LONG: W _____					
Land Ownership: _____					
4. Size: _____					
5. Fuels Burning: _____					
Adjacent Fuels _____	FM				
_____	FM				
6. Character of Fire:					
<input type="checkbox"/> Smoldering <input type="checkbox"/> Creeping <input type="checkbox"/> Running <input type="checkbox"/> Torching <input type="checkbox"/> Crowning <input type="checkbox"/> Running					
7. Flame Length: _____					
8. KBDI/Drought Index: _____					
Days since rain: _____					
9. Cooperators/Agencies: _____					
10. Wind: Speed: _____					
Direction _____					
11. Spread Potential:					
<input type="checkbox"/> None <input type="checkbox"/> Low, 0-5 acres <input type="checkbox"/> Moderate, 6-10 acres <input type="checkbox"/> High, 10-50 acres <input type="checkbox"/> Very High, 50+ acres					
12. Values at Risk: (Circle those that apply)					
Houses _____	T & E Habitat _____				
Improvements _____	Cultural/Historical _____				
Wilderness _____					
Other: _____					
13. Hazards (Circle those that apply)					
Snags _____	Haz Mat _____				
Power lines _____	Borrow pits _____				
Urban Interface _____	Bombing ranges _____				
Highways _____	Canals _____				
Other: _____					
14. Cause:					
Protect Origin! _____					
Unknown Cause – Order FINV! _____					
15. Additional Resources Needed: _____					
Fire Report Information					
Time of Origin: _____					
Time of Discovery: _____					
Detection by: _____					
Elevation: _____					
Fire Number: P _____	SO _____				
Fire Declared Out: _____					
Date: _____	Time: _____				
Final Acreage: _____					
NFS _____	PVT _____				
Total _____					
Control Lines _____					
(chains) _____	Plowed _____				
Water - Hand _____					
Natural _____					
Signature: _____					
Safety Checklist:					
If you answer NO to any of these questions, Take corrective action immediately					
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Do you have a current forecast?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Is observed weather consistent with forecast?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Can you control the fire with resources available under expected conditions?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Have you developed a plan to attack the fire? (Direct or indirect, anchor points, escape routes, head OR flank attack, priority areas?)			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Have you communicated your plan to everyone on the incident?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Lookouts in place (including aerial) or can you see the entire fire area?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Can you communicate with everyone on the fire and with dispatch?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Escape routes and safety zones established? If you are using black, is it completely burned with no reburn potential?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Safety, LCEs and standard fire orders being followed?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Have you reported the status of the fire to dispatch?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Do you have a complete list of assigned and ordered resources?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	If the fire will not be contained before the next operational period or the size of the organization exceeds the IC's capability to manage, have you informed dispatch?			
Yes <input type="checkbox"/>	No <input type="checkbox"/>	Are you still comfortable managing this fire?			
Risk Analysis					
	LOW	MODERATE	HIGH	EXTREME	
Dispersion Index mixing heights	<35 or <3000 ft	35 to 55 or 3000 to 5000 ft	55 to 70 or 5000 to 6000 ft	70+ 6000+	
Relative Humidity	Over 45	35-45	25 to 35	Under 25	
Wind Speed (20')	Calm	Under 10	10 to 20	Over 20	
Wind indicators		Developing Cumulus	Thunderheads present	Cold Fronts or High Wind Aloft	
Water in Swamps	Above normal Flowing	Normal, standing water	Dry with some wet spots	Dry no wet areas duff layer dry	
Flame Length	Under 3'	3' to 6'	6' to 8'	Over 8'	
Resistance to Control	None	Some	Moderate	High	
Spotting	None	Little	Some	Frequent	
Time of Day	2000 - 1000	1600 - 2000	1000 - 1200	1200 - 1600	
Public Safety/Evacuation	No	Limited	Yes	In Process	
Structure Loss Potential	None	Possibly	High	Already Involved	
Have enough Resources?	Yes	To be determined	Not sure	NO	
Probability of Success	High	Moderate	Low	Poor	
Communications Plan I Status Reporting					
Net	Frequency	Name	Time	Acres	% Contained
Command					
Support					
A to G					
A to A					
Tac 1					
Tac 2					
					Contained
					Controlled
Predicted Weather					
Sky	Temp	RH%	20 ft Winds	Wind Direction	Remarks (Haines, LAL, et.)
			AM PM	AM PM	
On-Site Weather					
Location	Elevation	Obs Time	Eye Level Wind (Dir/Velocity)	Temp Dry / Wet: RH	Remarks (clouds, etc.)
				: :	
				: :	
				: :	
Spot Forecast					
Time	Dry/Wet	RH %	Wind Speed	Wind Direction	Remarks
1200 - 1400					
1400 - 1600					
1600 - 1800					
Line Officer on Scene:					

In service 11/01/2022

HOTEL/LOGISTICS INFORMATION

Best Western Wakulla Inn & Suites:



Address: 3292 Coastal Hwy #98, Crawfordville, FL 32327

Phone: (850) 926-3737

In service 11/01/2022

AIRBASE SUNRISE / SUNSET APPENDIX: LOCAL INSERTS, HYPERLINKS or QR CODES

In service 11/01/2022

NOAA Global Monitoring Laboratory

Global Radiation Group

<https://gml.noaa.gov/grad/solcalc>

Sunrise Table for 2023

Location: Latitude 30.30532 Longitude -84.42346

Time Zone Offset: America/New_York -4.0

All times are in local time. Cells with light green color indicate when daylight savings time is in effect.

Day	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	07:34	07:29	07:04	07:27	06:55	06:36	06:39	06:56	07:14	07:31	07:52	07:16
2	07:34	07:28	07:03	07:26	06:54	06:36	06:40	06:57	07:15	07:32	07:53	07:17
3	07:35	07:27	07:02	07:25	06:53	06:36	06:40	06:57	07:15	07:32	07:53	07:18
4	07:35	07:27	07:01	07:23	06:52	06:36	06:41	06:58	07:16	07:33	07:54	07:19
5	07:35	07:26	07:00	07:22	06:51	06:36	06:41	06:59	07:17	07:33	06:55	07:20
6	07:35	07:25	06:58	07:21	06:50	06:36	06:42	06:59	07:17	07:34	06:56	07:20
7	07:35	07:25	06:57	07:20	06:49	06:35	06:42	07:00	07:18	07:35	06:57	07:21
8	07:35	07:24	06:56	07:19	06:49	06:35	06:42	07:00	07:18	07:35	06:57	07:22
9	07:35	07:23	06:55	07:18	06:48	06:35	06:43	07:01	07:19	07:36	06:58	07:23
10	07:35	07:22	06:54	07:16	06:47	06:35	06:43	07:02	07:19	07:36	06:59	07:23
11	07:35	07:21	06:53	07:15	06:46	06:35	06:44	07:02	07:20	07:37	07:00	07:24
12	07:35	07:21	07:51	07:14	06:46	06:35	06:44	07:03	07:20	07:38	07:01	07:25
13	07:35	07:20	07:50	07:13	06:45	06:35	06:45	07:03	07:21	07:38	07:01	07:25
14	07:35	07:19	07:49	07:12	06:44	06:35	06:46	07:04	07:22	07:39	07:02	07:26
15	07:35	07:18	07:48	07:11	06:44	06:35	06:46	07:05	07:22	07:40	07:03	07:27
16	07:35	07:17	07:47	07:10	06:43	06:36	06:47	07:05	07:23	07:40	07:04	07:27
17	07:35	07:16	07:45	07:09	06:43	06:36	06:47	07:06	07:23	07:41	07:05	07:28
18	07:34	07:15	07:44	07:07	06:42	06:36	06:48	07:06	07:24	07:42	07:06	07:28
19	07:34	07:14	07:43	07:06	06:41	06:36	06:48	07:07	07:24	07:42	07:06	07:29
20	07:34	07:13	07:42	07:05	06:41	06:36	06:49	07:08	07:25	07:43	07:07	07:29
21	07:34	07:12	07:40	07:04	06:40	06:36	06:49	07:08	07:25	07:44	07:08	07:30
22	07:33	07:11	07:39	07:03	06:40	06:37	06:50	07:09	07:26	07:44	07:09	07:31
23	07:33	07:10	07:38	07:02	06:39	06:37	06:51	07:09	07:26	07:45	07:10	07:31
24	07:33	07:09	07:37	07:01	06:39	06:37	06:51	07:10	07:27	07:46	07:11	07:31
25	07:32	07:08	07:36	07:00	06:39	06:37	06:52	07:10	07:28	07:47	07:12	07:32
26	07:32	07:07	07:34	06:59	06:38	06:38	06:52	07:11	07:28	07:47	07:12	07:32
27	07:31	07:06	07:33	06:58	06:38	06:38	06:53	07:12	07:29	07:48	07:13	07:33
28	07:31	07:05	07:32	06:57	06:38	06:38	06:54	07:12	07:29	07:49	07:14	07:33
29	07:30		07:31	06:56	06:37	06:39	06:54	07:13	07:30	07:50	07:15	07:33
30	07:30		07:30	06:55	06:37	06:39	06:55	07:13	07:30	07:50	07:16	07:34
31	07:29		07:28		06:37		06:55	07:14		07:51		07:34

In service 11/01/2022

NOAA Global Monitoring Laboratory

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<https://gml.noaa.gov/grad/solcalc>

Sunset Table for 2023

Location: Latitude 30.30532 Longitude -84.42346

Time Zone Offset: America/New_York -4.0

All times are in local time. Cells with light green color indicate when daylight savings time is in effect.

Day	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	17:48	18:14	18:36	19:56	20:15	20:35	20:44	20:32	20:01	19:23	18:50	17:37
2	17:49	18:15	18:37	19:57	20:16	20:35	20:44	20:31	19:59	19:22	18:49	17:37
3	17:50	18:16	18:38	19:58	20:17	20:36	20:44	20:30	19:58	19:21	18:49	17:37
4	17:50	18:17	18:39	19:58	20:17	20:36	20:43	20:29	19:57	19:20	18:48	17:37
5	17:51	18:18	18:39	19:59	20:18	20:37	20:43	20:28	19:56	19:18	17:47	17:37
6	17:52	18:19	18:40	20:00	20:19	20:37	20:43	20:28	19:55	19:17	17:46	17:37
7	17:53	18:19	18:41	20:00	20:19	20:38	20:43	20:27	19:53	19:16	17:46	17:37
8	17:54	18:20	18:41	20:01	20:20	20:38	20:43	20:26	19:52	19:15	17:45	17:37
9	17:54	18:21	18:42	20:01	20:21	20:39	20:43	20:25	19:51	19:14	17:44	17:37
10	17:55	18:22	18:43	20:02	20:21	20:39	20:43	20:24	19:50	19:12	17:44	17:38
11	17:56	18:23	18:43	20:03	20:22	20:40	20:42	20:23	19:48	19:11	17:43	17:38
12	17:57	18:24	19:44	20:03	20:23	20:40	20:42	20:22	19:47	19:10	17:43	17:38
13	17:58	18:24	19:45	20:04	20:23	20:40	20:42	20:21	19:46	19:09	17:42	17:38
14	17:59	18:25	19:45	20:05	20:24	20:41	20:41	20:20	19:45	19:08	17:42	17:39
15	17:59	18:26	19:46	20:05	20:25	20:41	20:41	20:19	19:43	19:07	17:41	17:39
16	18:00	18:27	19:46	20:06	20:25	20:41	20:41	20:18	19:42	19:06	17:41	17:39
17	18:01	18:28	19:47	20:06	20:26	20:42	20:40	20:17	19:41	19:05	17:40	17:40
18	18:02	18:28	19:48	20:07	20:27	20:42	20:40	20:16	19:40	19:04	17:40	17:40
19	18:03	18:29	19:48	20:08	20:27	20:42	20:39	20:15	19:38	19:02	17:39	17:41
20	18:04	18:30	19:49	20:08	20:28	20:42	20:39	20:14	19:37	19:01	17:39	17:41
21	18:05	18:31	19:50	20:09	20:28	20:43	20:38	20:13	19:36	19:00	17:39	17:41
22	18:06	18:31	19:50	20:10	20:29	20:43	20:38	20:12	19:34	18:59	17:38	17:42
23	18:06	18:32	19:51	20:10	20:30	20:43	20:37	20:11	19:33	18:58	17:38	17:42
24	18:07	18:33	19:51	20:11	20:30	20:43	20:37	20:10	19:32	18:57	17:38	17:43
25	18:08	18:34	19:52	20:12	20:31	20:43	20:36	20:09	19:31	18:56	17:38	17:44
26	18:09	18:34	19:53	20:12	20:31	20:43	20:36	20:08	19:29	18:56	17:37	17:44
27	18:10	18:35	19:53	20:13	20:32	20:43	20:35	20:06	19:28	18:55	17:37	17:45
28	18:11	18:36	19:54	20:13	20:33	20:44	20:34	20:05	19:27	18:54	17:37	17:45
29	18:12		19:55	20:14	20:33	20:44	20:34	20:04	19:26	18:53	17:37	17:46
30	18:13		19:55	20:15	20:34	20:44	20:33	20:03	19:24	18:52	17:37	17:47
31	18:13		19:56		20:34		20:32	20:02		18:51		17:47

In service 11/01/2022

FLIGHT RISK ASSESMENT TOOL

Daily Go/No-Go DORA Questionnaire for Helicopter Operations

Intent- This document intends to provide the user with a real-time evaluation of the approved risk assessment systems denoted and mitigated to the lowest acceptable level in the MASP. This document will narrow down generalized risk categories to a Go/No-Go end value. If a category is rated as a No-Go, the mission can only be conducted if conducive policy mitigations have been identified and applied to the mission. The local unit will set the requirement of a post-No-Go mitigation chain of approval. Post-no-go mitigations will be documented in the daily diaries or other approved documents.

****Note**** Mission Supervisor signature implies all personnel involved in the mission provided input into this form.

Day of Mission Risk Assessment Mission Minimum Parameters	Go (Yes)	No-Go (No)
Are the personnel assigned qualified for the mission and meet agency minimums?	<input type="checkbox"/>	<input type="checkbox"/>
Do fully qualified personnel outnumber trainees?	<input type="checkbox"/>	<input type="checkbox"/>
Is there appropriate supervision to conduct the mission?	<input type="checkbox"/>	<input type="checkbox"/>
Has/have your pilot(s) conducted required mission planning per policy or contract?	<input type="checkbox"/>	<input type="checkbox"/>
Has the mission planning shown the aircraft will be limited in any way where the flight profiles are conducted under >500 Ft. MSL?	<input type="checkbox"/>	<input type="checkbox"/>
Has the airspace been deconflicted for the mission?	<input type="checkbox"/>	<input type="checkbox"/>
Have known flight hazards been discussed and mitigated to acceptable levels to conduct operations?	<input type="checkbox"/>	<input type="checkbox"/>
Is the weather conducive to conducting the mission within policy and aircraft performance?	<input type="checkbox"/>	<input type="checkbox"/>
Has fatigue been identified by the pilot(s) or flight crew as an issue or pilots within 8 hours of their 6/36?	<input type="checkbox"/>	<input type="checkbox"/>

Mission Supervisor-

Pilot-

Mission Approver- No-Go mitigation (if unit Required)

In service 11/01/2022