

In service 01/01/2023

SOUTHERN AREA

PILOT AND FLIGHT CREW ORIENTATION GUIDE

OCALA 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

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

In service 11/01/2022

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



<https://gacc.nifc.gov/sacc/logistics/aircraft/OcalaNFAFHM.pdf>

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.*

In service 11/01/2022

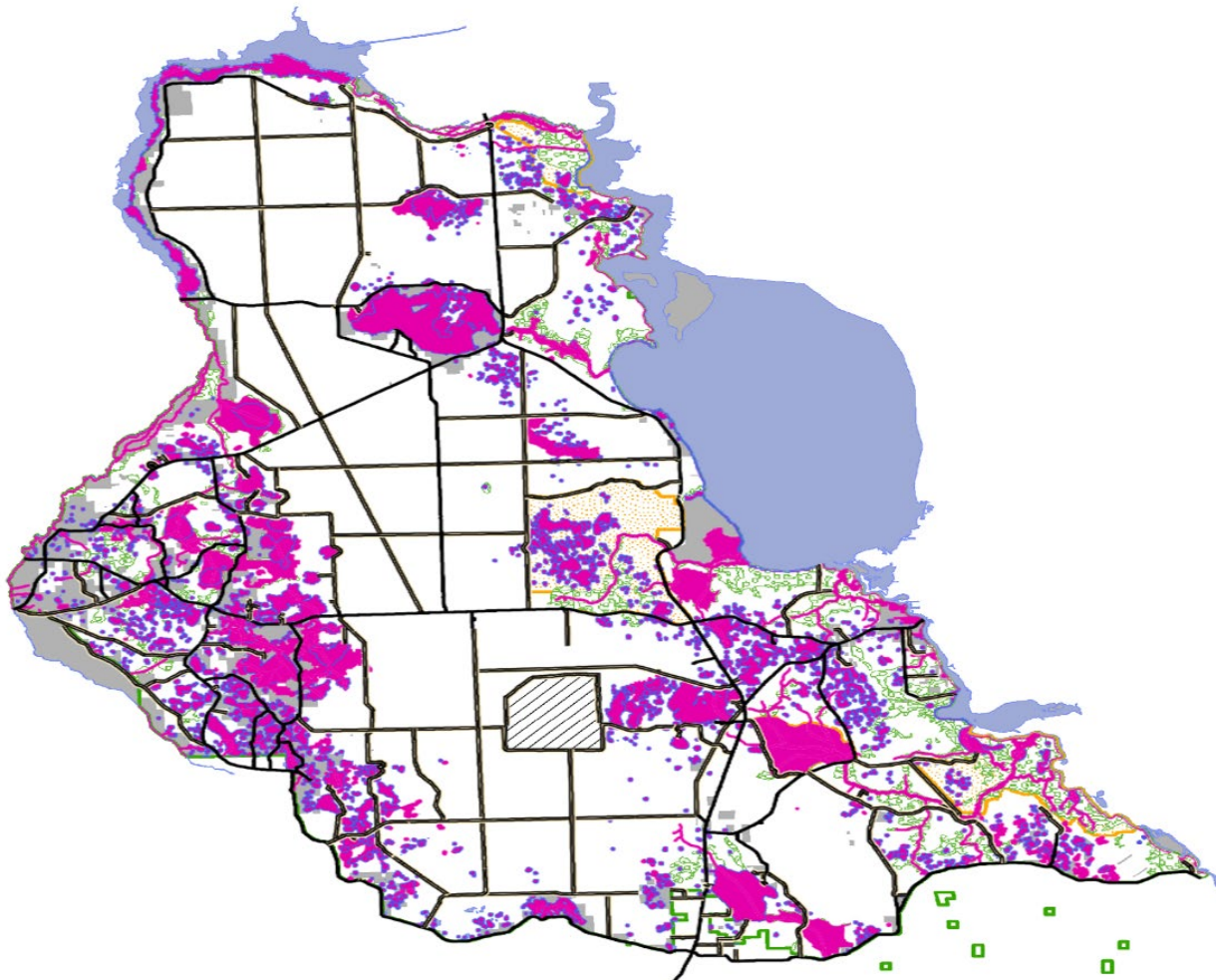
See Page 24 for Hazard Map 90% of the Ocala National Forest is covered by Military Restricted Airspace

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

Avoid aerial or ground application of retardant or foam within 500 feet of waterways (highlighted in purple). 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. *(This map depicts the Ocala National Forest avoidance areas and its boundaries. A digital map can be found via QR code on page 24.)*



In service 11/01/2022

THREATENED & ENDANGERED (T&E) SPECIES

As the world's largest contiguous sand pine scrub forest, the Ocala National Forest is home to rare and endangered plant species, including some found nowhere else on earth. Our management plan for the forest includes special caretaking of these species.

The US Fish and Wildlife Service is responsible for listing Proposed, Endangered, and Threatened Species (PETS). The Forest Service cooperates with that agency's efforts in conserving these species by conducting activities and programs to assist in the identification and recovery of threatened and endangered plant and animal species.

Florida bonamia (threatened) has a healthy population in the Big Scrub ecosystem. Scrub buckwheat (threatened) and small Lewton's milkwort (endangered) also occur on the Ocala National Forest where they straddle the scrub and high pineland habitats.

Specific management practices favoring recovery of these, and related scrub species include harvesting sand pine in the scrub ecosystem to provide disturbance at a scale similar to that experienced through natural, periodic, catastrophic fire.

(Unknown, 2022 <https://www.fs.usda.gov/detail/florida/landmanagement?cid=STELPRDB5160502>)

FEDERALLY LISTED SPECIES ON THE OCALA NATIONAL FOREST

| GROUP | SCIENTIFIC NAME | COMMON NAME | THREATENED/ENDANGERED |
|----------------|---|-------------------------|-----------------------|
| Mammal | <i>Trichechus manatus</i> | Florida Manatee | Endangered |
| Bird | <i>Aphelocoma coerulescens</i> | Florida Scrub-jay | Threatened |
| Bird | <i>Mycteria americana</i> | Wood Stork | Endangered |
| Bird | <i>Picoides borealis</i> | Red-Cockaded Woodpecker | Endangered |
| Reptile | <i>Drymarchon corais couperi</i> | Eastern Indigo Snake | Threatened |
| Reptile | <i>Neoseps reynoldsi</i> | Sand Skink | Threatened |
| Vascular Plant | <i>Bonamia grandiflora</i> | Florida Bonamia | Threatened |
| Vascular Plant | <i>Eriogonum longifolium</i> var. <i>gnaphalifolium</i> | Scrub Buckwheat | Threatened |
| Vascular Plant | <i>Nolina brittoniana</i> | Britton's Bear Grass | Endangered |
| Vascular Plant | <i>Polygala lewtonii</i> | Lewton's Polygala | Endangered |

In service 11/01/2022

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.

The Ocala National Forest manages four Wilderness/Wilderness Study Areas. These areas include;

- *Little Lake George Wilderness*
- *Juniper Prairie Wilderness*
- *Billies Bay Wilderness*
- *Alexander Springs Wilderness*

Note: An Avenza Map of Ocala NF Wilderness areas can be found via QR code found on page 24.

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.

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.

In service 11/01/2022

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: ATGS Orbit 2500' AGL Minimum

Note 2: Airtanker Maximum Maneuvering 1000' AGL

Note 2: 1500' AGL Airtanker Minimum Orbit

Note 2: Max 500' AGL HFICUS

Media VFR

| | |
|--------|--|
| 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>

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.

In service 11/01/2022

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.

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.

In service 11/01/2022

STANDARD OPERATING PROCEDURES FOR ENTERING & EXITING SMOKEY BASE

This part of the document is designed to brief rotor winged pilots and their crews of the proper procedures for entering and exiting the airspace of Restricted Areas; *2906, 2907A, 2907B, 2910A, 2910B, 2910C, 2910D and 2910E* when operating out of the Ocala Helibase, otherwise known as Smokey Helibase. It does **NOT**, in any way, supersede military or Federal Aviation Administration regulations in respect to the operation of aircraft in and around restricted airspace. The intention of this part of the document is to enhance the safety of all flights in and around the Ocala National Forest. Smokey Base is located on the eastern side of Restricted Area *2910A*. The base is located on the Ocala National Forest and provides adequate landing zones and facilities for pilots and their crews while conducting various types of missions for the US Forest Service and their cooperators.

All rotor winged aircraft on missions for the Ocala National Forest that are working in and around these restricted areas will be assigned a *FireGuard* number, such as “*FireGuard 1 (FG1)*”. This numbering system is designed to allow easy identification by US Navy controllers (*SEALORD*) for those aircraft working on the forest. The assigned *FireGuard* number will be assigned in sequential order per tail number and will remain that aircrafts *FireGuard* number for the remainder of that calendar year. Then numbering system will start over on January 1st each year. The Following is a check list of procedures to follow when entering and/or exiting the above-mentioned restricted areas and the role of pilots, aircrews, and dispatchers.

PRIOR TO LIFTING FROM SMOKEY BASE:

- Prior to lifting from Smokey Base, the Helibase manager notifies SEALORD Controls with the designated *FireGuard* call sign and request status of the Restricted Areas.

Note: This is a courtesy call only. It is the pilot’s ultimate responsibility to make positive contact with SEALORD on *Air to Air (A/A) 134.650* prior to operating in any of the restricted areas.

ONCE LIFTED FROM SOMKEY BASE:

- Once lifted, aircraft contacts SEALORD on *A/A 134.650* to request permission to exit the restricted area and will request a SQUAWK code, giving SEALORD the intended direction of flight and desired altitude.
- Pilot notifies SEALORD when clear of Restricted Areas. Pilot and Helibase will continue to monitor *A/A 134.650* throughout the flight.

PRIOR TO ENTERING RESTRICTED AREAS:

- Pilot contacts SEALORD to request permissions to transition through or enter in Restricted Area.

In service 11/01/2022

EXITING RESTRICTED AREAS:

- Pilot contacts SEALORD on **A/A 134.650** to report clear of restricted area.

LANDING SMOKEY BASE:

- Pilot notifies Smokey Base 2 minutes out from landing.
- Pilot notifies SEALORD when landing at Smokey Base and clear of Restricted Area 2910A.
- Helibase manager makes courtesy call to SEALORD to confirm aircraft is clear of Restricted Area 2910A.

IF YOU ARE UNABLE TO CONTACT DISPATCH and/or SEALORD, YOU WILL NEED TO RETURN TO HELIBASE BASE.**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 USERNAME 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).

In service 11/01/2022

OCALA NATIONAL FOREST RADIO FREQUENCY LIST

The Ocala National Forest uses digital frequencies. All RX/TX NAC need to be programed accordingly.

| CHANNEL NUMBER | FFS Channel | Channel Name | RX Freq. | RX Tone | RX NAC | TX Freq. | TX NAC | TX Tone |
|----------------|-------------|--------------|----------|---------|--------|----------|--------|---------|
| 1 | | Admin | 170.5250 | | \$F7E | 170.5250 | \$293 | |
| 2 | 139 | COMMON 2 | 163.7125 | | | 163.7125 | | |
| 3 | 138 | R8 Fire | 166.5625 | | | 166.5625 | | |
| 4 | | FL Fire | 169.1750 | | | 169.1750 | | |
| 5 | 132 | F-North | 172.3750 | | \$F7E | 165.2250 | \$61F | 156.7 |
| 6 | 133 | F-Central | 172.3750 | | \$F7E | 165.2250 | \$4CE | 123.0 |
| 7 | 134 | F-South | 172.3750 | | \$F7E | 165.2250 | \$526 | 131.8 |
| 8 | | A-North | 170.5250 | | \$F7E | 163.6875 | \$61F | 156.7 |
| 9 | | A-Central | 170.5250 | | \$F7E | 163.6875 | \$4CE | 123.0 |
| 10 | | A-South | 170.5250 | | \$F7E | 163.6875 | \$526 | 131.8 |
| 11 | 201 | VFIRE22R | 154.2650 | | | 154.2650 | | 156.7 |
| 12 | 202 | VFIRE21W | 154.2800 | | | 154.2800 | | 156.7 |
| 13 | 203 | VFIRE23B | 154.2950 | | | 154.2950 | | 156.7 |
| 14 | 204 | A2G 79 | 169.4000 | | | 169.4000 | | |
| 15 | | A2G 34 | 167.1750 | | | 167.1750 | | |
| 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.

Name: Smokey Helibase (Rotor-wing only)

Latitude/Longitude:

Elevation:

Phone: (352)-759-2081

Fax: (352)-759-2178

POC: Will Lucas "Ocala Helitack Program Manager"

Phone: (352)-262-1957

Fuel Available: N/A

Type of Service: N/A

A/C Host Type(s): N/A

Ramp Frequency: N/A

Address: 18634 NFS 24 Road Altoona, FL 32702

Managing Entity: National Forests of Florida Ocala National Forest

In service 11/01/2022

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 |
| 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 |

In service 11/01/2022

DISPATCH ZONE CONTACTS – OCALA NATIONAL FOREST

FLORIDA INTERAGENCY COORDINATION CENTER “TALLAHASSEE DISPATCH”
 325 John Know Rd Tallahassee, FL 32303
 850-523-8600

| POSTION | NAME | OFFICE | CELL |
|--------------------------------------|------------------|--------|----------------|
| OCALA NF FMO | Vacant | | |
| OCALA NF AFMO (LAKE GEORGE DISTRICT) | John “JR” Ramsey | | (386)-871-4287 |
| OCALA NF AFMO (SEMINOLE DISTRICT) | Tim Woody | | (352)-299-7697 |
| OCALA HELITACK PROGRAM MANAGER | Will Lucas | | (352)-262-1957 |
| OCALA HELITACK ASST. MANAGER | Clint Agidius | | (386)-585-0848 |
| OCALA HELITACK ASST. MANAGER | Paul Ward | | (208)-290-6438 |
| OCALA HELITACK ASST. MANAGER | Josh Quinn | | (401)-226-2987 |

DISPATCH ZONE MISHAP RESPONSE/ SAR PROCEDURES / CRASH RESCUE PLAN**DISPATCH ZONE MISHAP RESPONSE:****SAR PROCEDURES:**

Search and Rescue (SAR) operations on the Ocala National Forest will be conducted by the Sheriff’s Office in which jurisdiction that operation is taking place. Marion County Sheriff’s Office will have jurisdiction of (SAR) in Marion County & Lake County Sheriff’s Office will have jurisdiction over (SAR) in Lake County. The Ocala National Forest resources will assist these departments as needed.

CRASH RESCUE PLAN:

<https://usfs-public.box.com/s/mocrdcc0457coah691i8qo65feplkoxu>

In service 11/01/2022

MEDICAL PLAN

LINE EMERGENCY (*Once any injury/illness has occurred*):

- The highest qualified & capable person on scene will assume the IWI IC command.
- Report the emergency via the Medical Incident Report protocol (Eight Line) to Tallahassee Dispatch.
- Radio traffic will be cleared until medical emergency is finished.
- **DO NOT USE THE INJURED PERSON'S NAME ON THE RADIO.**
- Request additional resources as needed e.g., (Crews, Law Enforcement etc.).
- Request patient transport mode e.g., (GOV vehicle, Ambulance, Air Ambulance etc.).
- All resources will be coordinated through Tallahassee Dispatch.
- Coordinate all ground Ambulance needs through Tallahassee Dispatch.
- Coordinate all Air Ambulance needs through Tallahassee Dispatch.
- Protect the scene.
- Complete & submit appropriate documentation.

MEDICAL FACILITIES LIST

BURN CENTERS:

University of Florida Health Shand's Burn Center
1600 SW Archer Rd RM 2425 Gainesville, FL 32610
352-265-0200

HOSPITALS LEVEL 1 TRAUMA CENTERS:

University of Florida Health Shand's Medical
151 SW Archer Rd Gainesville, FL 32608
352-265-0111

Orlando Regional Medical Center
52 W Underwood St Orlando, FL 32806
321-841-5111

University of Florida Health Jacksonville
655 8TH St W Jacksonville, FL 32209
904-244-0411

In service 11/01/2022

HOSPITALS LEVEL 2 TRAUMA CENTERS:

HCA Florida Ocala Hospital

1431 SW 1st Ave Ocala, FL 34471

352-401-1000

HCA Florida Lake Monroe

1401 W Seminole Blvd Sanford, FL 32771

407-321-4500

ADDITIONAL HOSPITAL INFORMATION & URGENT CARE:

Advent Health Waterman Hospital

1000 Waterman Way Tavares, FL 32778

352-253-3333

Advent Health Hospital Ocala

1500 SW 1st Ave Ocala, FL 34471

352-353-0449

Care Spot Urgent Care of Ocala

2415 SW College Rd Ocala, FL 34474

352-237-3536

Lake Regional Urgent Care

16890 US-441 Mt Dora, FL 32757

352-385-4404

Doctors Urgent Care Ocala

419 SW 15th St Ocala, FL 34471

352-269-8099

In service 11/01/2022

FIRE DANGER POCKET CARD

Fire Danger Area: FL6—Ocala National Forest Forecast

Zone: Jacksonville, FL

Weather Stations: 083501 Central 083502 Lake George

084001 Paisley



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 > 625. Large fires become more frequent when ERC exceeds 28 and BI exceeds 20.

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 2011-2020
 Average: shows peak fire season
 90% = 90th percentile means 10% of days in analysis had ERC over 28

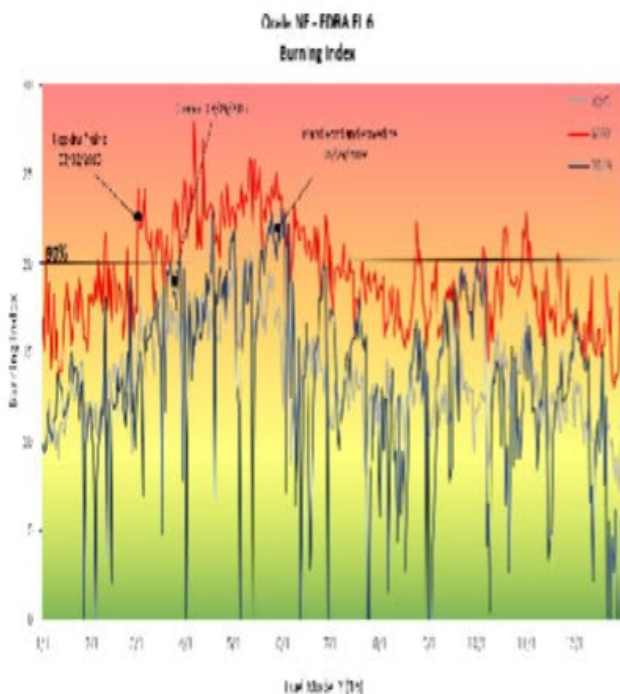
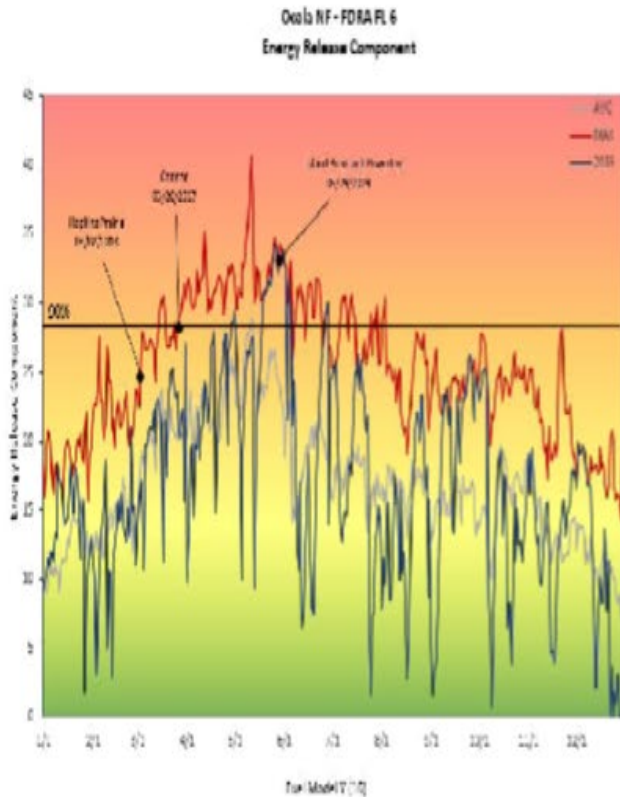
Past Experience/Local Knowledge:

- 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 sandy or 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 > 28, BI > 20, 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 2011-2020
 Average: shows peak fire season
 90% = 90th percentile means 10% of days in analysis had BI over 20



In service 11/01/2022

INITIAL ATTACK SIZE UP CARD

DETECTION REPORT

1. Incident Number: _____
2. Location by Landmark: _____
3. Legal: $\frac{1}{4}$ $\frac{1}{4}$ _____ SEC _____ T _____ N
R _____ W
4. Coordinates: LAT _____
LONG _____
5. Est. Size and Potential: _____
6. Exposure/Aspect: _____
7. Rate of Spread:
Raid _____ Moderate _____ Slow _____
8. Flame Length: _____
9. Position on Slope: Low 1/3 _____ Midslope _____
Upper 1/3 _____
10. Slope: Gentle _____ Moderate _____ Steep _____
11. Fuels: Burning In: _____
Burning Into: _____
12. Wind: Speed _____ Direction _____
13. Smoke: Color _____ Volume _____ Drift _____
14. Percentage of Perimeter with Active Fire _____
15. Other Information
Access Roads _____
Helispots _____
Bucket Fill Sites _____
Resource Needs (Numbers and Type) _____
Other - _____

Note: Ocala National Forest Incident Organizers may be handed out during in brief of resources.

In service 11/01/2022

INITIAL ATTACK CONT.

Fires are generally first reported to us by a District Office. Occasionally fires are reported to the Coordination Center and the information is relayed back to the district. Be sure to collect as much information as possible from the reporting party, *i.e., location, weather conditions, fire behavior, evidence of arson activity, etc.* **ALWAYS** record the person's name reporting the incident and a phone number where they can be reached for additional information if needed.

When the first person arrives at the fire, a size-up of the situation should be relayed to the District FMO or Duty Officer immediately to assist in the dispatch of further resources. The Center Manager at Tallahassee Dispatch must be notified immediately. Coordination of resources that exceed those available on the district is the responsibility of the Center Manger. A blank detection report is provided to assist in complete, accurate transfer of information.

Bombing Range Fires:

GUIDELINES FOR FIRE SUPPRESSION ON THE PINECASTLE BOMBING RANGE COMPLEX

Note: References within these guidelines to the Main Fire Break includes all locations inside the Orange Area indicated in (Attachment A on page 10).

When a fire is reported within any of the Bombing Range boundaries, Restricted Areas R2910 or R2906, or in close proximity to them, the following actions will be taken:

Tallahassee Dispatch will:

- Notify the assigned Ocala N.F. Exclusive Use Helicopter Manager for Incident Commander (IC) duties.
- Dispatch the Ocala N.F. Exclusive Use Helicopter, with its Helicopter Manager to determine the exact location of the fire.

Note: Typically, military aircraft are raised to 5,000 ft. MSL and above to allow safe operation of firefighting aircraft when there is a fire on the range(s). Military Aircraft can continue to utilize the affected airspace if the Helicopter Manager/IC determines it is safe to do so and proper separation between aircraft is maintained. Also, if a fire grows beyond the IC's qualifications, this person shall be assigned to shadow an IC with higher qualifications to ensure established policies and guidelines for the Pinecastle Range Complex are adhered to.

The Helicopter Manager/IC will:

- Obtain a location of the fire in relation to the map provided in (Attachment A on page 10) and relay to the Zone FMO and Tallahassee Dispatch.
- Assess the fire for current fire behavior, potential growth, and values at risk. *(Depending on fire potential, order additional resources to stage at the perimeter of the bombing range for pre-suppression or suppression activities).*

In service 11/01/2022

- Direct aviation activities and ensure the pilot(s) is fully aware of the guidelines set forth within this document.
- Keep the Ocala N.F. District Ranger, the Ocala Zone Fire Management Officer, and Pinecastle Range Complex Director and/or SEALORD informed of the fire's status.
- Coordinate with the Pinecastle Complex Range Director when range activities can resume.
- Adhere to the guidelines set forth in this document.

Note: Range activities may resume at any time if aviation assets are not going to be utilized and the helicopter manager/IC determines range activities will not have further impact on the fire, fire personnel or any suppression activities. This determination should be made in coordination with the Pinecastle Range Director and/or SEALORD.

If the fire is inside the Main Fire Break and an Exclusive Use or CWN helicopter IS available, the assigned Ocala Exclusive Use Helicopter Manager will:

- Be dispatched on board the helicopter for reconnaissance and assessment ONLY. The exclusive use helicopter manager will serve as the IC to the limits of their qualifications since this person will be the most informed and up to date on bombing range restrictions and guidelines.
- Ensure that all U.S. Forest Service agency owned or contracted aircraft flights over the bombing ranges will be performed from a safe distance. When an active fire is within the Main Fire Break, no aircraft will be allowed within 4,000 ft. vertically and 4,000 ft. horizontally of the fire.

NO suppression actions will be taken within the Main Fire Break of R2906 or R2910, either aerial or on the ground, due to unexploded ordinance, unless first approved by Range Personnel.

Note: As long as the fire remains inside the Main Fire Break, it will be allowed to burn. If the fire threatens or is going to threaten any of the pre-established fire breaks on the bombing range, aerial pre-suppression activities such as bucket drops, or tanker drops can be made outside of the Main Fire Break to pre-treat fuels before the fire jumps the line.

If the fire is inside the Main Fire Break and an Exclusive Use or CWN helicopter is NOT available, the assigned Ocala Exclusive Use Helicopter Manager will:

- Be dispatched to the affected bombing range to meet with Range Personnel.
- Be escorted as close to the fire as safely possible by Range Personnel.
- Make a determination if approved suppression activities are needed or possible.
- Monitor the fire from a safe position on the ground or in one of the two observation towers located within the Main Fire Break in R2910.

NO suppression action will be taken within the Main Fire Break of R2906 or R2910, either aerial

In service 11/01/2022

or on the ground, due to unexploded ordinance.

Note: Zone FMO, (BLANK), Helicopter Program Manager Will Lucas, Assistant Manager (BLANK) and Helicopter Crew Lead David Whitener are trained to be escorts if Range Personnel are not available. A range gate key and radio are kept at the Ocala Helibase

If the fire is outside of the Main Fire Break but within the bombing range or in close proximity to it and an Exclusive Use or CWN helicopter IS available, the assigned Ocala Exclusive Use Helicopter Manager/IC will:

- Be dispatched via helicopter to recon the fire. Aerial suppression efforts may be conducted in **MOST** but not all of these areas outside the Main Fire Break. The Helicopter Manager/IC will be aware of which areas are off limits. *(See Attachment A on page 22).*
- Determine if suppression activities are needed.
- Order any needed resources through Tallahassee Dispatch.

NO ground suppression efforts inside the range boundary that may cause surface disturbance.

If the fire is outside of the Main Fire Break but within the bombing range or in close proximity to it and an Exclusive Use or CWN helicopter is NOT available, the assigned Ocala Exclusive Use Helicopter Manager/IC will:

- Be dispatched to the affected bombing range to meet with Range Personnel.
- Be escorted as close to the fire as safely possible by range personnel.
- Make a determination if approved suppression activities are needed or possible.
- Monitor the fire from a safe position on the ground or in one of the two observation towers located within the target area in R2910.

NO ground suppression efforts inside the range boundary that may cause surface disturbance.

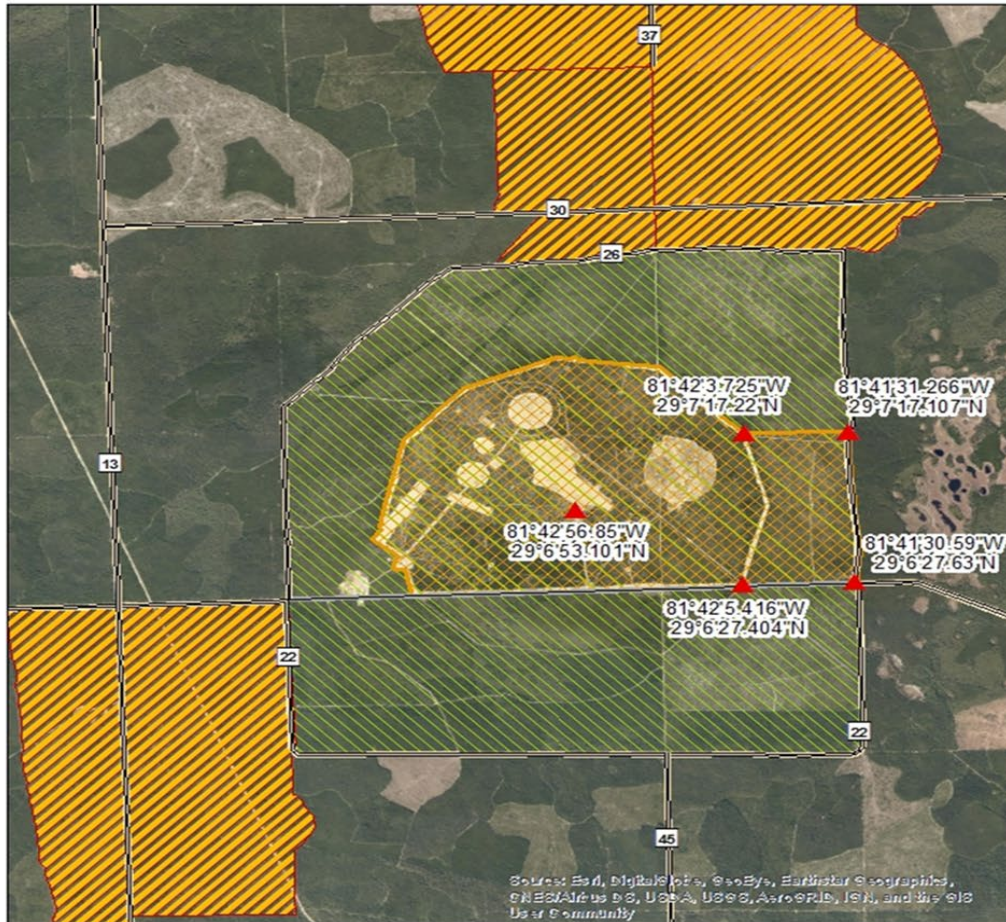
Guidelines For Pinecastle Range Complex fires that are not easily controlled and grow beyond the capability of initial attack resources:

- Additional resources will be ordered through Tallahassee Dispatch.
- Burn-out operations are permissible when deemed necessary by the IC and coordinated with the Range Director.
- At the IC's discretion, fires on the bombing range(s) may be suppressed utilizing aviation resources unless the fire is located within the Main Fire Break. No agency or contracted aircraft will be allowed inside the Main Fire Break when there is an active fire ongoing within its perimeter. This includes any fixed winged aircraft, such as detection planes, Air Attack, or aerial tankers.

In service 11/01/2022

- Fires in the No Plow Zones on the Ocala N.F. are to be suppressed in the same manner as fires in the orange area as indicated in **(Attachment A on page 22.)**
- Any Helicopter Manager assigned to initial attack/IC duties on the Pinecastle Range Complex or any of the associated No Plow Zones guidelines, shall be briefed with all incoming resources at the time of their appointment.

ATTACHMENT A



Legend

- Pinecastle Range No Fly Area
- Pinecastle Naval Range
- No Plow Zones
- Paved Roads
- Surfaced Roads
- Admin Use Only Roads



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In service 11/01/2022

SITUATION REPORT:

The Center Manager or other designated individual will update the Situation Report via FAMWEB by 1600 daily. Information for this report will be as complete and accurate as possible to provide necessary activity and resource statistics.

INDIVIDUAL FIRE REPORT:

The Individual Fire Report “Informs” records important data for planning and administering fire management activities. This report is required for each statistical fire within 10 days after the fire is declared out.

The report is a compilation of suppression action, resources, and site data. It should be reviewed and edited by the Duty Officer and approved by the District Ranger prior to submittal to the Center Manager. Forest-specific information, such as weather station numbers and incident numbers, is contained in the Fire Management Plan or may be obtained from the Center Manager and should be kept on file. A hard copy of each fire report will be kept in the permanent files and the data entered the proper database.

Note: All off forest resources with IC 3,4 or 5 responsibilities and are in command of such operations, fill out incident organizer as thorough as possible and turn all documentation into District AFMO for data entry. Inform fire data entry can be found at;

<https://inform.firenet.gov/inspector/incidents>

HOTEL INFORMATION**SEMINOLE RANGER DISTRICT****Fox Den Inn**

27 S Central Ave Umatilla, FL 32784
352-669-2151

Comfort Suites

1380 E Burleigh Blvd Tavares, FL 32778
352-253-2378

Hampton Inn

19700 US - 441 Mt Dora, FL 32757
352-383-4267

Holiday Inn Express

3601 W Burleigh Blvd US HWY 441 Tavares, FL 32778
352-742-1600

In service 11/01/2022

Best Western

1321 N 14TH St Leesburg, FL 34748
352-253-2378

Key West Resort

199 W Ruby St Tavares, FL 32778
352-508-5344

LAKE GEORGE RANGER DISTRICT

Courtyard by Marriott

3712 SW 38th Ave Ocala, FL 34474
352-237-8000

Holiday Inn

3600 SW 38th Ave Ocala, FL 34474
352-629-9500

Hilton

3600 SW 36th Ave Ocala, FL 34474
352-854-1400

Holiday Inn Express

5360 E Silver Springs Blvd Silver Springs, FL 34488 352-304-6111

MAP APPENDIX: LOCAL MAPS, HYPERLINKS or QR CODES

**LOCAL INFORMATION INPUT: Retardant Avoidance Areas, Retardant Jettison Area(s), MTR, and Special Use Airspace, Helispots, Dip Sites,*

<https://usfs-public.box.com/s/mocrdcc0457coah691i8qo65feplkoxu>

In service 11/01/2022



Ocala National Forest Aviation Hazard Map



This is a map using the digital SEC data as of 14 JUL 2022 for Jacksonville, FL showing the aviation hazards around the Ocala National Forest. It includes Forest class as well.

This map was produced by the Ocala Forest based on the 11/01/2022 data and product accuracy may vary. This map is not to be used for navigation purposes. It is only to be used as a reference. If reporting certain obstructions and other hazards to the Ocala National Forest, please contact the Ocala National Forest, 355 W. Hwy 30, Ocala, FL 32063.

Note to Pilot and Co-pilot: This map is not a substitute for a flight manual. It is only to be used as a reference. It is not to be used for navigation purposes. It is only to be used as a reference. It is not to be used for navigation purposes. It is only to be used as a reference.

Legend

- ▲ SINGLE OBS <= 1000'AGL NO LIGHT
- ✕ SINGLE OBSTRUCTION <= 1000'AGL
- ⚡ SINGLE OBSTRUCTION <= 1000'AGL
- ⚡ GROUP OBSTRUCTION <= 1000'AGL
- ⚡ TRANSMISSION LINE TOWER
- ⚡ SINGLE WIND TURBINE
- BRIDGE
- BUILDING
- TANK
- MILITARY TRAINING ROUTE IFR
- MILITARY TRAINING ROUTE VFR
- TRANSMISSION LINES
- MILITARY OPERATIONAL AREA (MOA)
- RESTRICTED AIR SPACE
- Aerial Detection Check In Point

- ### Managed Lands
- OTHER FEDERAL LAND
 - STATE LAND
 - USDA FOREST SERVICE
 - FOREST BOUNDARY
 - WILDERNESS AREAS

| Name | Class | Check In Area | Longitude | Latitude |
|-------------|-------|---------------|---------------|----------|
| High Vibe | A | 81° 22' 00" W | 29° 20' 37" N | |
| Power | B | 81° 18' 00" W | 29° 20' 37" N | |
| South Power | B | 81° 18' 00" W | 29° 11' 17" N | |
| Power 2 | B | 81° 18' 00" W | 29° 10' 37" N | |
| Power 3 | B | 81° 18' 00" W | 29° 10' 37" N | |
| Power 4 | B | 81° 18' 00" W | 29° 10' 37" N | |
| Power 5 | B | 81° 18' 00" W | 29° 10' 37" N | |
| Power 6 | B | 81° 18' 00" W | 29° 10' 37" N | |

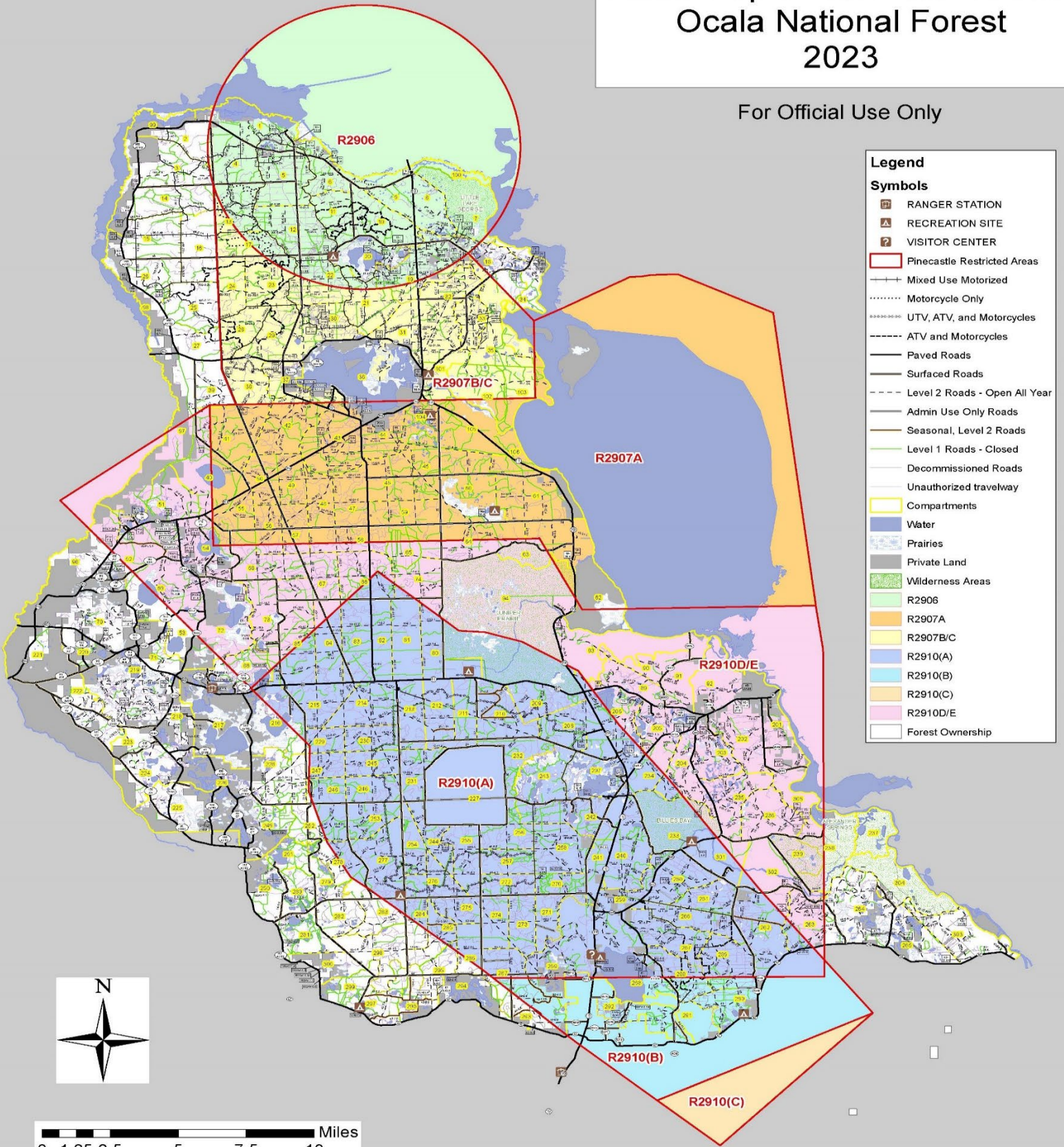
Download GeopDF format of this map: <http://gisdc.mfs.gov/arcgis/rest/services/Ocala/FAP/HazMap>



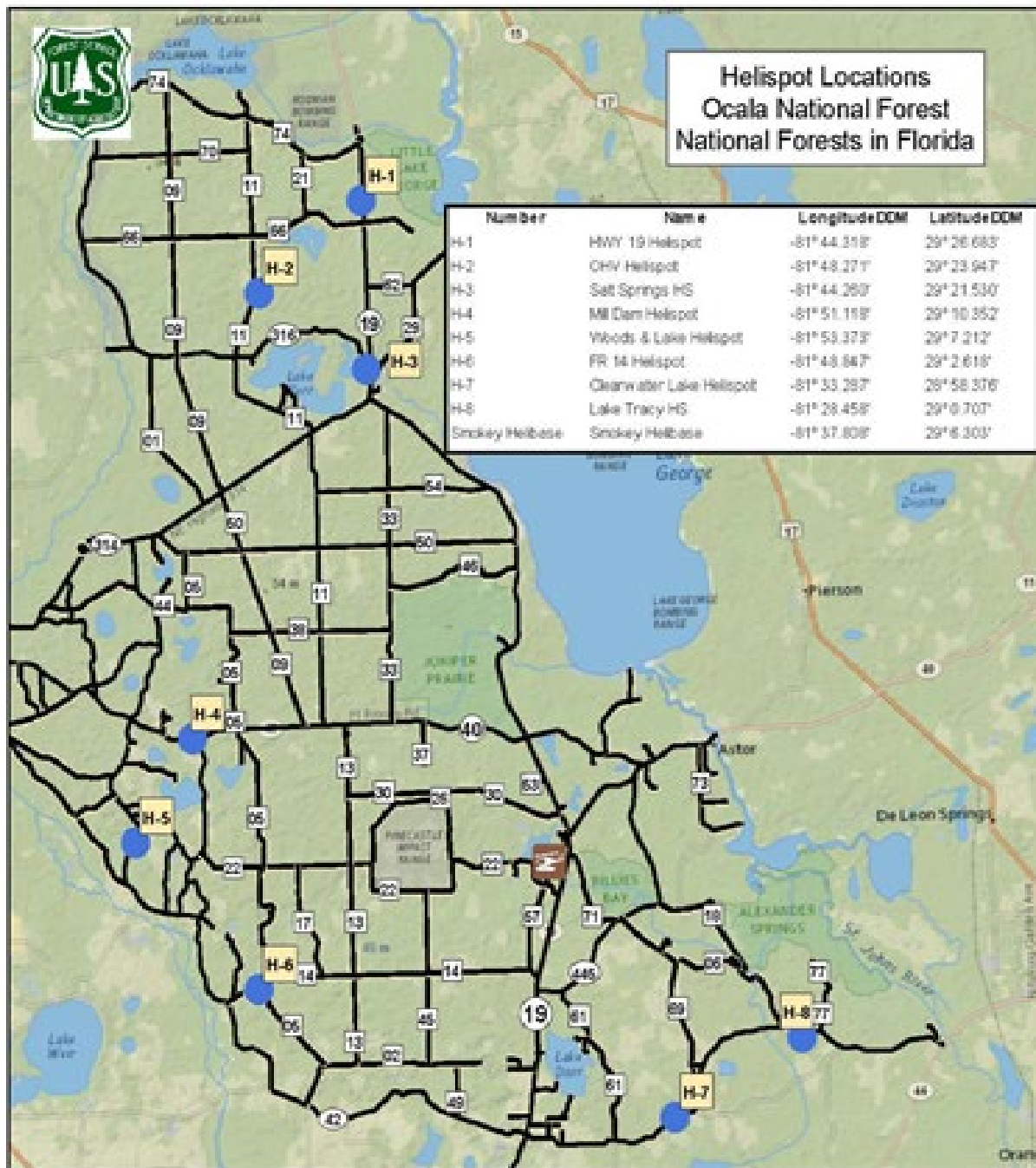
Data Source: Esri, Inc. Information: Esri, Inc. Downloaded from: <http://www.esri.com/gisdc/mfs/arcgis/rest/services/Ocala/FAP/HazMap> (14 Jul 2022)

Road Map & Restricted Areas Ocala National Forest 2023





For Official Use Only

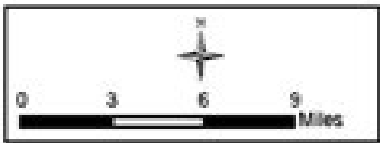


Note: An Avenza geo-referenced map can be found via QR code on page 24.



Legend

-  Smokey Helibase
-  Helispot
-  Paved Roads
-  Surfaced Roads



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Note: An Avenza geo-reference map can be found via QR code on page 24.

In service 11/01/2022

LIST OF HELISPOTS ON THE OCALA NATIONAL FOREST

| Number | Name | LongitudeDDM | LatitudeDDM |
|-----------------|--------------------------|---------------------|--------------------|
| H-1 | HWY 19 Helispot | -81° 44.318' | 29° 26.683' |
| H-2 | OHV Helispot | -81° 48.271' | 29° 23.947' |
| H-3 | Salt Springs HS | -81° 44.260' | 29° 21.530' |
| H-4 | Mill Dam Helispot | -81° 51.118' | 29° 10.352' |
| H-5 | Woods & Lake Helispot | -81° 53.373' | 29° 7.212' |
| H-6 | FR 14 Helispot | -81° 48.847' | 29° 2.618' |
| H-7 | Clearwater Lake Helispot | -81° 33.287' | 28° 58.376' |
| H-8 | Lake Tracy HS | -81° 28.458' | 29° 0.707' |
| Smokey Helibase | Smokey Helibase | -81° 37.808' | 29° 6.303' |

In service 11/01/2022

FREQUENTLY USED AIRCRAFT FORMS:

Helicopter Operation Forms:

<https://www.nwcg.gov/sites/default/files/publications/510-nsho-hcm-forms-2019.xlsx>



NWCG Interagency Aviation Publications:

<https://www.nwcg.gov/committees/national-interagency-aviation-committee/publications>



Daily Operational Risk Assessment (DORA):

In service 11/01/2022

SMOKEY HELIBASE SUNRISE / SUNSET TABLE

| Location: W081 38, N29 06 | | SMOKEY HELIBASE Rise and Set for the Sun for 2023 | | | | | | | | | | | | | | | | Astronomical Applications Dept. U. S. Naval Observatory Washington, DC 20392-5420 | | | | | | |
|----------------------------|------|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|---|------|------|------|------|------|------|
| Zone: 4h West of Greenwich | | | | | | | | | | | | | | | | | | | | | | | | |
| Day | Jan. | | Feb. | | Mar. | | Apr. | | May | | June | | July | | Aug. | | Sept. | | Oct. | | Nov. | | Dec. | |
| | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set | Rise | Set |
| | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m | h m |
| 01 | 0820 | 1840 | 0815 | 1905 | 0752 | 1926 | 0717 | 1945 | 0645 | 2002 | 0628 | 2021 | 0631 | 2030 | 0647 | 2018 | 0704 | 1948 | 0720 | 1912 | 0739 | 1841 | 0803 | 1828 |
| 02 | 0821 | 1841 | 0815 | 1906 | 0751 | 1927 | 0715 | 1945 | 0644 | 2003 | 0628 | 2021 | 0632 | 2030 | 0648 | 2018 | 0705 | 1947 | 0720 | 1911 | 0740 | 1840 | 0803 | 1828 |
| 03 | 0821 | 1841 | 0814 | 1907 | 0750 | 1927 | 0714 | 1946 | 0644 | 2004 | 0628 | 2022 | 0632 | 2030 | 0648 | 2017 | 0705 | 1946 | 0721 | 1910 | 0741 | 1839 | 0804 | 1828 |
| 04 | 0821 | 1842 | 0814 | 1907 | 0749 | 1928 | 0713 | 1946 | 0643 | 2004 | 0627 | 2022 | 0632 | 2029 | 0649 | 2016 | 0706 | 1945 | 0721 | 1909 | 0741 | 1839 | 0805 | 1828 |
| 05 | 0821 | 1843 | 0813 | 1908 | 0748 | 1929 | 0712 | 1947 | 0642 | 2005 | 0627 | 2023 | 0633 | 2029 | 0649 | 2015 | 0706 | 1944 | 0722 | 1908 | 0742 | 1838 | 0806 | 1828 |
| 06 | 0821 | 1844 | 0812 | 1909 | 0747 | 1929 | 0711 | 1948 | 0641 | 2006 | 0627 | 2023 | 0633 | 2029 | 0650 | 2014 | 0707 | 1943 | 0722 | 1907 | 0743 | 1837 | 0806 | 1828 |
| 07 | 0821 | 1844 | 0812 | 1910 | 0746 | 1930 | 0710 | 1948 | 0640 | 2006 | 0627 | 2024 | 0634 | 2029 | 0651 | 2014 | 0707 | 1941 | 0723 | 1905 | 0744 | 1836 | 0807 | 1829 |
| 08 | 0821 | 1845 | 0811 | 1911 | 0744 | 1931 | 0708 | 1949 | 0640 | 2007 | 0627 | 2024 | 0634 | 2029 | 0651 | 2013 | 0708 | 1940 | 0723 | 1904 | 0744 | 1836 | 0808 | 1829 |
| 09 | 0822 | 1846 | 0810 | 1911 | 0743 | 1931 | 0707 | 1949 | 0639 | 2007 | 0627 | 2025 | 0635 | 2029 | 0652 | 2012 | 0708 | 1939 | 0724 | 1903 | 0745 | 1835 | 0809 | 1829 |
| 10 | 0822 | 1847 | 0809 | 1912 | 0742 | 1932 | 0706 | 1950 | 0638 | 2008 | 0627 | 2025 | 0635 | 2029 | 0652 | 2011 | 0709 | 1938 | 0725 | 1902 | 0746 | 1835 | 0809 | 1829 |
| 11 | 0822 | 1847 | 0809 | 1913 | 0741 | 1932 | 0705 | 1950 | 0638 | 2009 | 0627 | 2025 | 0636 | 2028 | 0653 | 2010 | 0709 | 1937 | 0725 | 1901 | 0747 | 1834 | 0810 | 1829 |
| 12 | 0822 | 1848 | 0808 | 1914 | 0740 | 1933 | 0704 | 1951 | 0637 | 2009 | 0627 | 2026 | 0636 | 2028 | 0653 | 2009 | 0710 | 1935 | 0726 | 1900 | 0747 | 1834 | 0811 | 1830 |
| 13 | 0821 | 1849 | 0807 | 1915 | 0739 | 1934 | 0703 | 1952 | 0636 | 2010 | 0627 | 2026 | 0637 | 2028 | 0654 | 2008 | 0710 | 1934 | 0726 | 1859 | 0748 | 1833 | 0811 | 1830 |
| 14 | 0821 | 1850 | 0806 | 1915 | 0738 | 1934 | 0702 | 1952 | 0636 | 2011 | 0627 | 2027 | 0637 | 2028 | 0655 | 2007 | 0711 | 1933 | 0727 | 1858 | 0749 | 1833 | 0812 | 1830 |
| 15 | 0821 | 1851 | 0805 | 1916 | 0736 | 1935 | 0701 | 1953 | 0635 | 2011 | 0627 | 2027 | 0638 | 2027 | 0655 | 2007 | 0711 | 1932 | 0728 | 1857 | 0750 | 1832 | 0813 | 1831 |
| 16 | 0821 | 1852 | 0805 | 1917 | 0735 | 1935 | 0700 | 1953 | 0634 | 2012 | 0627 | 2027 | 0638 | 2027 | 0656 | 2006 | 0712 | 1931 | 0728 | 1856 | 0751 | 1832 | 0813 | 1831 |
| 17 | 0821 | 1852 | 0804 | 1918 | 0734 | 1936 | 0659 | 1954 | 0634 | 2012 | 0627 | 2028 | 0639 | 2027 | 0656 | 2005 | 0712 | 1929 | 0729 | 1855 | 0751 | 1831 | 0814 | 1831 |
| 18 | 0821 | 1853 | 0803 | 1918 | 0733 | 1937 | 0658 | 1955 | 0633 | 2013 | 0628 | 2028 | 0639 | 2026 | 0657 | 2004 | 0713 | 1928 | 0729 | 1853 | 0752 | 1831 | 0814 | 1832 |
| 19 | 0821 | 1854 | 0802 | 1919 | 0732 | 1937 | 0657 | 1955 | 0633 | 2014 | 0628 | 2028 | 0640 | 2026 | 0657 | 2003 | 0713 | 1927 | 0730 | 1852 | 0753 | 1830 | 0815 | 1832 |
| 20 | 0820 | 1855 | 0801 | 1920 | 0731 | 1938 | 0656 | 1956 | 0632 | 2014 | 0628 | 2028 | 0640 | 2025 | 0658 | 2002 | 0714 | 1926 | 0731 | 1851 | 0754 | 1830 | 0815 | 1833 |
| 21 | 0820 | 1856 | 0800 | 1921 | 0729 | 1938 | 0655 | 1956 | 0632 | 2015 | 0628 | 2029 | 0641 | 2025 | 0658 | 2001 | 0714 | 1924 | 0731 | 1850 | 0755 | 1830 | 0816 | 1833 |
| 22 | 0820 | 1857 | 0759 | 1921 | 0728 | 1939 | 0654 | 1957 | 0631 | 2015 | 0628 | 2029 | 0641 | 2024 | 0659 | 2000 | 0715 | 1923 | 0732 | 1850 | 0756 | 1830 | 0817 | 1834 |
| 23 | 0819 | 1857 | 0758 | 1922 | 0727 | 1940 | 0653 | 1958 | 0631 | 2016 | 0629 | 2029 | 0642 | 2024 | 0659 | 1958 | 0715 | 1922 | 0733 | 1849 | 0756 | 1829 | 0817 | 1834 |
| 24 | 0819 | 1858 | 0757 | 1923 | 0726 | 1940 | 0652 | 1958 | 0630 | 2017 | 0629 | 2029 | 0643 | 2023 | 0700 | 1957 | 0716 | 1921 | 0733 | 1848 | 0757 | 1829 | 0817 | 1835 |
| 25 | 0819 | 1859 | 0756 | 1923 | 0725 | 1941 | 0651 | 1959 | 0630 | 2017 | 0629 | 2029 | 0643 | 2023 | 0701 | 1956 | 0716 | 1920 | 0734 | 1847 | 0758 | 1829 | 0818 | 1835 |
| 26 | 0818 | 1900 | 0755 | 1924 | 0724 | 1941 | 0650 | 1959 | 0630 | 2018 | 0629 | 2029 | 0644 | 2022 | 0701 | 1955 | 0717 | 1918 | 0735 | 1846 | 0759 | 1829 | 0818 | 1836 |
| 27 | 0818 | 1901 | 0754 | 1925 | 0722 | 1942 | 0649 | 2000 | 0629 | 2018 | 0630 | 2029 | 0644 | 2022 | 0702 | 1954 | 0717 | 1917 | 0735 | 1845 | 0800 | 1828 | 0819 | 1836 |
| 28 | 0817 | 1902 | 0753 | 1925 | 0721 | 1942 | 0648 | 2001 | 0629 | 2019 | 0630 | 2029 | 0645 | 2021 | 0702 | 1953 | 0718 | 1916 | 0736 | 1844 | 0800 | 1828 | 0819 | 1837 |
| 29 | 0817 | 1903 | | | 0720 | 1943 | 0647 | 2001 | 0629 | 2019 | 0630 | 2030 | 0645 | 2020 | 0703 | 1952 | 0718 | 1915 | 0737 | 1843 | 0801 | 1828 | 0819 | 1838 |
| 30 | 0816 | 1903 | | | 0719 | 1944 | 0646 | 2002 | 0628 | 2020 | 0631 | 2030 | 0646 | 2020 | 0703 | 1951 | 0719 | 1914 | 0738 | 1842 | 0802 | 1828 | 0820 | 1838 |
| 31 | 0816 | 1904 | | | 0718 | 1944 | | | 0628 | 2020 | | | 0647 | 2019 | 0704 | 1950 | | | 0738 | 1842 | | | 0820 | 1839 |

Add one hour for daylight time, if and when in use.

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 an operational 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 not be limited in any way where the flight profiles are conducted under 500 Ft. MSL/AGL pending terrain? | <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)

Note: The Daily Operational Risk Assessment (DORA) or an equivalent risk assessment will be discussed and signed daily. Access to this document can be found via QR code on page 28.