



REGION 8 / SOUTHERN AREA Mission Aviation Safety Plan (MASP)



Mission Project Name
UAS Aerial Ignition

Forest-Refuge-Unit
National Forests in Florida

District-Unit
Apalachicola National Forest
Ocala National Forest
Osceola National Forest

Instructions

MASP Format

Region 8 MASP templates:

- Standardize format by aviation mission (i.e. Ecosystem Management, Aerial Ignition, etc.), Regional narrative, and risk assessments
- Are tiered to accept Forest and / or District supplements
- Optimize technology (i.e. QR codes)
- Streamline the signature process
- Are renewed / re-approved by calendar year (January 1 to December 31)

MASP templates are formatted as Word documents to accept Forest supplements. MASP's will be processed for signature in PDF format.

Policy and Compliance

- Compliance with the operational procedures outlined in the MASP is mandatory
- MASP Forest / District Supplement direction may be more restrictive, not less, than National / Regional policy and Regional parameters established in the MASP template
- Participant(s) qualifications will be verified and assigned responsibilities discussed during daily briefing(s)

MASP Review and Signature

MASP review and signature will follow the top to bottom progression as shown on the signature page. E-signature will be the primary endorsement method. All MASP's are routed through the assigned Zone Aviation Officer (ZAO) to the Regional Office. Line Officer approval is required in MASP signature block signature page location. MASP's with incomplete signature pages or expired date are invalid.

Cooperator Review and Signature

If cooperator operations are being conducted, the appropriate signature must be included on the MASP. When cooperator operations do not apply, the cooperator signature block shall be marked as "Not Applicable" by the ZAO.

Forest / District Supplement Content

MASP Forest supplement must be completed prior to signature. The number of MASP supplements is commensurate with the number of Forests, Districts, Units, or Refuges. For example:

- If the MASP only applies to a Forest (i.e. Cherokee NF) then, only one Supplement is required
- If the MASP covers more than one Forest (i.e. National Forests of Florida) then additional sub-Forest supplements are required
- "Additional Local Mission" windows are available for Forest / District information entry
- The MASP template includes a general risk assessment for all helicopter operations mission subsets. A blank worksheet is available to refine the risk assessment for unique Forest / District or mission specific hazards

Supplement pages include:

- Mission Area Map(s)
- Flight Following and Frequencies
- MTRs and MOAs
- Medical Information for the Designated Area



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition National Forests in Florida



Subsequent Pages

Prior to mission initiation and as information becomes available, Project Supervisors/Managers will complete subsequent pages:

- Risk Assessment Matrix
- Aircraft Performance Planning
- Personal Protective Equipment
- Aircraft Information
- Pilot information
- Crash Rescue/Medivac Plan
- Doors-Off or Doors-Open Operations (if needed)
- Additional page(s) if needed

Additional Pages (Examples):

- Go/No-Go Checklist
- Risk Assessments (DORA, GAR, FRAT)
- Hazardous Material Manifest Form (DOT SP 9198)
- PSD Organization Chart
- Any additional frequency changes, medical information, or checklists

MASP Acknowledgment

MASP Acknowledgment is a checklist and signature form in the MASP template. Collectively, all MASP participants will review and discuss the MASP then sign the form.

Plan File and Retention

A Box file system will be established to organize, sign, and archive MASPs. MASPs finalized with full signature will be maintained in the dispatch office and referenced during flight. MASP and related field records (i.e. MASP Acknowledgment, daily briefing sheets) will be retained as directed by policy.



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Agency Requesting Mission

U.S. Forest Service

Anticipated Date's: No

Calendar Year: Yes

Date Variance Acceptable: Choose an item.

Calendar Year

2026

Aircraft Type

UAS:

MASP Objectives

Training:

Resource:

Incident:

MASP Start Date

January 1, 2026

MASP End Date

December 31, 2026

Prepared By: /s/ Trixie Smith

Title: Helicopter Manager

October 22, 2025

Date

Reviewed By:

Forest Level /s/ David Quisenberry

Title: Asst. Forest FMO

October 22, 2025

Date

Reviewed By:

UAS PM /s/ Andrew Ruth

Title: UAS Program Specialist (Fire) Detail

November 2, 2025

Date

Reviewed By:

ZAO /s/ Keith R. Haskins

Title: South Zone Aviation Officer

November 14, 2025

Date

Reviewed By:

RASO

Title: Regional Aviation Safety Officer

See Signature for Date

Date

Reviewed By:

RAO

Title: Deputy Regional Aviation Officer

See Signature for Date

Date

Mission & Risk Assessment

Approved By:

Line Officer's

Title: Forest Supervisor

See Signature for Date

Date

Mission & Risk Assessment

Approved By:

Cooperator Line Officer

Not Applicable

Title: Other (State in Name Block)

See Signature for Date

Date



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition National Forests in Florida



Mission Supervisor

Any of District Staff Officers
Any of Forest Staff Officers

Alternate Mission Supervisor

UAS Module Leader
UAS Pilot

Mission Project UAS Aerial Ignition

Mission Description:

Aerial Ignition will be accomplished utilizing Unmanned Aircraft Systems (UAS) in support of prescribed fire and forest ecosystem management. These missions will consist of pre-burn recon of unit(s) and aerial ignition operations and may include post-burn and smoke dispersion recons. Incoming units will receive a local aviation in-briefing (Airspace, Frequencies, DoD areas, etc.) by Zone Forest Aviation officer or Fire Management personnel of the Unit, District, or Forest.

All UAS PSD operations will be conducted in accordance with approved (or interim approval by letter-NIAC or Forest Service) aerial ignitions devices, Interagency Standards for Fire and Aviation Operations, the NWCG Standards for Aerial Ignition, regulatory letters (I.E, NIAC) as well as the Forest Service Standards for UAS Operations. UAS Pilot (UASP) will ensure that a preflight inspection of the PSD machine and UAS are completed.

Special waivers and authorizations are REQUIRED from the FAA in order to fly extended line of sight or beyond visual line of sight (BVLOS) and other operations outside of part 107. These operations require a Certificate of Authorization (COA) and/or a Special Government Interest waiver (SGI) as well as additional agency training and approval. A COA requires submission of a NOTAM (Notice to Airmen) in accordance with the provisions of the authorization. Questions regarding these types of operations may be referred to the Regional UAS coordinator.

Simultaneous manned aircraft flights in the planned mission area may be prohibited

****Use of visual observers is highly recommended unless required by agency policy****

*****Obtain applicable waivers if operating outside Part 107 or COA*****

If flying in military airspace, follow military protocols including authorized UAS

Additional Local Mission Description:

(This space intentionally left blank)

Mission Objectives:

Reduce hazardous fuels/fuel loading and severity of wildfires, restore/maintain ecosystems, and enhance wildlife habitat. Conduct prescribed burn operations to achieve agency objectives while generally minimizing cost per acre, limiting exposure to personnel and reducing impacts to communities.

Integrate and evaluate the use of UAS aerial ignition to mitigate and reduce manned flight time at low and slow flight profiles.

Additional Local Mission Objectives:

(This space intentionally left blank)

Aircraft Justification for Mission:

Using UAS for aerial ignition and imagery collection is an effective alternative to manned flights for meeting stated mission objectives and mission considerations below:

- **Personnel Safety:** Limits personnel exposure by:
 - ▶ Reducing the need for ground operations, particularly in remote, adverse terrain and thick, impenetrable vegetation
 - ▶ Reducing or eliminating manned aircraft air and ground personnel risk
- **Cost Effectiveness:** Expedites timeframes; May reduce personnel numbers and costs required for mission accomplishment
- **Payload Options:** Payload Options: The UAS payload assortment may exceed contract rotor or fixed-wing vendor payload options

Additional Local Aircraft Justification for Mission:

(This space intentionally left blank)



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Mission risk assessment completed prior to mission approval

****Risk assessment hazards shall be re-assessed prior to mission engagement****

*****See appropriate management level for approval and dynamic flowchart decision-making tool*****

RISK ASSESSMENT MATRIX		PROBABILITY					
		Likelihood of Mishap if Hazard is Present					
		Almost Certain (Continuously experienced)	Likely (Will occur frequently)	Possible Will occur several times)	Unlikely (Improbable; but has occurred in the past)	Rare (Remotely possible; but highly improbable)	
SEVERITY	Consequence if Mishap Occurs	Catastrophic (Death, Loss of Asset or Mission Capability or Unit Readiness)	Extremely High	Extremely High	Extremely High	High	Medium
	Critical (Permanent Disabling Injury or Damage, Significantly Degraded Mission Capability or Unit Readiness)	Extremely High	Extremely High	High	Medium	Medium	
	Moderate (Non-Permanent Disabling Injury or Damage, Degraded Mission Capability or Unit Readiness)	High	High	Medium	Low	Low	
	Negligible (Minimal Injury or Damage, Little or No Impact to Mission Capability or Unit Readiness)	Medium	Medium	Low	Low	Low	
		Risk Assessment Codes (RAC)					
		Extremely High=1 High=2 Medium=3 Low=4					

Risk Assessment Codes

RAC Value	Risk Category	Action Required
1	Extremely High	Stop, Mitigation Required
2	High	Mitigation Needed, Consider Stopping
3	Medium	Mitigation Recommended
4	Low	Possible Acceptance, Mitigation Optional

*Reference specific agency policy regarding action required based on risk category

Appropriate Management Level for Operational Risk Decisions

Risk Category/Value	Fire Mission	Non-fire Mission
Extremely High (1)	Incident Commander or Operations Sections Chief	Line Officer / Manager
High (2)	Incident Commander or Operations Sections Chief	Line Officer / Manager
Medium (3)	Air Operations Branch Director	Mission Aviation Manager
Low (4)	Base Manager	Helicopter or Flight Manager



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Risk Assessment Worksheet

System Being Evaluated: UAS – Aerial Ignition

Risk Assessment Worksheet Page: 01 of 05

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Aerial Hazards	Collision with another aircraft.	Unlikely	Catastrophic	High (2)	The remote pilot will give way to manned aircraft. PIC will deconflict with local dispatch and other UAS for every flight. The remote pilot will utilize a visual observer (VO), scanning the area for air traffic and other hazards to UAS. The remote pilot will file a NOTAM as per agency/FAA policy. Flights within TFRs will be coordinated with the controlling authority and participating aircraft.	Rare	Catastrophic	Medium (3)
Aerial Hazards	Collision with ground personnel or vehicles.	Possible	Critical	High (2)	The remote pilot will conduct a pre-flight briefing, which will include flight patterns and safe observation/parking areas. The remote pilot will not fly the UAS over personnel or vehicles.	Unlikely	Critical	Medium (3)
Aerial Hazards	Collision with fixed or other aerial hazards (trees, towers, birds).	Likely	Critical	Extremely High (1)	The remote pilot will conduct a survey of the operations area prior to flight operation, utilize a visual observer (VO), and review aerial hazard maps prior to flights.	Possible	Critical	High (2)
Aerial Hazards / Equipment	Aircraft flyaway (loss of link <u>and</u> GPS).	Possible	Critical	High (2)	Pilot will follow the notifications procedures outlined in the UAS Aviation Mishap Response: Flyway section of the FS Standards for UAS Operations.	Unlikely	Critical	Medium (3)
Aerial Hazards / Equipment	Aircraft loss of link with ground control station.	Possible	Critical	High (2)	Prior to flight, pilot will review loss of link procedures. UAS will be programmed with proper parameters to return home and land.	Unlikely	Critical	Medium (3)



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Risk Assessment Worksheet

System Being Evaluated: UAS – Aerial Ignition

Risk Assessment Worksheet Page: 02 of 05

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Aerial Hazards / Equipment	Aircraft loss of GPS.	Likely	Critical	Extremely High (1)	Prior to flight, pilot will review loss of GPS procedures. Pilot will manually fly back aircraft under manual control as soon as practical and land.	Possible	Critical	High (2)
Aerial Hazards / Night Operations	Collision with another aircraft or obstacle.	Unlikely	Catastrophic	High (2)	Night operations will be compliant with FAA Part 107.29 and pilot will have met USFS night currency requirements.	Rare	Catastrophic	Medium (3)
Aircraft Equipment	Battery Fire.	Possible	Critical	High (2)	Batteries will be stored in approved containers. A fire extinguisher will be available on site.	Unlikely	Critical	Medium (3)
Communications	Unclear understanding of assignment or briefing.	Possible	Critical	High (2)	Firing Boss (FIRB) will perform a complete briefing. Use clear text and proper nomenclature in all communications. Utilize read-back protocol to ensure instructions are understood. Follow established firing commands. Suspend all operations until communications can be restored.	Unlikely	Critical	Medium (3)
Environment	Adverse Weather (wind, thunderstorms, etc).	Likely	Critical	Extremely High (1)	Remote pilot will obtain a current forecast and ensure the aircraft is flown within approved weather limitations. The crew will monitor weather conditions periodically during flights and relay information to pilot.	Possible	Critical	High (2)



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Risk Assessment Worksheet

System Being Evaluated: UAS – Aerial Ignition

Risk Assessment Worksheet Page: 03 of 05

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Environment	Missions in Variable Terrain.	Likely	Critical	Extremely High (1)	Pilot will conduct and extent flight and utilize GPS elevation data to support safe and effective flight operations, taking terrain obstacles into account. Return-To-Launch (RTL), manual, and automated flight plans will be adjusted accordingly.	Possible	Critical	High (2)
Equipment	PSD malfunction-fire in machine attached to UAS. Improper installation of items required for flight or accessories used to perform specific mission.	Possible	Critical	High (2)	Pilot will ensure PSD machine is installed on aircraft per manufacturer’s guidelines and in the event of a hang fire, will utilize the emergency release function to prevent fire from spreading up through PSD machine, impacting the UAS. Pilot will inspect dragon eggs for cleanliness/deforities prior to loading and will routinely inspect slipper block attached to PSD machine for cleanliness to prevent hang fire.	Unlikely	Critical	Medium (3)
Equipment	Improper or lack of inspections and/or maintenance.	Unlikely	Critical	Medium (3)	Pilot will conduct pre-flight inspections before every flight and note aircraft deficiencies. Pilot will also check current flight use and maintenance database (currently Alaris Pro) and take note of upcoming maintenance needs. Pilot will only perform maintenance that they are approved to complete and will ensure that other higher-level maintenance is performed by an approved source.	Rare	Critical	Low (4)
Policy	Operating aircraft outside of published parameters.	Possible	Critical	High (2)	The remote pilot will ensure the aircraft is operated within policy and the provisions of the aircraft operations manual.	Unlikely	Critical	Medium (3)



R8 Southern Region Mission Aviation Safety Plan
UAS Aerial Ignition
National Forests in Florida



Risk Assessment Worksheet

System Being Evaluated: UAS – Aerial Ignition

Risk Assessment Worksheet Page: 04 of 05

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Policy	Failure to follow policy procedures.	Possible	Critical	High (2)	Confirm policy and procedures are identified, understood, and followed. Reduce undue pressure placed on others. Conduct daily briefings, utilize standardized procedures, practice crew resource management (CRM), and utilize appropriate rotation of personnel to help maintain CRM.	Unlikely	Critical	Medium (3)
Mission	Special Use Airspace and general aviation traffic within mission area.	Likely	Critical	Extremely High (1)	Consult up-to-date materials (e.g. AP1A , AP1B, Flight Planning Apps) to identify areas and routes that intersect flight area. Ensure dispatch is appropriately using de-conflicting procedures. “See and avoid” general aviation traffic.	Unlikely	Critical	High (2)
Equipment / Personnel	Injury caused by spinning propellers.	Possible	Catastrophic	Extremely High (1)	Preflight briefing will include safety precautions when working around UAS with motors running.	Unlikely	Catastrophic	High (2)
Training	Lack of pilot proficiency.	Possible	Critical	High (2)	Ensure pilot is carded for aerial ignitions and has an understanding of missions, hazards, and mitigations. Perform adequate planning using agency policy and guidelines. Complete an extent flight (recon) of the area prior to aerial ignition operations. Pilot will always maintain the ability to turn down mission if lack of proficiency is suspected.	Unlikely	Critical	Medium (3)



R8 Southern Region Mission Aviation Safety Plan
UAS Aerial Ignition
National Forests in Florida



Risk Assessment Worksheet

System Being Evaluated: UAS – Aerial Ignition

Risk Assessment Worksheet Page: 05 of 05

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
		Choose an item.	Choose an item.	Choose an item.		Choose an item.	Choose an item.	Choose an item.
		Choose an item.	Choose an item.	Choose an item.		Choose an item.	Choose an item.	Choose an item.
		Choose an item.	Choose an item.	Choose an item.		Choose an item.	Choose an item.	Choose an item.
		Choose an item.	Choose an item.	Choose an item.		Choose an item.	Choose an item.	Choose an item.

*Final Risk Value is the overall risk of the mission/flight after all mitigations have been implemented. Overall risk cannot be lower than the highest risk after mitigations. One high risk rating will result in the overall risk being high. It is not an average.

FINAL RISK VALUE:

High (2)

Prepared By: _____ **Title:** Regional Aviation Safety Officer **Date:** See Signature for Date



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Aircraft Performance Planning

The pilot is responsible for the accurate load calculation(s) completion. Trained personnel shall ensure that scheduled aircraft can perform the mission(s) safely and within selected aircraft capabilities. The helicopter manager shall ensure that manifests, load calculations, and weight and balance are properly completed using accurate environment and aircraft data. Reference NSHO chapter 7 for additional information.

Personal Protective Equipment

* Always refer to current ALSE, NSHO, and manual direction*

<p align="center"><u>Type of Operation</u></p> <p align="center">Check applicable boxes that may apply to mission</p>	<p align="center"><u>Personnel Protective Equipment Requirements</u></p>
<p><input checked="" type="checkbox"/> - UAS Operations -----></p>	<p>Fire-resistant clothing, hard hat w/chin strap, fire resistant and/or leather gloves, all leather boots, eye protection * Refer to appropriate guides or policies for UAS PPE pending mission*</p>
<p><input type="checkbox"/> - Fixed-Wing -----></p>	<p>Refer to current IASG, ALSE, and 5700 manual directions for PPE requirements.</p>
<p><input type="checkbox"/> - Rotor-Wing -----></p>	<p>Fire-resistant clothing, SPH-5 flight helmet or other approved model, hard hat w/chin strap, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. Additional personnel restraints needed in the helicopter pending type of mission. * Refer to appropriate guides or policies ** Charter flights, (non-agency-controlled mission), shall comply with 14 CFR 135 requirements</p>
<p><input type="checkbox"/> - Doors Off Flight(s) -----> *If Doors Off Flights is checked please go to page 12 (Doors-Off or Doors-Open Operations Checklist) all personnel involved shall review covered all items and signed for prior to operations*</p>	<p>Personnel will remain seated and inside fuselage during all flights, approved secondary restraint harness for doors off flights (only for PLDO, HRAP, HRSP, Aerial Photography, IR Operator, ACETA Gunner, Cargo Letdown, Short Haul Spotter, Cargo Free Fall Operations-Type 3 helicopter) * Refer to appropriate guides or policies* ** Safety Alert IASA 18-03 Door(s)-Off, Door(s)-Open Operations**</p>
<p><input type="checkbox"/> - Cargo Free Fall Operations -----></p>	<p>Fire-resistant clothing, SPH-5 flight helmet or other approved model, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. Additional qualifications, compliance with rotorcraft manual, and approved restraint requirement apply. * Refer to NSHO chapter eleven for additional details or other agency guides and policies. *</p>



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Policy and References

See and use the QR code below for policy and references on Personnel Protective Equipment Requirements for the type of operation conducted for this MASP.

FS Standards for
UAS Operations,
June 2025



Chapter 11: Safety
and Operational Risk
Management, PG 56

PMS 505 IASG
March 2025



Chapter 3: Policies,
Regulations, and
Guidelines, PG 42

ALSE
March 2021



Chapter 2: Personal
Protective
Equipment, PG 10

FS Handbook
5709.16 ch.30
September 2020



Chapter 30.6:
Personal Protective
Equipment, PG 42

PMS 510 NSHO
May 2023



Chapter 09:
Equipment
Requirements &
Maintenance, PG 82



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Pilot Information (UAS)

UASP (P1)

Name: _____

Phone: _____

Card Expiration Date: _____

FAA-UAS LIC. #: _____

Pilot Carded for Mission: Yes: or No:

UASP (P2)

Name: _____

Phone: _____

Card Expiration Date: _____

FAA-UAS LIC. #: _____

Pilot Carded for Mission: Yes: or No:

Chart Pilot 135 Certificate and FAR's Apply

** Use of charter pilot requires Regional Forester Approval**

Check all boxes that apply to pilot(s) carding below

<u>Authorized Missions</u>	<u>UASP (P1)</u>	<u>UASP (P2)</u>
UAS non-emergency	<input type="checkbox"/>	<input type="checkbox"/>
UAS Wildland Fire	<input type="checkbox"/>	<input type="checkbox"/>
Designated "Pilot Evaluator"	<input type="checkbox"/>	<input type="checkbox"/>
"Trainee Only" Pilot	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>

UAS Crew Information

Crew Leader: _____ Phone: _____

Data Specialist (1): _____ Phone: _____

Data Specialist (2): _____ Phone: _____

Visual Observer (1): _____ Phone: _____

Visual Observer (2): _____ Phone: _____

Additional Crew: _____ Phone: _____



R8 Southern Region Mission Aviation Safety Plan
UAS Aerial Ignition
National Forests in Florida



Crash Rescue/Medivac Plan

General Instructions (in the event of an incident):

During the daily safety briefing, crash rescue and assigned responsibilities will be discussed and recorded

Before flights of any kind, crash rescue duties will be assigned to ground operations personnel each day. Crash rescue and first aid equipment will be located near the helicopter operations site, and equipment location made known to all personnel. Information and instructions will be sent / received through the local dispatch office or communications.

EMT(s) On-Site: YES: or NO:

EMT Name: _____ Phone #: _____

EMT Name: _____ Phone #: _____

First Responder(s) On-Site: YES: or NO:

Department/Unit Name: _____

POC Name: _____ Phone #: _____

Locations: _____

Available Medivac Helicopter? YES: or UNKNOWN:

*Unknown: Select if medivac helicopter will not be ordered for the mission or incident prior to need. The helicopter will be requested on-demand through the dispatch process. Dispatch will provide medivac ship call sign or tail number, including capabilities and contact information.

Medivac Helicopter On-Site? YES: or NO:

Level of care medivac helicopter personnel can provide:

Basi Life Support (BLS): Advanced Life Support (ALS): Unknown:

FAA Tail #: _____

Contact Information: _____

Hoist/Rappel/Extraction Capable? YES: or NO:

Check all that apply:

Hoist: Rappel: Short-Haul:



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Mission Aviation Safety Plan Acknowledgment

adherence followed with the Flight By Notification (FBN) submitted by the UAS pilot/manager

We, the Project Supervisor/Manager and Crewmember acknowledge our participation in developing this MASP. We have thoroughly discussed and understand each MASP's provisions.

Date: _____

Mission/Project Name: _____

Aircraft Make and Model: _____ **FAA No.:** _____

We are Operating Under Supplement: _____

General

YES NO

- FRAT Completed
- NOTAM/MTR/SUA/TFR
- Filled out the Daily DORA- G0/N0-Go with Pilot, signed, and posted
- Filled out the Daily UAS Mission Checklist
- Discussed the Mission Aviation Safety Plan (MASP) with all personnel involved.

Safety

YES NO

- Pre-flight inspection of equipment
- Attended to Mission briefing and Daily UAS Safety Briefing.

Participant's Signature

Project Supervisor or UASP

Participant and Qual/Position



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Supplement – 1: Apalachicola National Forest Only cover pages 14 to 17.

Map of Mission Area

Please attach a QR code below of the Mission Area map or the actual Mission Area map to supporting documents as an appendix. Attach the addendum to the end of the MASP. ***A map will be provided prior to the mission***

 FL-FNF Aviation Maps		QR Code Name of the QR code		QR Code Name of the QR code
--	--	------------------------------------	--	------------------------------------

Aviation Hazards Map

Please attach a QR code below of the Aviation Hazards map or the actual Aviation Hazards map to supporting documents as an appendix. Attach the addendum to the end of the MASP. ***A map will be provided prior to the mission***

 FL-FNF Aviation Maps		QR Code Name of the QR code		QR Code Name of the QR code
---	--	------------------------------------	--	------------------------------------

Aerial Hazard Analysis

Aerial Hazard Analysis Northeast corner of the Apalachicola National Forest (ANF) on the Wakulla Ranger District, side is a Class C airspace, which is Tallahassee International Airport (KTLH), in the KTLH airspace it contains 32 burn units. On the ANF we have 2 Military Operational Areas (MOA) on the Apalachicola Ranger District, Tyndall D, and E MOA for special military activity contact Gainesville Radio on 122.2 or 122.45 for activity status. There is total of 100 burn units inside Tyndall MOA. We also have 3 Military Training Route VFR (IR021, IR015, and IR019) and 1 Military Training Route IFR (V521). May Contact Tyndall Approach on 124.15 when operating in the MOA. Another hazard to look out for on the Forest is transmission lines or towers. Transmission lines are across forests or near private/state land. One well known tower is FSU Repeater (T82) 1000' AGL high-intensity white strobe & red; it is in burn unit 209. The Apalachicola National Forest has 3 Wilderness areas, 2 of which are on the Wakulla Ranger District (Bradwell Bay Wilderness and Clear Lake Wilderness Study Area) and 1 on the Apalachicola Ranger District (Mud Swamp New River wilderness).



R8 Southern Region Mission Aviation Safety Plan
UAS Aerial Ignition
National Forests in Florida



Flight Following and Frequencies

Confirm frequencies during the briefing prior to flight

FAA Flight Plan (chartered aircraft non-agency-controlled mission) no frequencies required

Chartered 135 operator is responsible for communications and flight plan

Flight Following Method

Automated Flight Following (AFF):
 Radio (Local or GACC Aircraft Desk):

FAA Flight Plan

Agency-owned or agency contracted aircraft mission:
 Charter aircraft non-agency-controlled mission:

Flight Following and Frequencies for: Apalachicola National Forest

Command: <u>A-FSU</u>	
Receive Freq. (RX): <u>170.550</u>	Transmit Freq. (TX): <u>164.1250</u>
RX NAC: <u>\$F7E</u>	TX NAC: <u>\$68F</u>
RX Tone: _____	TX Tone: <u>167.9</u>

Command: <u>A-Sumatra</u>	
Receive Freq. (RX): <u>170.550</u>	Transmit Freq. (TX): <u>164.550</u>
RX NAC: <u>\$F7E</u>	TX NAC: <u>\$586</u>
RX Tone: _____	TX Tone: <u>146.2</u>

Air to Ground (Primary): <u>AG15</u>	
Receive Freq. (RX): <u>167.5250</u>	Transmit Freq. (TX): <u>167.5250</u>
RX Tone: <u>No Tone</u>	TX Tone: <u>No Tone</u>

Air to Ground (Secondary): <u>AG71</u>	
Receive Freq. (RX): <u>168.6750</u>	Transmit Freq. (TX): <u>168.6750</u>
RX Tone: <u>No Tone</u>	TX Tone: <u>No Tone</u>

Air to Air (Primary): <u>AA-Primary</u>	
Receive Freq. (RX): <u>122.925</u>	Transmit Freq. (TX): <u>122.925</u>
RX Tone: <u>N/A</u>	TX Tone: <u>N/A</u>

Air to Air (Secondary): <u>AA-Secondary</u>	
Receive Freq. (RX): <u>122.275</u>	Transmit Freq. (TX): <u>122.275</u>
RX Tone: <u>N/A</u>	TX Tone: <u>N/A</u>



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Manager or Mission Supervisor will coordinate Temporary Flight Restrictions (TFR) with dispatch if needed

MTR's and MOA's for: Apalachicola National Forest

Military Training Route(s) (MTR'S) or Military Operating Area(s) (MOA'S)

Prior to the flight, the mission supervisor, alternate supervisor, or delegated manager shall confirm route and area deconfliction with dispatch or other approved local methods. Deconfliction will be addressed during the aviation safety plan briefing.

MTR-MOA	Route Legs-Altitudes	Activity	Time	Time Zone
Tyndall D	VFR (IR021, IR015, and IR019 V521 300' AGL – 6,000' MSL)	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ <i>Check Daily</i>	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
Tyndall E	VFR (IR021, IR015, and IR019 V521 300' AGL – 6,000' MSL)	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ <i>Check Daily</i>	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
		Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ <i>Check Daily</i>	UTC: <input type="checkbox"/> Local: <input type="checkbox"/>
		Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ <i>Check Daily</i>	UTC: <input type="checkbox"/> Local: <input type="checkbox"/>
		Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ <i>Check Daily</i>	UTC: <input type="checkbox"/> Local: <input type="checkbox"/>



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Medical Information for: Apalachicola National Forest

**** NOTE: CLOSEST MEDICAL FACILITIES MAY BE OUT OF STATE ****

MEDICAL FACILITY

Tallahassee Memorial
 1300 Miccosukee Rd
 Tallahassee, FL 32308
850-431-1155

Helipad on Facility: YES FAA Identifier: FD18
See AirNav.com for more info.

Helipad H1 Lat/Long: 30° 27.42'N, 84° 15.69'W
 Helipad H2 Lat/Long: 30° 27.45'N, 84° 15.64'W
 Contact Freq: 168.6500

Trauma Center: Level II
 Manager: _____
 Ground Travel Time: 60 Minutes Air Travel Time: 20 Minutes

MEDICAL FACILITY

HCA Florida Capital Hospital
 2626 Capital Medical Blvd
 Tallahassee, FL 32308
(850) 325-5000

Helipad on Facility: YES FAA Identifier: 68FL
See AirNav.com for more info.

Helipad H1 Lat/Long: 30° 28.56'N, 84° 13.86'W
 Helipad H2 Lat/Long: _____
 Contact Freq: 164.3250

Trauma Center: Unknown
 Manager: _____
 Ground Travel Time: 60 Minutes Air Travel Time: 20 Minutes

MEDICAL FACILITY

Calhoun-Liberty Hospital
 20370 Burns Ave
 Blountstown, FL 32424
(850) 674-5411

Helipad on Facility: YES FAA Identifier: _____
See AirNav.com for more info.

Helipad H1 Lat/Long: 30° 27.511'N, 85° 02.968'W
 Helipad H2 Lat/Long: _____
 Contact Freq: None, Have Dispatch call Hospital

Trauma Center: Unknown
 Manager: _____
 Ground Travel Time: 60 Minutes Air Travel Time: 20 Minutes

NEAREST BURN FACILITY

UF Health Shands Hospital
 1515 SW Archer Rd
 Gainesville, FL 32608
(352)-265-0111

Helipad on Facility: YES FAA Identifier: FA12
See AirNav.com for more info.

Helipad H1 Lat/Long: 29° 38.35'N, 82° 20.72'W
 Helipad H2 Lat/Long: 29° 38.36'N, 82° 20.55'W
 Contact Freq: 161.6250

Trauma Center: Level I
 Manager: _____
 Ground Travel Time: 2.5 Hours Air Travel Time: 50 Minutes

AIR AMBULANCE INFORMATION

Company's Name: Tallahassee Medivac Base – Survival Flight
 Aircraft Type: Bell 407 (N637AL)
 Bases: Tallahassee – Tallahassee Memorial Hospital
 Services: Advanced medical equipment and medications

Night Vision Capability: Yes
 Dispatch Emergency Phone No.: _____ Non-Emergency Phone No.: 1-877-581-5558

Additional Medical Information Attached? YES: or NO:



R8 Southern Region Mission Aviation Safety Plan
UAS Aerial Ignition
National Forests in Florida



Supplement – 2: Ocala National Forest Only cover pages 18 to 22.

Map of Mission Area

Please attach a QR code below of the Mission Area map or the actual Mission Area map to supporting documents as an appendix. Attach the addendum to the end of the MASP. ***A map will be provided prior to the mission***

 FL-FNF Aviation Maps		QR Code Name of the QR code		QR Code Name of the QR code
---	--	------------------------------------	--	------------------------------------

Aviation Hazards Map

Please attach a QR code below of the Aviation Hazards map or the actual Aviation Hazards map to supporting documents as an appendix. Attach the addendum to the end of the MASP. ***A map will be provided prior to the mission***

 FL-FNF Aviation Maps		QR Code Name of the QR code		QR Code Name of the QR code
--	--	------------------------------------	--	------------------------------------

Aerial Hazard Analysis

Ocala Helibase has completed a Flight Hazard Map, which identifies existing, known hazards. Examples of hazards include other aircraft, towers, power lines, wires, birds, weather, unimproved landing areas, major highways, airports, subdivisions, external load operations, and possible hostile actions against aircraft, personnel, etc. Hazard mitigation will be in effect utilizing the attached Risk Assessment Worksheet. A copy of the hazard map will be provided to the pilot as a working reference. Along with such aviation hazards there are seven Restricted Areas on the Ocala National Forest. These Restricted Areas shall be given top priority to avoid airspace confliction with its users. The Pilot and Helicopter Manager shall coordinate all operations with FICC & SEALORD to eliminate any airspace confliction within the Restricted Areas. The assigned Helicopter Manager, Pilot and LEI Mission Supervisor will review the Aviation Flight Hazard Map before flight operations commence.



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Flight Following and Frequencies

Confirm frequencies during the briefing prior to flight

FAA Flight Plan (chartered aircraft non-agency-controlled mission) no frequencies required

Chartered 135 operator is responsible for communications and flight plan

Flight Following Method

Automated Flight Following (AFF):

Radio (Local or GACC Aircraft Desk):

FAA Flight Plan

Agency-owned or agency contracted aircraft mission:

Charter aircraft non-agency-controlled mission:

Flight Following and Frequencies for: **Ocala National Forest**

Command: Fire Central

Receive Freq. (RX): 172.3750

Transmit Freq. (TX): 165.2250

RX NAC: \$F7E

TX NAC: \$4CE

RX Tone: _____

TX Tone: _____

Command: Fire South

Receive Freq. (RX): 172.3750

Transmit Freq. (TX): 165.2250

RX NAC: \$F7E

TX NAC: \$526

RX Tone: _____

TX Tone: _____

Air to Ground (Primary): A/G 79

Receive Freq. (RX): 169.4000

Transmit Freq. (TX): 169.4000

RX Tone: No Tone

TX Tone: No Tone

Air to Ground (Secondary): A/G 34

Receive Freq. (RX): 167.1750

Transmit Freq. (TX): 167.1750

RX Tone: No Tone

TX Tone: No Tone

Air to Air (Primary): Statewide

Receive Freq. (RX): 122.925

Transmit Freq. (TX): 122.925

RX Tone: N/A

TX Tone: N/A

Air to Air (Secondary): A/A Secondary

Receive Freq. (RX): 122.050

Transmit Freq. (TX): 122.050

RX Tone: N/A

TX Tone: N/A



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Manager or Mission Supervisor will coordinate Temporary Flight Restrictions (TFR) with dispatch if needed

MTR's and MOA's for: Ocala National Forest

Military Training Route(s) (MTR'S) or Military Operating Area(s) (MOA'S)

Prior to the flight, the mission supervisor, alternate supervisor, or delegated manager shall confirm route and area deconfliction with dispatch or other approved local methods. Deconfliction will be addressed during the aviation safety plan briefing.

US Navy Fleet Area Control & Surveillance Facility (FACSFAC) Jacksonville, a.k.a. SEALORD)

Scheduling (24 hours/day): (904) 542-2028

Air Traffic Control: (904) 542-2250

MTR-MOA	Route Legs-Altitudes	Activity	Time	Time Zone
Palatka 1 MOA	3,000' AGL-17,999' MSL	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
Palatka 2 MOA	3,000' AGL-17,999' MSL	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
R-2906	VR-1010, VR-1041 & VR-1040 Surface-14,000' MSL	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
R-2907	VR-1010, VR-1041, & VR-1040. R-2907A: Surface – 23,000' MSL R-2907B: 2,000' – 23,000' MSL	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
R-2910	VR-1009, VR-1008, VR-1005, VR-1039 & IR-023. R-2910A: Surface – 23,000' MSL R-2910B: 2,000' – 23,000' MSL R-2910C: Surface – 6,000' MSL R-2910D: 2,000' – 23,000' MSL R-2910E: 500'-1,999' MSL	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Medical Information for: **Ocala National Forest**

**** NOTE: CLOSEST MEDICAL FACILITIES MAY BE OUT OF STATE ****

MEDICAL FACILITY

Advent Health Waterman Hospital **Helipad on Facility:** YES **FAA Identifier:** 32FL
 1000 Waterman Way *See AirNav.com for more info.*
 Tavares, FL 32778
352-253-3333
Trauma Center: It's Not **Helipad H1 Lat/Long:** N 28° 49. 46' W 81° 42.63'
Manager: Joshua Pinion **Helipad H2 Lat/Long:**
Contact Freq: Have Dispatch contact prior to landing
Ground Travel Time: 35 Minutes **Air Travel Time:** 10 Minutes

MEDICAL FACILITY

HCA Florida Putnam Hospital **Helipad on Facility:** YES **FAA Identifier:** 30FL
 611 Zeagler Drive *See AirNav.com for more info.*
 Palatka, FL 32177
386-328-5711
Trauma Center: It's Not **Helipad H1 Lat/Long:** N 29° 38.61' W 81° 41.57'
Manager: David Kovaks **Helipad H2 Lat/Long:**
Contact Freq: Have Dispatch contact prior to landing
Ground Travel Time: 50 Minutes **Air Travel Time:** 20 Minutes

MEDICAL FACILITY

HCA Florida Ocala Hospital **Helipad on Facility:** YES **FAA Identifier:** 3FD1
 1431 SW 1st Ave *See AirNav.com for more info.*
 Ocala, FL 34471
ER 352-401-1137
Trauma Center: Level II **Helipad H1 Lat/Long:** N 29° 10.53' W 81°08.20'
Manager: Gabe Bullaro 352-401-1000 **Helipad H2 Lat/Long:**
Contact Freq: Have Dispatch contact prior to landing
Ground Travel Time: 52 Minutes **Air Travel Time:** 15 Minutes

NEAREST BURN FACILITY North End of Forest

UF Health Shands Hospital **Helipad on Facility:** YES **FAA Identifier:** FA12
 1600 SW Archer Rd *See AirNav.com for more info.*
 Gainesville, FL 32608
352-265-0222
Trauma Center: Level I **Helipad South Lat/Long:** N 29° 38.33' W 82° 20.55 ER/Burn Center South Side
Manager: Dispatcher 352-265-0222 **Helipad North Lat/Long:** N 29° 38.43' W 82° 20.56 Pediatric ER North side of
Contact Freq: Unicom 123.050 Request permission (352-265-0222) **Archer Road (Secondary)**
Ground Travel Time: 1 Hour 25 Minutes **Air Travel Time:** 27 Minutes



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



NEAREST BURN FACILITY South End of Forest

Orlando Regional Medical Center

52 W Underwood Street
Orlando, FL 32806

1-800-895-4615 Air Care Team

Helipad on Facility: YES

See AirNav.com for more info.

FAA Identifier: FD28

Helipad 1 Lat/Long: N 29° 31.52' W 81° 22.62 (Accommodates two aircraft at a time East side of the Helipad is designated as the transient pad)

Trauma Center: Level I

Helipad 2 Lat/Long: _____

Manager: Michael Talento

Contact Freq: _____

(Primary) RX 155.340 TX 155.340 Tone: 85.4

(Secondary) Unicom 123.050

Request permission (1-800-895-4615) to land

Ground Travel Time: 1 hour 16 Minutes

Air Travel Time: 17 Minutes

AIR AMBULANCE INFORMATION

Company's Name: ShandsCair

Aircraft Type: Rotor and Fixed Wing (Bell 407 Villages Base)

Bases: Gainesville, The Villages and Perry Florida

Services: Registered Nurse/Paramedic or APRN/Paramedic and a Critical Care Paramedic

Night Vision Capability: Yes

Dispatch Emergency Phone No.: 800-342-5365

Non-Emergency Phone No.: 352-265-0222

Additional Medical Information Attached? YES: or NO:



R8 Southern Region Mission Aviation Safety Plan
UAS Aerial Ignition
National Forests in Florida



Supplement – 3: Osceola National Forest _____ Only cover pages 23 to 26.

Map of Mission Area

Please attach a QR code below of the Mission Area map or the actual Mission Area map to supporting documents as an appendix. Attach the addendum to the end of the MASP. ***A map will be provided prior to the mission***

 FL-FNF Aviation Maps		QR Code Name of the QR code		QR Code Name of the QR code
--	--	------------------------------------	--	------------------------------------

Aviation Hazards Map

Please attach a QR code below of the Aviation Hazards map or the actual Aviation Hazards map to supporting documents as an appendix. Attach the addendum to the end of the MASP. ***A map will be provided prior to the mission***

 FL-FNF Aviation Maps		QR Code Name of the QR code		QR Code Name of the QR code
---	--	------------------------------------	--	------------------------------------

Aerial Hazard Analysis

Missions may be conducted out of the Lake City Airport or Lake City Tanker Base. All new pilots coming to the Osceola National Forest should be given a briefing by the local fire staff, Flight Manager, or Helicopter Manager. When the briefings have been completed, the participants may commence flight operations. Refer to the Aviation Hazard Map and MASP for MTR number and contact information for the scheduling activity. Common aviation hazards are General Aviation (GA) traffic, powerlines, and radio towers. Public flying UAS may be in the area as well. FICC should be contacted to deconflict airspace prior to operations.



R8 Southern Region Mission Aviation Safety Plan
UAS Aerial Ignition
National Forests in Florida



Flight Following and Frequencies

Confirm frequencies during the briefing prior to flight

FAA Flight Plan (chartered aircraft non-agency-controlled mission) no frequencies required

Chartered 135 operator is responsible for communications and flight plan

Flight Following Method

Automated Flight Following (AFF):
 Radio (Local or GACC Aircraft Desk):

FAA Flight Plan

Agency-owned or agency contracted aircraft mission:
 Charter aircraft non-agency-controlled mission:

Flight Following and Frequencies for: Osceola National Forest

Command: <u>Olustee</u>	
Receive Freq. (RX): <u>171.5000</u>	Transmit Freq. (TX): <u>164.800</u>
RX NAC: <u>\$F7E</u>	TX NAC: <u>\$68F</u>
RX Tone: <u>No Tone</u>	TX Tone: <u>167.9</u>
Command: <u>Eddy</u>	
Receive Freq. (RX): <u>171.5000</u>	Transmit Freq. (TX): <u>164.800</u>
RX NAC: <u>\$F7E</u>	TX NAC: <u>\$5B6</u>
RX Tone: <u>No Tone</u>	TX Tone: <u>167.9</u>
Air to Ground (Primary): <u>A/G 17</u>	
Receive Freq. (RX): <u>167.9875</u>	Transmit Freq. (TX): <u>167.9875</u>
RX Tone: <u>No Tone</u>	TX Tone: <u>No Tone</u>
Air to Ground (Secondary): <u>A/G 71</u>	
Receive Freq. (RX): <u>168.6750</u>	Transmit Freq. (TX): <u>168.6750</u>
RX Tone: <u>No Tone</u>	TX Tone: <u>No Tone</u>
Air to Air (Primary): <u>Statewide</u>	
Receive Freq. (RX): <u>122.925</u>	Transmit Freq. (TX): <u>122.925</u>
RX Tone: <u>N/A</u>	TX Tone: <u>N/A</u>
Air to Air (Secondary): <u>A/A Secondary</u>	
Receive Freq. (RX): <u>122.050</u>	Transmit Freq. (TX): <u>122.050</u>
RX Tone: <u>N/A</u>	TX Tone: <u>N/A</u>



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Manager or Mission Supervisor will coordinate Temporary Flight Restrictions (TFR) with dispatch if needed

MTR's and MOA's for: Osceola National Forest

Military Training Route(s) (MTR'S) or Military Operating Area(s) (MOA'S)

Prior to the flight, the mission supervisor, alternate supervisor, or delegated manager shall confirm route and area deconfliction with dispatch or other approved local methods. Deconfliction will be addressed during the aviation safety plan briefing.

MTR-MOA	Route Legs-Altitudes	Activity	Time	Time Zone
VR Routes 1001, 1002, and 1003	1500 AGL and below	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
IR Routes: 023 and 019	1500 AGL and below	Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input checked="" type="checkbox"/>
		Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input type="checkbox"/>
		Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input type="checkbox"/>
		Hot: <input type="checkbox"/> Cold: <input type="checkbox"/> N/A: <input type="checkbox"/>	Start: _____ Stop: _____ Check Daily	UTC: <input type="checkbox"/> Local: <input type="checkbox"/>



R8 Southern Region Mission Aviation Safety Plan

UAS Aerial Ignition

National Forests in Florida



Medical Information for: Osceola National Forest

**** NOTE: CLOSEST MEDICAL FACILITIES MAY BE OUT OF STATE ****

MEDICAL FACILITY

UF Health Jacksonville
655 West 8th Street
Jacksonville FL 32209
904-244-0411

Helipad on Facility: YES **FAA Identifier:** 51FA
See AirNav.com for more info.

Helipad H1 Lat/Long: 30° 29' 2.26" N x 81° 37' 54.83" W

Trauma Center: Level I **Helipad H2 Lat/Long:** _____

Manager: Nancy McLaren 904-627-6730 **Contact Freq:** CTAF 122.900

Ground Travel Time: 50 Minutes **Air Travel Time:** 30 Minutes

MEDICAL FACILITY

UF Health Shands Hospital
1515 SW Archer Rd
Gainesville, FL 32608
352) 265-0222

Helipad on Facility: YES **FAA Identifier:** FA12
See AirNav.com for more info.

Helipad H1 Lat/Long: N 29° 38.33' W 82° 20.55 ER/Burn Center South Side of Archer Road Helipad (Rated at 22K lbs) (Primary)

Trauma Center: Level I **Helipad H2 Lat/Long:** N 29° 38.43' W 82° 20.56 Pediatric ER North side of Archer Road (Secondary)

Manager: Dispatcher 352-265-0222 **Contact Freq:** Unicom 123.050 Request permission (352-265-0222)

Ground Travel Time: 1 Hour 10 Minutes **Air Travel Time:** 20 Minutes

MEDICAL FACILITY

HCA Florida Lake City Hospital
340 N. Commerce Blvd
Lake City, FL 32055
386-719-9000

Helipad on Facility: YES **FAA Identifier:** 1FL2
See AirNav.com for more info.

Helipad H1 Lat/Long: 30° 10' 58.16" N x 82° 41' 18.04" W

Trauma Center: It's Not **Helipad H2 Lat/Long:** _____

Manager: Paul Campbell 386-362-0827 **Contact Freq:** None

Ground Travel Time: 20 Minutes **Air Travel Time:** 5 Minutes

NEAREST BURN FACILITY

UF Health Shands Hospital
1515 SW Archer Rd
Gainesville, FL 32608
352) 265-0222

Helipad on Facility: YES **FAA Identifier:** FA12
See AirNav.com for more info.

Helipad H1 Lat/Long: N 29° 38.33' W 82° 20.55 ER/Burn Center South Side of Archer Road Helipad (Rated at 22K lbs) (Primary)

Trauma Center: Level I **Helipad H2 Lat/Long:** N 29° 38.43' W 82° 20.56 Pediatric ER North side of Archer Road (Secondary)

Manager: Dispatcher 352-265-0222 **Contact Freq:** Unicom 123.050 Request permission (352-265-0222)

Ground Travel Time: 1 Hour 10 Minutes **Air Travel Time:** 20 Minutes

AIR AMBULANCE INFORMATION

Company's Name: ShandsCair

Aircraft Type: Rotor and Fixed Wing (Bell 407 Villages Base)

Bases: Gainesville, The Villages and Perry Florida

Services: Registered Nurse/Paramedic or APRN/Paramedic and a Critical Care Paramedic

Night Vision Capability: Yes

Dispatch Emergency Phone No.: 800-342-5365 **Non-Emergency Phone No.:** 352-265-0222

Additional Medical Information Attached? YES: or NO: