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

Mission Project Name
UAS Interdisciplinary Flights (Non-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

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 Acknowledgement 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 Interdisciplinary Flights (Non-Aerial Ignition)

National Forests in Florida

Agency Requesting Mission	Anticipated Date's:	Calendar Year
U.S. Forest Service	No	2026
	Calendar Year: Yes	
	Date Variance Acceptable: Choose an item.	

Aircraft Type

UAS: ☐

MASP Start Date	MASP End Date
January 1, 2026	December 31, 2026

MASP Objectives

Training:	☒
Resource:	☒
LE&I Missions:	☐
Incident:	☒
EMR. Ops:	☐
EMR. Readiness:	☐

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 Regional Program Specialist	November 2, 2025 **Date**
Reviewed By: ZAO	/s/ Keith R. Haskins **Title:** South Zone Aviation Officer	November 14, 2025 **Date**
Reviewed By: RASO	WILLIAM JONES Digitally signed by WILLIAM JONES Date: 2025.12.01 14:54:10 -05'00' **Title:** Regional Aviation Safety Officer	See Signature for Date **Date**
Reviewed By: RAO	CALEB BERRY Digitally signed by CALEB BERRY Date: 2025.12.02 21:24:35 -05'00' **Title:** Deputy Regional Aviation Officer	See Signature for Date **Date**
Mission & Risk Assessment Approved By: Line Officer's	Ivan Green Digitally signed by Ivan Green Date: 2025.12.15 07:57:39 -05'00' **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 Interdisciplinary Flights (Non-Aerial Ignition)
National Forests in Florida

Mission Supervisor
UAS Leader

Alternate Mission Supervisor
UAS Manager
UAS Pilot

Mission Project
UAS Interdisciplinary Flights (Non-Aerial Ignition)

Mission Description:
The Unmanned Aircraft System pilot in command shall determine airspace authorizations before mission commencement, obtaining waivers and approvals to conduct specific missions or flight profiles. Pilots have the final say on the conduct of flights based on the current terms, conditions, or limitations of their governing agency/bureau or the agency/bureau of operational control (the most restrictive applies).

Simultaneous manned aircraft flights in the planned mission area may be prohibited
Use of visual observers is 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

Use of UAS within the National Forest to support local staff officers and subordinates with real-time still, video image data, and other payload products for all functional program areas (including incidents) with an unmanned flight system. The unmanned flights will be conducted within applicable rules and regulations outlined in 14 CFR part 107, cooperative letters agreements, and Forest Service policy.

Additional Local Mission Description:
(This space intentionally left blank)

Mission Objectives:
Using an unmanned aircraft to obtain high-resolution imagery, video, data collection, and other payload products supports agency priorities, incidents, and landscape management efforts.

This MASP is non-dispensary for fixed image or fixed sensor payload uses only

Additional Local Mission Objectives:
- Complete training flights to maintain currency and proficiency with UAS.
- Complete maintenance flights to maintain operational status of UAS fleet.

Aircraft Justification for Mission:
Using UAS for still and video imagery is an effective alternative to manned flights for meeting the stated mission objectives and mission considerations allows for the following:

- **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

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**

Risk Assessment Worksheet

System Being Evaluated: **UAS – Interdisciplinary Operations**

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. Use of visual observers (VO) to scan the area for air traffic and other hazards is highly recommended as a best practice unless required by FAA policy. 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 and 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)

Risk Assessment Worksheet

System Being Evaluated: UAS – Interdisciplinary Operations

Risk Assessment Worksheet Page: 02 of 04

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
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)
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)
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)
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)

Risk Assessment Worksheet

System Being Evaluated: UAS – Interdisciplinary Operations

Risk Assessment Worksheet Page: 03 of 04

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Training	Lack of pilot proficiency.	Possible	Critical	High (2)	Ensure pilot is carded 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)
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.	Possible	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)
		Choose an item.	Choose an item.	Choose an item.		Choose an item.	Choose an item.	Choose an item.

Risk Assessment Worksheet

System Being Evaluated: UAS – Interdisciplinary Operations

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: WILLIAM JONES Digitally signed by WILLIAM JONES Date: 2025.12.01 14:54:32 -05'00' **Title:** Regional Aviation Safety Officer **Date:** See Signature for Date

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*

Type of Operation Check applicable boxes that may apply to mission	**Personnel Protective Equipment Requirements**
☒ - **UAS Operations**----------→	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*
☐ - **Fixed-Wing** ----------→	Refer to current IASG, ALSE, and 5700 manual directions for PPE requirements.
☐ - **Rotor-Wing** ----------→	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
☐ - **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*	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**
☐ - **Cargo Free Fall Operations** ----------→	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*

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	PMS 505 IASG March 2025	ALSE March 2021	FS Handbook 5709.16 ch.30 September 2020	PMS 510 NSHO May 2023
Chapter 11: Safety and Operational Risk Management, PG 56	Chapter 3: Policies, Regulations, and Guidelines, PG 42	Chapter 2: Personal Protective Equipment, PG 10	Chapter 30.6: Personal Protective Equipment, PG 42	Chapter 09: Equipment Requirements & Maintenance, PG 82

** CWN UAS information attained after hiring process**

Unknown or multiple UAS in use (CWN or EU), have CWN inspection sheet or copy of aircraft data card on file with MASP for aircraft data

UAS Section

Procurement

Public- Agency Owned: ☐ **Commercial- Contract**: ☐

Comments: _____

Aircraft Information

Attach an addendum page if running multiple aircraft

☐ Rotorcraft (VTOL) UAS Make: _____

☐ Fixed-Wing UAS Model: _____

Registration #: _____

Aircraft Color Scheme: _____

Carded for Mission: Yes: ☐ **or** No: ☐

TFR Information

NOTAMS can be utilized as needed in accordance with policy requirements and FAA guidelines. TFR's cannot be requested for mission flights.

Airspace Authorization

Part 107: ☐ 107/LAANC: ☐

SGI Waiver: ☐ FAA/DOI COA/COW: ☐

Authorization Comments

UAS Pilot will make the determination for LAANC (Low altitude authorization and notification capability) and NOTAM submission and coordinate with dispatch

Pilot Information (UAS)

UASP (P1)	***UASP (P2)***
Name:	**Name:**
Phone:	**Phone:**
Card Expiration Date:	**Card Expiration Date:**
FAA-UAS LIC. #:	**FAA-UAS LIC. #:**
Pilot Carded for Mission: Yes: ☐ or No: ☐	**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

Authorized Missions	***UASP (P1)***	***UASP (P2)***
UAS non-emergency	☐	☐
UAS Wildland Fire	☐	☐
Designated "Pilot Trainer"	☐	☐
"Trainee Only" Pilot	☐	☐
	☐	☐
	☐	☐
	☐	☐
Other:	☐	☐

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: _____

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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: ☐

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**
Participant and Qual/Position	**Participant and Qual/Position**
Participant and Qual/Position	**Participant and Qual/Position**
Participant and Qual/Position	**Participant and Qual/Position**
Participant and Qual/Position	**Participant and Qual/Position**
Participant and Qual/Position	**Participant and Qual/Position**

Supplement – 1: Apalachicola National Forest

Only cover pages 13 to 16.

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 Nation 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 122.45for 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 124.15when 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).

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		FAA Flight Plan	
Automated Flight Following (AFF):	☒	Agency-owned or agency contracted aircraft mission:	☐
Radio (Local or GACC Aircraft Desk):	☒	Charter aircraft non-agency-controlled mission:	☐

Flight Following and Frequencies for: Apalachicola National Forest

Command: A-FSU

Receive Freq. (RX):	170.550	Transmit Freq. (TX):	164.1250
RX NAC:	$F7E	TX NAC:	$68F
RX Tone:		TX Tone:	167.9

Command: A-Sumatra

Receive Freq. (RX):	170.550	Transmit Freq. (TX):	164.550
RX NAC:	$F7E	TX NAC:	$586
RX Tone:		TX Tone:	146.2

Air to Ground (Primary): AG15

Receive Freq. (RX):	167.5250	Transmit Freq. (TX):	167.5250
RX Tone:	No Tone	TX Tone:	No Tone

Air to Ground (Secondary): AG71

Receive Freq. (RX):	168.6750	Transmit Freq. (TX):	168.6750
RX Tone:	No Tone	TX Tone:	No Tone

Air to Air (Primary): AA-Primary

Receive Freq. (RX):	122.925	Transmit Freq. (TX):	122.925
RX Tone:	N/A	TX Tone:	N/A

Air to Air (Secondary): AA-Secondary

Receive Freq. (RX):	122.275	Transmit Freq. (TX):	122.275
RX Tone:	N/A	TX Tone:	N/A

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: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☒
Tyndall E	VFR (IR021, IR015, and IR019 V521 300' AGL – 6,000' MSL	Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☒
		Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☐
		Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☐
		Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☐

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
Trauma Center: Level II
Manager:
Ground Travel Time: 60 Minutes

Helipad on Facility: YES — See AirNav.com for more info.
FAA Identifier: FD18
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
Air Travel Time: 20 Minutes

MEDICAL FACILITY

HCA Florida Capital Hospital
2626 Capital Medical Blvd
Tallahassee, FL 32308
(850) 325-5000
Trauma Center: Unknown
Manager:
Ground Travel Time: 60 Minutes

Helipad on Facility: YES — See AirNav.com for more info.
FAA Identifier: 68FL
Helipad H1 Lat/Long: 30° 28.56'N, 84° 13.86'W
Helipad H2 Lat/Long:
Contact Freq: 164.3250
Air Travel Time: 20 Minutes

MEDICAL FACILITY

Calhoun-Liberty Hospital
20370 Burns Ave
Blountstown, FL 32424
(850) 674-5411
Trauma Center: Unknown
Manager:
Ground Travel Time: 60 Minutes

Helipad on Facility: YES — See AirNav.com for more info.
FAA Identifier:
Helipad H1 Lat/Long: 30° 27.511'N, 85° 02.968'W
Helipad H2 Lat/Long:
Contact Freq: None, Have Dispatch call Hospital
Air Travel Time: 20 Minutes

NEAREST BURN FACILITY

UF Health Shands Hospital
1515 SW Archer Rd
Gainesville, FL 32608
(352)-265-0111
Trauma Center: Level I
Manager:
Ground Travel Time: 2.5 Hours

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

Supplement – 2: Ocala National Forest

Only cover pages 17 to 21.

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.

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		FAA Flight Plan	
Automated Flight Following (AFF):	☐	Agency-owned or agency contracted aircraft mission:	☐
Radio (Local or GACC Aircraft Desk):	☐	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

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:** ☐ **Cold:** ☐ **N/A:** ☐	**Start:** _____ **Stop:** _____ Check Daily	**UTC:** ☐ **Local:** ☒
Palatka 2 MOA	3,000' AGL-17,999' MSL	**Hot:** ☐ **Cold:** ☐ **N/A:** ☐	**Start:** _____ **Stop:** _____ Check Daily	**UTC:** ☐ **Local:** ☒
R-2906	VR-1010, VR-1041 & VR-1040 Surface-14,000' MSL	**Hot:** ☐ **Cold:** ☐ **N/A:** ☐	**Start:** _____ **Stop:** _____ Check Daily	**UTC:** ☐ **Local:** ☒
R-2907	VR-1010, VR-1041, & VR-1040. R-2907A: Surface – 23,000' MSL R-2907B: 2,000' – 23,000' MSL	**Hot:** ☐ **Cold:** ☐ **N/A:** ☐	**Start:** _____ **Stop:** _____ Check Daily	**UTC:** ☐ **Local:** ☒
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:** ☐ **Cold:** ☐ **N/A:** ☐	**Start:** _____ **Stop:** _____ Check Daily	**UTC:** ☐ **Local:** ☒

Medical Information for: Ocala National Forest

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

MEDICAL FACILITY

Advent Health Waterman Hospital
1000 Waterman Way
Tavares, FL 32778
352-253-3333
Trauma Center: It's Not
Manager: Joshua Pinion
Ground Travel Time: 35 Minutes

Helipad on Facility: YES
See AirNav.com for more info.
Helipad H1 Lat/Long: N 28° 49. 46' W 81° 42.63'
Helipad H2 Lat/Long:
Contact Freq: Have Dispatch contact prior to landing
Air Travel Time: 10 Minutes
FAA Identifier: 32FL

MEDICAL FACILITY

HCA Florida Putnam Hospital
611 Zeagler Drive
Palatka, FL 32177
386-328-5711
Trauma Center: It's Not
Manager: David Kovaks
Ground Travel Time: 50 Minutes

Helipad on Facility: YES
See AirNav.com for more info.
Helipad H1 Lat/Long: N 29° 38.61' W 81° 41.57'
Helipad H2 Lat/Long:
Contact Freq: Have Dispatch contact prior to landing
Air Travel Time: 20 Minutes
FAA Identifier: 30FL

MEDICAL FACILITY

HCA Florida Ocala Hospital
1431 SW 1at Ave
Ocala, FL 34471
ER 352-401-1137
Trauma Center: Level II
Manager: Gabe Bullaro 352-401-1000
Ground Travel Time: 52 Minutes

Helipad on Facility: YES
See AirNav.com for more info.
Helipad H1 Lat/Long: N 29° 10.53' W 81°08.20'
Helipad H2 Lat/Long:
Contact Freq: Have Dispatch contact prior to landing
Air Travel Time: 15 Minutes
FAA Identifier: 3FD1

NEAREST BURN FACILITY North End of Forest

UF Health Shands Hospital
1600 SW Archer Rd
Gainesville, FL 32608
352-265-0222
Trauma Center: Level I
Manager: Dispatcher 352-265-0222
Ground Travel Time: 1 Hour 25 Minutes

Helipad on Facility: YES
See AirNav.com for more info.
Helipad South Lat/Long: N 29° 38.33' W 82° 20.55 ER/Burn Center South Side of Archer Road Helipad (Rated at 22K lbs) (Primary)
Helipad North Lat/Long: N 29° 38.43'W 82° 20.56 Pediatric ER North side of Archer Road (Secondary)
Contact Freq: Unicom 123.050 Request permission (352-265-0222)
Air Travel Time: 27 Minutes
FAA Identifier: FA12

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 **FAA Identifier:** FD28
See AirNav.com for more info.

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: ☒

Supplement – 3: Osceola National Forest

Only cover pages 22 to 25.

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.

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		FAA Flight Plan	
Automated Flight Following (AFF):	☒	Agency-owned or agency contracted aircraft mission:	☐
Radio (Local or GACC Aircraft Desk):	☒	Charter aircraft non-agency-controlled mission:	☐

Flight Following and Frequencies for: Osceola National Forest

Command: Olustee

Receive Freq. (RX):	171.5000	Transmit Freq. (TX):	164.800
RX NAC:	$F7E	TX NAC:	$68F
RX Tone:	No Tone	TX Tone:	167.9

Command: Eddy

Receive Freq. (RX):	171.5000	Transmit Freq. (TX):	164.800
RX NAC:	$F7E	TX NAC:	$5B6
RX Tone:	No Tone	TX Tone:	167.9

Air to Ground (Primary): A/G 17

Receive Freq. (RX):	167.9875	Transmit Freq. (TX):	167.9875
RX Tone:	No Tone	TX Tone:	No Tone

Air to Ground (Secondary): A/G 71

Receive Freq. (RX):	168.6750	Transmit Freq. (TX):	168.6750
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

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: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☒
IR Routes: 023 and 019	1500 AGL and below	Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☒
		Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☐
		Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☐
		Hot: ☐ Cold: ☐ N/A: ☐	Start: _____ Stop: _____ Check Daily	UTC: ☐ Local: ☐

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
Helipad H2 Lat/Long:
Trauma Center: Level I
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)
Helipad H2 Lat/Long: N 29° 38.43'W 82° 20.56 Pediatric ER North side of Archer Road (Secondary)
Trauma Center: Level I
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
Helipad H2 Lat/Long:
Trauma Center: It's Not
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)
Helipad H2 Lat/Long: N 29° 38.43'W 82° 20.56 Pediatric ER North side of Archer Road (Secondary)
Trauma Center: Level I
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: ☒