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

Mission Project Name
Joint Aerial Ignition Operations with SJRWMD
(Prescribed Fire)

Forest-Refuge-Unit
National Forests in Florida

District-Unit
Ocala 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 the MASP signature block location on the signature page. 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

Joint Aerial Ignition Operations with SJRWMD (Prescribed Fire)

National Forests in Florida

Agency Requesting Mission
U.S. Forest Service

Anticipated Date's: No
Calendar Year: Yes
Date Variance Acceptable: Choose an item.

Calendar Year
2026

Aircraft Type
Rotor-Wing: ☒

MASP Start Date
January 1, 2026

MASP End Date
December 31, 2026

MASP Objectives
Resource: ☒
Incident: ☐
EMR. Operations: ☐
EMR. Readiness: ☐

Prepared By: /s/ Joshua Quinn — October 16, 2025
Title: Helicopter Manager — **Date**

Reviewed By: Forest Level — /s/ David Quisenberry — October 22, 2025
Title: Asst. Forest FMO — **Date**

Reviewed By: ZAO — /s/ Keith R. HAskins — November 14, 2025
Title: South Zone Aviation Officer — **Date**

Reviewed By: RASO — WILLIAM JONES — Digitally signed by WILLIAM JONES Date: 2025.12.01 14:39:45 -05'00' — See Signature for Date
Title: Regional Aviation Safety Officer — **Date**

Reviewed By: RAO — *CALEB BERRY* — *Digitally signed by CALEB BERRY Date: 2025.12.02 21:53:41 -05'00'* — See Signature for Date
Title: Deputy Regional Aviation Officer — **Date**

Mission & Risk Assessment Approved By: Line Officer — Ivan Green — Digitally signed by Ivan Green Date: 2025.12.15 08:05:01 -05'00' — See Signature for Date
Title: Forest Supervisor — **Date**

Mission & Risk Assessment Approved By: Cooperator Line Officer — Michael A. Register — Digitally signed by Michael A. Register Date: 2026.01.22 13:20:07 -05'00' — See Signature for Date
Executive Director
Title: Other (State in Name Block) — **Date**

R8 Southern Region Mission Aviation Safety Plan

Joint Aerial Ignition Operations with SJRWMD (Prescribed Fire)

National Forests in Florida

Mission Supervisor
District Fire Management Officer
RX Burn Manager or RX Burn Bosses

Alternate Mission Supervisor
Helicopter Manager Assigned to Aircraft

Mission Project
Prescribed Fire Aerial Ignition Operations

Mission Description:
Aerial ignition is a tool to achieve prescribed fire and / or forest ecosystem management objectives. These missions include pre-burn recon of units, and aerial ignition operations may include post-burn recons, smoke dispersion recons, and helitack operations (Bucket Support, Personnel Transport, Cargo, etc.). This plan may be used for the ignition of multiple burn units in the same vicinity when acceptable conditions exist.

A cooperative agreement is required to provide aerial ignition operations on non-USFS land. Other Agencies may be the requesting entity, however, this MASP is only applicable when the Forest Service has aviation operational control.

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

Mission Objectives:
- Reduce hazardous fuels/fuel loading and severity of wildfires
- Restore/maintain ecosystems and enhance wildlife habitat
- Conduct prescribed burn operations to achieve agency objectives while minimizing cost per acre, limiting exposure to personnel, and reducing impacts to communities
- Further the development and operational approach to aerial ignition with the utilization of new and advancing technologies

Additional Local Mission Objectives:
- Federal policy and guidelines shall be adhered to during operations on cooperative aerial Rx missions.
- A resource order will be generated for the mission per State- St. Johns River Water Management District (SJRWMD) request.

Aircraft Justification for Mission:
Rotor-wing aircraft use for aerial ignition operations is the most efficient means of meeting mission objectives. This method of applying fire to the landscape allows for the following:
- Personnel Safety: Limits personnel exposure by reducing the need for ground ignition, particularly in remote, adverse terrain and thick, impenetrable vegetation
- Cost Effectiveness: Expedites timeframes; May reduce personnel numbers and costs required for mission accomplishment
- Smoke Management: Aerial ignition may mitigate smoke management concerns. Burns can be completed earlier in the day maximizing mixing height and transport wind advantage
- Enhanced burn patterns and ignition strategies: Increased burn unit coverage; May reduce ignition times to allow for better fuel consumption and increase opportunity for smoke dispersion within the unit

Additional Local Aircraft Justification for Mission:
(This space intentionally left blank Blank)

R8 Southern Region Mission Aviation Safety Plan

Joint Aerial Ignition Operations with SJRWMD (Prescribed Fire)

National Forests in Florida

Mission risk assessment completed prior to mission approval
****Risk assessment hazards shall be re-assessed prior to mission engagement****
*****See appropriate management level for approval and dynamic flowchart decision-making tool*****

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

Risk Assessment Codes

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

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

Appropriate Management Level for Operational Risk Decisions

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

Risk Assessment Worksheet

System Being Evaluated: **Aerial Ignition**

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)

Risk Assessment Worksheet

System Being Evaluated: Aerial Ignition

Risk Assessment Worksheet Page: 02 of 05

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

Risk Assessment Worksheet

System Being Evaluated: **Aerial Ignition**

Risk Assessment Worksheet Page: **03 of 05**

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

Risk Assessment Worksheet

System Being Evaluated: **Aerial Ignition**

Risk Assessment Worksheet Page: **04 of 05**

Sub System	Hazard(s)	Pre-Mitigation			Mitigation(s)	Post Mitigation		
		Probability	Severity	Risk Level		Probability	Severity	Risk Level
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 Transport of Hazardous Materials Handbook for any and all Hazmat associated with the mission.	Unlikely	Catastrophic	High (2)
Equipment	Malfunction of the plastic sphere device. Improper installation. Improper or lack of maintenance. Improper securing of spheres, backup water supply, and other loose items for doors-off operations.	Possible	Critical	High (2)	Inspect and test plastic sphere device. Assure proper installation and ensure pilot and/or aircraft mechanic verify. Follow policies on maintenance, clean, and secure device after each use. Send it to the manufacturer for refurb if needed. Ensure items are properly secured for doors off operations. Adhere to the Doors Off / Open Operations Checklist.	Unlikely	Critical	Medium (3)

Risk Assessment Worksheet

System Being Evaluated: Aerial Ignition

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 14:39:12 -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

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:	☒	
Vendor:	☒	Hillcrest (Tallahassee), and Helicopter Express (Altoona) or Other
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.)

Aircraft Make and Model:

Refer to the safety plan briefing sheet for vendor name, make, FAA#, and model (Rotor-Wong 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:**	☒

Pilot Information (Rotor-Wing)

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

Pilot (P1) - PIC/Primary)	***Pilot (P2) - PIC/Primary or SIC/Secondary Pilot***
Name: _____	**Name:** _____
Phone: _____	**Phone:** _____
Card Expiration Date: _____	**Card Expiration Date:** _____
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	***Pilot (P1)***	***Pilot (P2)***
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: _____	☐	☐

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: ☐

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

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**

Supplement – 2: Ocala National Forest

Only cover pages 15 to 19.

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.

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.
FAA Identifier: 32FL
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.
FAA Identifier: 30FL
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 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.
FAA Identifier: 3FD1
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.
FAA Identifier: FA12
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

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: ☒