



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



Mission Project Name

Law Enforcement & Investigations

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



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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.



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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

Rotor-Wing: ☒

Fixed-Wing: ☒

MASP Start Date

January 1, 2026

MASP End Date

December 31, 2026

MASP Objectives

Resource: ☐

Incident: ☐

LE&I Missions: ☒

EMR. Operations: ☐

EMR. Readiness: ☐

Prepared By: /S/ Joshua Quinn

Title: Helicopter Manager

October 16, 2025

Date

Reviewed By:

Forest Level /S/ David Quisenberry

Title: Asst. Forest FMO

October 22, 2025

Date

Reviewed By:

ZAO /s Keith R. Haskins

Title: South Zone Aviation Officer

November 14, 2025

Date

Reviewed By:

RASO

See Signature for Date

Date

Reviewed By:

RAO

See Signature for Date

Date

Mission & Risk Assessment

Approved By:

Line Officer's

See Signature for Date

Title: Forest Supervisor

Date

Mission & Risk Assessment

Approved By:

Cooperator Line Officer

Not Applicable

See Signature for Date

Title: Other (State in Name Block)

Date



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Mission Supervisor

District Fire Management Officer

Alternate Mission Supervisor

Helicopter Manager Assigned to Aircraft
or training coordinator/instructor

Mission Project

Law Enforcement & Investigations

Mission Description:

Ecosystem Management (EM) aviation use is aerial detection and observation missions such as wildlife management, timber management, animal tracking, storm damage assessment, and biological/hydrologic surveys. Helicopters are used for EM flight profiles under 500' above ground level (AGL). If operating 500' AGL or higher, fixed-wing aircraft use may be authorized.

Additional Local Mission Description:

The USDA Forest Service Law Enforcement & Investigations (LEI) program maintains overall authority and responsibility for detecting, apprehending, and prosecuting Drug Trafficking Organizations (DTOs) and individuals who violate federal controlled substance laws under Title 21 USC on public lands within the United States. The National Forests in Florida—Apalachicola, Ocala, and Osceola—span 12 counties and over one million acres from North to Central Florida. The landscape includes sandhills, hardwood hammocks, marshes, and cypress swamps. Towns and cities within or adjacent to forest boundaries range from under 10,000 to more than 200,000 residents.

The forests are managed by one Forest Supervisor and three District Rangers. Law enforcement plays a vital role in resource management across all forests. Maintaining strong communication and collaboration between LEI, forest employees, and cooperators is essential for success. Enforcement responsibilities are shared with other federal, state, and local agencies to enhance overall control of illegal drug activity. Joint operations and investigations support the National Counterdrug Strategy, as directed by the Office of National Drug Control Policy (ONDCP).

Low-level helicopter flights are sometimes necessary during aerial detection surveys to assess hazards and identify illicit activities. These should be minimized whenever possible; altitude and airspeed should be increased when safe to do so. Fixed-wing aircraft are authorized to operate above 500 feet AGL for these missions.

- **Fixed-Wing Operations:**

LEI Fixed-Wing Aviation Operations may be conducted anytime from January 1, 2026, through December 31, 2026. Operations within the National Forests in Florida must utilize only aircraft and pilots holding current U.S. Forest Service Aviation and OAS approvals for the Southern Region. These missions detect and investigate crimes on or connected to National Forest System lands. Aircraft are ordered through the National Forests in Florida Dispatch Office by the LEI Mission Supervisor or designee. Exclusive-use or regional call-when-needed contracts may be used. Costs will be charged to an established Forest Service job code.

The USDA Forest Service maintains Memoranda of Agreement with the Department of Justice (DOJ) and Department of Homeland Security (DHS) authorizing the use of their aircraft in law enforcement operations. Other federal, state, or local aircraft may be used if the pilot and aircraft have a current cooperative letter from the Southern Region Aviation Office.

- **Rotor-Wing Operations:**

LEI Rotor-Wing Aviation Operations may be performed anytime between January 1, 2025, and December 31, 2025. Participating agencies in the Florida 2025 Cannabis Suppression Program include the Florida Army National Guard, Florida State Police, Florida Division of Air Transport, Civil Air Patrol, DEA, U.S. Marshals Service, local drug task forces, sheriff's departments, and the U.S. Forest Service LEI.

The USDA Forest Service holds Memoranda of Agreement with DOJ and DHS for the use of their aircraft in law enforcement operations. Other federal, state, or local aircraft may participate if approved by the Southern Region Aviation



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Office. The Florida Army National Guard will use UH-60 and UH-72 helicopters to detect and plot marijuana cultivation sites statewide. The Guard's commitment extends beyond counterdrug efforts to Homeland Security and other enforcement missions across the National Forests in Florida. UH-60 and UH-72 aircraft may be used for other enforcement operations on a call-when-needed basis throughout the approved mission year. When operations occur outside the designated cannabis suppression period, the National Forests in Florida Dispatch Office or Aviation Officer will be notified of flight details.

- **Routine Law Enforcement Aviation Operations:**

Routine aviation operations support detection, documentation, and investigation of illegal activities across the National Forests in Florida and surrounding counties. These missions may include aerial target surveillance, cannabis suppression, search and rescue, warrant service, large group monitoring, and communication relay. Multi-agency enforcement operations may occur year-round using both fixed- and rotor-wing assets.

Only approved aircraft and pilots may be used, with current documentation on file at LEI offices and with the Mission Supervisor. Required PPE will be provided. Special Night Operations (SNO) are restricted to certified personnel who have completed SNO training and are authorized for such missions.

- **Special Night Operations – R8 LEI:**

Special Night Operations may be used for counterdrug and criminal investigations using night vision or thermal imaging. Only trained and certified personnel may participate. These operations are limited to national forest lands or counties with a clear investigative nexus.

Each SNO requires submission of an R8 LEI Operational Plan or MASP Plan detailing mission timing, aircraft, equipment, and potential hazards. The plan must be reviewed by the LEI Mission Supervisor and Assistant Special Agent in Charge before Regional Aviation Officer and Special Agent in Charge approval. Current aircraft and pilot authorization letters must be carried onboard during all SNO missions.

- **Emergency, Covert, and Undercover Operations:**

In life-threatening emergencies or covert operations, personnel may be required to fly in unapproved aircraft or with non-carded pilots. These situations often include search and rescue or undercover operations where safety or operational necessity prevents prior approval. Authorization is granted case-by-case by the officer in charge or Incident Commander.

A written statement of justification must be prepared by the officer in charge, attached to a SAFECOM report, and submitted within 24 hours to the Mission Supervisor, Assistant Special Agent in Charge, and Special Agent in Charge.

- **Training and Cooperative Flights Operations:**

Participants include non-Forest Service law enforcement officers assigned to drug task forces, local agencies, the Governor's Marijuana Strike Force, and USFS LEI personnel. Training ensures non-Forest Service officers understand aerial detection, documentation, and reporting techniques for illegal activities on or connected to national forest lands. Instruction includes all Forest Service and military flight safety requirements. A Forest Service officer will serve as Chief of Party.

Using non-Forest Service personnel increases detection capacity and strengthens interagency operations. Only approved aircraft and pilots may be used. Required PPE will be issued per the National and Southern Region Aviation Safety and Management Plans. The LEI Mission Supervisor or designee will notify the Dispatch Office of scheduled flights.



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Aviation Mission Objectives:

- Provide safe, timely, and cost-effective alternative to ground-based operations
- Enhance user ability to gather accurate real-time data
- Accomplish agency goals/expectations with limited resources and personnel

Additional Local Mission Objectives:

- **Notifications:**
Flight dates for LEI operations will be emailed to the LEI Mission Supervisor, who will notify the appropriate Dispatch Office. If other aviation programs are active during the same period, coordination will occur through the Forest Aviation Officer. Copies of all SAFECOM reports will be forwarded to the Forest Aviation Officer and Assistant Special Agent in Charge. If an incident is critical or has the potential to become critical, an immediate written report will be sent before the SAFECOM submission.
- **General Location/Description:**
During the Cannabis Suppression season, flight operations will be conducted statewide in coordination with multiple law enforcement partners. Forest Service personnel will prioritize operations within the National Forests in Florida and associated counties. Multi-agency enforcement missions outside cannabis suppression may also occur throughout the year.
- **Load Calculations and Performance Planning:**
The pilot is responsible for completing accurate load calculations and performance planning cards. Contractor aircraft information and mission details (aircraft and pilot data, comms, MTRs, crash/rescue, etc.) will be updated prior to each mission. All participants will be briefed before flight.

Note: Failure to comply with Forest Service Aviation and LEI policy while conducting missions under this plan may result in personal liability.

- **Aerial Hazard Analysis:**
Potential hazards include other aircraft, towers, birds, weather, landing zones, wires, terrain, and potential hostile actions. Mitigation will follow the attached Risk Assessment Worksheet. The LEI Mission Supervisor will maintain updated Aerial Hazard Maps and notify Dispatch of operation areas.
- **Flight Following and Safety:**
The following flight will be conducted through Forest Service Aviation Dispatch at 15-minute intervals. Military and joint support aircraft equipped with GPS tracking will be monitored in real-time. Automated satellite tracking may supplement but not replace verbal check-ins. Ground-based LEI officers may also provide flight following when needed. Flights below 500 feet AGL must comply with National and Southern Region Aviation Safety Management Plans.

The Army National Guard will conduct Aerial Spotter Recertification prior to operations.

Spotters and LEI personnel will attend daily briefings covering weather, airspace, hazards, and safety procedures. Passengers will receive a safety briefing specific to the aircraft, including egress, first aid, seat belt use, and ELT location.

All approved aircraft and pilot documentation will be maintained by the LEI Mission Supervisor, Dispatch Office, and LEI Offices. Emergency Search and Rescue will be coordinated through FAA Flight Service (800-WXBRIEF) and the Florida Forest Dispatch Office (850-523-8618). The LEI Mission Supervisor and relevant offices will maintain copies of the Mission Aviation Safety Plan, Aircraft Down/Missing Rescue Plan, and Medevac Plan.



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Aircraft Justification for Mission:

Rotor and/or fixed-wing aircraft use is the most efficient means to meet mission objectives. Aerial EM mission(s) 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
- **Cost Effectiveness:** Expedites timeframes; May reduce personnel numbers and costs required for mission accomplishment
- **Timeliness:** Resource mission objectives can be determined quickly from the air assisting real-time and critical decision making
- **Land Stewardship:** Enables mission objectives/goals to be met while being light on the land

Additional Local Aircraft Justification for Mission:

- **Aerial surveillance:**
Remains the most effective method of detecting illegal activities on national forest lands. Aviation enhances officer safety, expands coverage, and provides essential communication and situational awareness for enforcement, suppression, and rescue missions.
- **Protective Clothing and Equipment:**
LEI will provide required PPE per National and Southern Region Aviation Safety Management Plans. Personnel will also adhere to law enforcement protocols outlined in FSH 5309.11.



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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

<u>Risk Category/Value</u>	<u>Fire Mission</u>	<u>Non-fire Mission</u>
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



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Risk Assessment Worksheet

System Being Evaluated: Aviation Ecosystem Management

Risk Assessment Worksheet Page: 01 of 05

Sub System(s)	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Mission – Policy	Operational/Mission goals may be unstated, unclear or conflict with policy.	Possible	Critical	High (2)	Conduct thorough briefings, ensure organization is in place, and adhere to interagency policy, procedures & Guides (NSHO, NSAI, SFRO).	Unlikely	Critical	Medium (3)
Mission - Policy	MASP absent or not complete (Policy Deviation).	Possible	Critical	High (2)	Ensure MASP and risk assessment are completed and approved at appropriate level. Ensure Zone Aviation Officer is involved in mission planning. MASP should be used as a briefing tool. If at any point during this briefing any or all participants are uncomfortable to continue, or the ORA (Operational Risk Assessment) risk level exceeds the approved rating level, the mission will be cancelled or delayed until the issue(s) can be rectified. Ensure that all parties are available for mission briefings.	Unlikely	Critical	Medium (3)
Mission	Personnel transport / recon; Unimproved landing zone / helispot.	Possible	Critical	High (2)	Ensure load calculations/manifests are completed, reviewed & signed. Landing zones approved by qualified personnel. Landing zone staffed by qualified helitack as available. Ensure required PPE is being utilized.	Unlikely	Critical	Medium (3)
Mission - Communications	Frequency management, cockpit overload, inadequate briefing, and/or loss of communication.	Possible	Critical	High (2)	Identify alternate landing areas in pre-burn recon. Perform an aerial recon of the site before landing. Notify flight following personnel of landing location.	Unlikely	Critical	Medium (3)



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Risk Assessment Worksheet

System Being Evaluated: Aviation Ecosystem Management

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Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Personnel	Unqualified employees working in or around aircraft. Personnel not trained properly or proficient with equipment/mission. Personnel too close to drop site. Personnel unfamiliar with local flight following protocol and/or crash rescue procedures.	Possible	Critical	High (2)	All personnel will be fully qualified to perform the duties associated with a position and will take part in the pre-mission brief, assignments (duties) will be assigned. Personnel unfamiliar with their assigned duty/role should ask for clarification. Emphasis on mentoring and training in conjunction with operations and emphasize hazard identification and communication methods. Advise Pilot to communicate / provide feedback with ground contact.	Unlikely	Critical	Medium (3)
Personnel Human Factors	Acceptance of high-risk missions as normal. Lack of CRM (Crew Resource Management), Task saturation or fixation, hazardous attitude. Poor mission analysis. Fatigue. Management pressure/mission driven sense of urgency. Unknown change in project objective. Experience level of air crew and vendor.	Possible	Catastrophic	Extremely High (1)	Conduct thorough risk assessments & brief/debrief. Pilot and flight crew trained in CRM and work together in mission planning. Conduct daily briefing and complete worksheet including real time ORA. Ensure management does not place undue pressure or sense of urgency on flight crews. Ensure project objective has not changed and re-evaluate mission if changes occur.	Unlikely	Catastrophic	High (2)
Aircraft	Aircraft Performance not suitable for mission. Operating in Hot, High, and Heavy (HHH) environment.	Unlikely	Catastrophic	High (2)	Ensure appropriate aircraft is ordered, utilized and operated in accordance with appropriate flight manuals. Utilize agency load calculation process for all flights (NWCG Standards for Helicopter Operations). Ensure pilot/aircraft are carded for mission. Conduct thorough pre-mission briefing and planning.	Rare	Catastrophic	Medium (3)
Aircraft	Mission may require operating in the avoidance area of the height velocity curve; Low Level Flight below 500 feet AGL.	Likely	Critical	Extremely High (1)	Reduce time spent at speeds and altitudes from which a successful autorotational descent and landing cannot be completed. Identify and brief emergency landing areas in close proximity to the project area.	Possible	Critical	High (2)



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Risk Assessment Worksheet

System Being Evaluated: Aviation Ecosystem Management

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Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
Aircraft	Aircraft experiences an engine, transmission, hydraulic, or tail rotor failure while in low and slow flight profile.	Unlikely	Catastrophic	High (2)	Aircraft maintenance records reviewed during aircraft carding. Ensure contract maintenance standards are being adhered to. Reduce the amount of time operating within the avoid zone of the height velocity chart during low level operations. Regional Quality Assurance audits conducted within the region.	Rare	Catastrophic	Medium (3)
Environment	Adverse wind speed / direction, thunderstorms, etc. Weather becoming less than VFR conditions	Unlikely	Catastrophic	High (2)	Ensure flight crew obtains current forecast and updated weather briefings and continually monitor the wind speed and direction. If visibility or winds become unfavorable, postpone until conditions improve or delay to another day.	Rare	Catastrophic	Medium (3)
Environment	Flying in Mountainous Terrain while focused on a low-level mission.	Possible	Catastrophic	Extremely High (1)	Carded and experienced pilot. Chosen aircraft will have enough performance to allow for more options flying in mountainous terrain. Recon of the areas to be treated will occur prior to the mission. All boundaries aerial hazards will be pre-identified. Division of tasks between pilot, HMGB and crewmembers and communicating location relative to terrain.	Unlikely	Catastrophic	High (2)
Aerial Hazards	Other aircraft, powerlines, towers, birds, UAS, during operations especially while in Low Level flight profile (below 500') during the special use mission.	Possible	Catastrophic	Extremely High (1)	Brief personnel of known aerial hazards. Complete high-level reconnaissance prior to committing aircraft to low level operations. Practice "see and avoid". Communicate using principles of CRM to identify/mitigate hazards.	Unlikely	Catastrophic	High (2)



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Risk Assessment Worksheet

System Being Evaluated: Aviation Ecosystem Management

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Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
In flight hazards- External cargo	Unstable Load during Flight.	Possible	Catastrophic	Extremely High (1)	Improve crew training, preparation, and assembly. Prepare cargo correctly using approved equipment and rigging techniques.	Unlikely	Catastrophic	High (2)
In flight hazards- Internal Cargo	Loads not balanced properly for CG or items coming loose or moving during flight.	Possible	Catastrophic	Extremely High (1)	Follow proper loading techniques for center of gravity issues, pilot will be consulted on any questionable items or placement. Secure all cargo with adequate restraints.	Unlikely	Catastrophic	High (2)
Hazardous Materials	Transportation of Hazardous Materials in the Helicopter.	Possible	Catastrophic	Extremely High (1)	Follow the directions spelled out in the Transportation of Hazardous Materials Handbook for any and all Hazmat associated with the mission.	Unlikely	Catastrophic	High (2)
		Choose an item.	Choose an item.	Choose an item.		Choose an item.	Choose an item.	Choose an item.



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Risk Assessment Worksheet

System Being Evaluated: Aviation Ecosystem Management

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



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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*

<u>Type of Operation</u> Check applicable boxes that may apply to mission	<u>Personnel Protective Equipment Requirements</u>
☐ - UAS Operations ----->	Fire-resistant clothing, hard hat w/chin strap, fire resistant and/or leather gloves, all leather boots, eye protection <b style="color: red;">* 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. <b style="color: red;">* Refer to appropriate guides or policies <b style="color: red;">** Charter flights, (non-agency-controlled mission), shall comply with 14 CFR 135 requirements
☒ - Doors Off Flight(s) -----> <b style="color: red;">*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) <b style="color: red;">* Refer to appropriate guides or policies* <b style="color: red;">**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. <b style="color: red;">* Refer to NSHO chapter eleven for additional details or other agency guides and policies. *



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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
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Aircraft Information:

Check all that apply, if name is unknown, add information to safety plan briefing sheet

Leave text fields blank if unknown

All cooperators require an annual approval letter onboard except DOJ-DHS aircraft

Agency: ☒ _____
Cooperator: ☒ Hillcrest (Tallahassee), and Helicopter Express (Altoona) or Other
Vendor: ☒ _____
Military: ☒ _____
Other: ☒ _____

Rotor-Wing:

Type I: ☒

Type II: ☒

Type III: ☒

* Additional document requirements beyond standard typing in aircraft justification and resource order* (performance capabilities, equipment, Etc.)

Fixed-Wing

Single Engine: ☒

Twin Engine: ☒

* Document needs for turbine, twin-engine, air conditioning, high or low wing, pressurized cabin, radio package or any additional requirements in aircraft justification and resource order*

Aircraft Make and Model:

Refer to the safety plan briefing sheet for vendor name, make, FAA#, and model (Rotor-Wing or Fixed-Wing only below).

Contract: Exclusive-Use (EU)
Vendor: Hillcrest (Tallahassee), and Helicopter Express (Altoona) or Other
Make/Model: Bell 407 (Tallahassee), and Bell 429 (Altoona) or Other
FAA No.: N854H (Tallahassee), and N52HX (Altoona) or Other

** CWN helicopter information attained after hiring process**

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

Procurement and Cost Information:

Check unknown if unable to provide accurate or estimated information

Procurement Type: Unknown
Estimated Flight Hour Cost: _____ Unknown: ☒
Mission Flight Hours: _____ Unknown: ☒
Estimated Miscellaneous Cost(s): _____ Unknown: ☒
Charge Code: _____ Unknown: ☒



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Pilot Information (Rotor-Wing and Fixed-Wing)

* Fixed wing: Use "other" box, and state approved mission(s)

** National Guard, DOJ, DHS, and Co-Op pilots do not require this section, refer to current agency or cooperative letters for information and guidance**

<u>Pilot (P1) - PIC/Primary</u>	
Name:	_____
Phone:	_____
Card Expiration Date:	_____
Pilot Carded for Mission:	Yes: ☐ or No: ☐

<u>Pilot (P2) - PIC/Primary or SIC/Secondary Pilot</u>	
Name:	_____
Phone:	_____
Card Expiration Date:	_____
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>Pilot (P1)</u>	<u>Pilot (P2)</u>
Low-Level Recon & Survey	☐	☐
Helitack-Passenger Transport	☐	☐
External Load (Belly Hook)	☐	☐
Water-Retardant Delivery	☐	☐
Longline VTR (150')	☐	☐
Snorkel - VTR: ☐ or Mirror: ☐	☐	☐
Mountainous Terrain Flying	☐	☐
Aerial Ignition - PSD: ☐ or Torch: ☐	☐	☐
Rappel Operations	☐	☐
Cargo Letdown	☐	☐
Snow Operations (Deep Snow)	☐	☐
Hoist	☐	☐
Designated "Pilot Trainer"	☐	☐
"Trainee Only" Pilot	☐	☐
Short Haul - LE: ☐ or SAR: ☐	☐	☐
Float Operations (Fixed)	☐	☐
Platform Landings-Offshore	☐	☐
Vessel Landings	☐	☐
Night Vision Goggle Operations	☐	☐
ACETA Net Gun (All ACETA)	☐	☐
ACETA Eradication	☐	☐
ACETA (Herding)	☐	☐
ACETA Darting-Paintball	☐	☐
STEP	☐	☐
Other: _____	☐	☐



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Law Enforcement & Investigations
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: ☐



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Doors-Off or Doors-Open Operations Checklist

All personnel involved in Doors-Off or Doors-Open operations flights shall review covered all items and signed for prior to operations

“Agency personnel involved in any public aircraft operations mission that require aircraft doors to be removed prior to flight, or open during flight, shall receive hands-on secondary restraint refresher training prior to conducting flight operations”.

- ☐ Aircraft connection point and secondary restraint configuration (Interagency Safety Alert IASA 17-02)
- ☐ Proper donning and adjustment of secondary restraint system.
- ☐ Have an understanding of the secondary restraint interaction with FAA approved seat belts.
- ☐ Potential of secondary restraint interference with Airbus AS 350 fuel shut off lever if applicable.
- ☐ Know location and use of secondary restraint interaction quick- release.
- ☐ Perform buddy-check and Pilot in Command check of secondary restraints before flight.
- ☐ Practice egress with secondary restraint quick-release mechanism and function of seatbelt.
- ☐ Know location and use of rescue knife.



Safety Alert IASA
18-03 Door(s)-
Off, Door(s)-Open

Vendor Name: _____ **Aircraft Model:** _____
Aircraft Make: _____ **FAA No.:** _____

Mission Supervisor/Manager Name (Print)	Mission Supervisor/Manager (Signature)	Date
Pilot Name (Print)	Pilot (Signature)	Date
Participant's Name (Print)	Participant's (Signature)	Date
Participant's Name (Print)	Participant's (Signature)	Date
Participant's Name (Print)	Participant's (Signature)	Date
Participant's Name (Print)	Participant's (Signature)	Date
Participant's Name (Print)	Participant's (Signature)	Date
Participant's Name (Print)	Participant's (Signature)	Date
Participant's Name (Print)	Participant's (Signature)	Date



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Mission Aviation Safety Plan Acknowledgment

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

Date: _____

Mission/Project Name: _____

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

We are Operating Under Supplement: _____

General

YES NO

- | | | |
|--------------------------|--------------------------|--|
| ☐ | ☐ | Load Calculations (OAS-67/FS 5700-17) prepared, reviewed, signed, and posted. |
| ☐ | ☐ | Helicopter Passenger/Cargo Manifest (OF 252) prepared, reviewed, signed, and posted. |
| ☐ | ☐ | Filled out the Daily DORA- G0/N0-Go with Pilot, signed, and posted. |
| ☐ | ☐ | Discussed the Mission Aviation Safety Plan (MASP) with all personnel involved. |

Safety

YES NO

- | | | |
|--------------------------|--------------------------|---|
| ☐ | ☐ | Reviewed and Signed Job Hazard Analysis (JHA) or Risk Management Assessment (RMA) |
| ☐ | ☐ | Hazardous Material Manifest Form DOT-SP-9198 filled out, signed, and posted |

Participant's Signature

Project Supervisor or Manager

Participant and Qual/Position

Pilot

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



R8 Southern Region Mission Aviation Safety Plan
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National Forests in Florida



Supplement – 1: Apalachicola National Forest Only cover pages 15 to 18.

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		QR Code
		Name of the 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		QR Code
		Name of the 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 122.45 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).



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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: A-FSU

Receive Freq. (RX): 170.550

RX NAC: \$F7E

RX Tone: _____

Transmit Freq. (TX): 164.1250

TX NAC: \$68F

TX Tone: 167.9

Command: A-Sumatra

Receive Freq. (RX): 170.550

RX NAC: \$F7E

RX Tone: _____

Transmit Freq. (TX): 164.550

TX NAC: \$586

TX Tone: 146.2

Air to Ground (Primary): AG15

Receive Freq. (RX): 167.5250

RX Tone: No Tone

Transmit Freq. (TX): 167.5250

TX Tone: No Tone

Air to Ground (Secondary): AG71

Receive Freq. (RX): 168.6750

RX Tone: No Tone

Transmit Freq. (TX): 168.6750

TX Tone: No Tone

Air to Air (Primary): AA-Primary

Receive Freq. (RX): 122.925

RX Tone: N/A

Transmit Freq. (TX): 122.925

TX Tone: N/A

Air to Air (Secondary): AA-Secondary

Receive Freq. (RX): 122.275

RX Tone: N/A

Transmit Freq. (TX): 122.275

TX Tone: N/A



R8 Southern Region Mission Aviation Safety Plan
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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: ☐ 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: ☐



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Law Enforcement & Investigations

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

Helipad on Facility: YES
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
Air Travel Time: 20 Minutes

FAA Identifier: FD18

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.
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

FAA Identifier: 68FL

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.
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

FAA Identifier: _____

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.
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

FAA Identifier: FA12

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
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National Forests in Florida



Supplement – 2: Ocala National Forest

Only cover pages 19 to 23.

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		QR Code
		Name of the 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		QR Code
		Name of the 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.



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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

RX NAC: \$F7E

RX Tone: _____

Transmit Freq. (TX): 165.2250

TX NAC: \$4CE

TX Tone: _____

Command: Fire South

Receive Freq. (RX): 172.3750

RX NAC: \$F7E

RX Tone: _____

Transmit Freq. (TX): 165.2250

TX NAC: \$526

TX Tone: _____

Air to Ground (Primary): A/G 79

Receive Freq. (RX): 169.4000

RX Tone: No Tone

Transmit Freq. (TX): 169.4000

TX Tone: No Tone

Air to Ground (Secondary): A/G 34

Receive Freq. (RX): 167.1750

RX Tone: No Tone

Transmit Freq. (TX): 167.1750

TX Tone: No Tone

Air to Air (Primary): Statewide

Receive Freq. (RX): 122.925

RX Tone: N/A

Transmit Freq. (TX): 122.925

TX Tone: N/A

Air to Air (Secondary): A/A Secondary

Receive Freq. (RX): 122.050

RX Tone: N/A

Transmit Freq. (TX): 122.050

TX Tone: N/A



R8 Southern Region Mission Aviation Safety Plan
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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: ☐ 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: ☒



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Law Enforcement & Investigations

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
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

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

MEDICAL FACILITY

HCA Florida Ocala Hospital
1431 SW 1st 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

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



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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
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Supplement – 3: Osceola National Forest

Only cover pages 24 to 27.

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		QR Code
		Name of the 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		QR Code
		Name of the 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
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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: Olustee

Receive Freq. (RX): 171.5000

RX NAC: \$F7E

RX Tone: No Tone

Transmit Freq. (TX): 164.800

TX NAC: \$68F

TX Tone: 167.9

Command: Eddy

Receive Freq. (RX): 171.5000

RX NAC: \$F7E

RX Tone: No Tone

Transmit Freq. (TX): 164.800

TX NAC: \$5B6

TX Tone: 167.9

Air to Ground (Primary): A/G 17

Receive Freq. (RX): 167.9875

RX Tone: No Tone

Transmit Freq. (TX): 167.9875

TX Tone: No Tone

Air to Ground (Secondary): A/G 71

Receive Freq. (RX): 168.6750

RX Tone: No Tone

Transmit Freq. (TX): 168.6750

TX Tone: No Tone

Air to Air (Primary): Statewide

Receive Freq. (RX): 122.925

RX Tone: N/A

Transmit Freq. (TX): 122.925

TX Tone: N/A

Air to Air (Secondary): A/A Secondary

Receive Freq. (RX): 122.050

RX Tone: N/A

Transmit Freq. (TX): 122.050

TX Tone: N/A



R8 Southern Region Mission Aviation Safety Plan
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****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: ☐



R8 Southern Region Mission Aviation Safety Plan

Law Enforcement & Investigations

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
Trauma Center: Level I
Manager: Nancy McLaren 904-627-6730
Ground Travel Time: 50 Minutes

Helipad on Facility: YES
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: _____
Contact Freq: CTAF 122.900
Air Travel Time: 30 Minutes

MEDICAL FACILITY

UF Health Shands Hospital
1515 SW Archer Rd
Gainesville, FL 32608
352) 265-0222
Trauma Center: Level I
Manager: Dispatcher 352-265-0222
Ground Travel Time: 1 Hour 10 Minutes

Helipad on Facility: YES
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)
Contact Freq: Unicom 123.050 Request permission (352-265-0222)
Air Travel Time: 20 Minutes

MEDICAL FACILITY

HCA Florida Lake City Hospital
340 N. Commerce Blvd
Lake City, FL 32055
386-719-9000
Trauma Center: It's Not
Manager: Paul Campbell 386-362-0827
Ground Travel Time: 20 Minutes

Helipad on Facility: YES
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: _____
Contact Freq: None
Air Travel Time: 5 Minutes

NEAREST BURN FACILITY

UF Health Shands Hospital
1515 SW Archer Rd
Gainesville, FL 32608
352) 265-0222
Trauma Center: Level I
Manager: Dispatcher 352-265-0222
Ground Travel Time: 1 Hour 10 Minutes

Helipad on Facility: YES
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)
Contact Freq: Unicom 123.050 Request permission (352-265-0222)
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: ☒