SOUTHERN REGION-MISSION AVIATION SAFETY PLAN

MASP INSTRUCTIONS

Pages 1-11 or through map and aerial hazard analysis page (due to extended risk assessment) require total completion for submission, review, and approval signature (Mission approver signature-appropriate level line officer). Subsequent pages see instructions below

Subsequent pages include: Pilot information, flight following, frequencies, MTR's / MOA's, crash rescue /medivac, and additional appendices. Complete these pages as information becomes available. Partial completion of these pages is recommended during the submission process. (Subsequent pages shall be filled out prior to mission initiation).

RISK MATRIX INSTRUCTIONS

Appropriate management level for operational risk decision will remain the same in the color-coded format. The number system on page (6) in the risk management scale is incorporated into the drop-down menu of risk assessment attached. Values of risk level are as follows:

Low-1 Medium-2

Serious-3 High-4

In no case will the overall risk of the mission be less than the highest specific factor. (Example: One high, one serious, and two medium threats couldn't result in anything less than a high).

SIGNATURE'S

Signature blocks are in order of how the MASP will move forward for review and signature. Route all MASP's through the Zone Aviation Officer or delegated acting. The tan colored fields are required to be signed for at the Line Officer level. The MASP's will be routed back down through the Zone Aviation Officer or delegated acting after signature from the Regional Aviation Officer. MASP will come back in PDF for approving official to sign in signature block and risk assessment (See tan highlighted areas).

Signing: All signature boxes up to the Zone Aviation Officer will be signed in typed text. See below.

Example: /s/ John M. Smith

Regional Aviation Safety Manager and Regional Aviation Officer will sign with a link pass digital signature. Approval of risk assessment and line officer plan approval final signature will be wet signature or link pass digital signature. These areas are a tan color. The mission aviation safety plan will come back to the field in PDF format for ease of link pass signatures.

RETENTION AND FILING OF PLAN

Once the mission safety plan is approved, the plan will be maintained in the dispatch office and referenced during flight. Retention of the plan and daily briefing sheets by the forest, refuge or unit shall be one year: reference NSHO Chapter 3, Mission Aviation Safety Plans, or any other governing policies that refer to MASP retention per aircraft type.

SOUTHERN REGION-MISSION AVIATION SAFETY PLAN

Forest-Refuge-Unit: National Forest in Florida	**District-Unit**: Ocala National Forest

Agency Requesting Mission	**Anticipated Date(s)** YES ☐ NO ☒	**Calendar Year**
FS ☒ NPS ☐ BLM ☐ FWS ☐ BIA ☐ STATE ☐ OTHER ☐	**Calendar Year** YES ☒ NO ☐ ---------→ **Date Variance Acceptable** YES ☐ NO ☒ ***Document variance in aviation safety plan briefing sheet or ICS 214***	**2023**

Aircraft Type					
Fixed	**Rotor**	**UAS**	**Start Date**	**End Date**	**MASP Objectives**
☐	☒	☐	**1/1/2023**	**12/31/2023**	**Training** ☒ **Resource** ☐ **LE&I Mission(s)** ☐ **Incident** ☐ **Emr. Ops** ☐ **Emr. Readiness** ☐

Mission prepared by: /s/ Ryan Hudgins	**Title**: Helicopter Crewmember	8/9/2022
Mission reviewed by: (OPTIONAL) Forest Level: Click here to enter text.	**Title**: Choose an item.	Click here to enter a date.
Mission review by: (OPTIONAL) Regional Level: Click here to enter text.	**Title:** Choose an item.	Click here to enter a date.
Mission review by: (OPTIONAL) Zone Aviation Officer: /s/ Joshua Pierotte	**Title**: Zone Aviation Officer (south)	10/26/2022
Mission reviewed by: (REQUIRED) RASM: JAMES KEYES Digitally signed by JAMES KEYES Date: 2022.11.07 13:36:49 -05'00'	**Title**: Regional Aviation Safety Manager or Acting	See signature for date.
Mission reviewed By: (REQUIRED) RAO: Michael Bot Digitally signed by Michael Bot Date: 2022.11.16 08:50:46 -05'00'	**Title**: Regional Aviation Officer or Acting	See signature for date.
Mission-Risk Assessment approved by: Forest Service Line, IC, or Ops Section Chief- KELLY RUSSELL Forest Supervisor Digitally signed by KELLY RUSSELL, Forest Supervisor Date: 2022.11.28 09:48:42 -05'00'	**Title**: Forest Supervisor or Acting	See signature for date.

SOUTHERN REGION-MISSION AVIATION SAFETY PLAN

Mission Supervisor:	Alternate Mission Supervisor:
Helicopter Manager	**Forest Aviation Officer or Zone Aviation Officer**

**** Participant's qualifications and responsibilities verified/discussed during daily briefing****

Mission Name

Ocala N.F- S-271, A-219, and Contract Compliance CY 2023

Mission Description:

Note: Compliance with the operational procedures outlined in the Mission Aviation Safety Plan is required.

The mission will involve the use of an Exclusive Use, Call-When-Needed (CWN), or agency owned aircraft (WCF) for the training of helicopter crewmembers and helicopter longline/remote hook specialists. Training flights will be commensurate with the NWCG S-271 Helicopter Crewmember and the IAT A-219 Helicopter Transport of External Loads training guides. All training missions will comply with the NWCG Standards for Helicopter Operations (NSHO) and the Interagency Transportation of Hazardous Materials Guide. All operations will be in conjunction with the vendors 133, 135, and 137 certificates.

Mission Objectives:

- Provide helicopter crewmember, remote hook/longline specialist training, and pilot currency training per contract.
- Provide initial training in helicopter operations and familiarity with utilizing helicopters in the field.
- Provide quality re-currency training to qualified helicopter crewmembers and helicopter longline/remote hook specialists.

Aircraft Justification for Mission:

The use of aircraft in this mission is set forth by recommendations and requirements found in the instructor's guides under the field exercises of S-271 and A-219. All helicopter crewmembers are required to take and pass the S-271 course to become qualified per FSM 5109.17. Helicopter crewmembers (CWN) require RT-219 and A-110 Aviation Transportation of Hazardous Materials tri-annually, after the initial completion of the course, per Forest Service Fire and Aviation Qualifications Guide Chapter 2, Part 1 (FSFAQG). Exclusive use crewmembers require S-271 Annual Helicopter Crewmember course and A-110 Aviation Transportation of Hazardous Materials (must complete course or serve as instructor) per FSFAQG Chapter 4.

SOUTHERN REGION-MISSION AVIATION SAFETY PLAN

Aircraft Information: ***Refer to Appropriate page for UAS 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

Cooperator ☐ Click here to enter text. **Agency** ☒ Click here to enter text.

Vendor ☒ Click here to enter text. **Military** ☐ Click here to enter text.

Other ☐ Click here to enter text.

Rotor Wing: **Type One** ☐ **Type Two** ☒ **Type Three** ☒

*** 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 (helicopter or fixed-wing only below).**

Vendor: HELOAIR **Tail number: N196TA**

Model: Bell 407 **Unknown CWN** ☒ **Unknown EU** ☒

** CWN helicopter information attained after hiring process**
Unknown or multiple aircraft in use (CWN or EU)- mark appropriate boxes, 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: **EU or CWN** **Unknown** ☐	**Estimated Flight Hour Cost:** Click here to enter text. **Unknown** ☒
Missioned Flight Hours: Click here to enter text. **Unknown** ☒	**Estimated Miscellaneous Cost(s):** Click here to enter text. **Unknown** ☒
Charge Code: Click here to enter text. **Unknown** ☒	

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

Mission Risk Assessment Matrix Scale				
	Severity			
Likelihood	Negligible IV	Marginal III	Critical II	Catastrophic I
Frequent A				
Probable B				*High 4*
Occasional C			*Serious 3*	
Remote D		*Medium 2*		
Improbable E	*Low 1*			

Severity and Likelihood Scale Definitions

Severity

Catastrophic	Fatalities and or loss of the system.
Critical	Severe injury and or major system damage.
Marginal	Minor injury and or minor system damage.
Negligible	Less than minor injury and or less than minor damage.

Likelihood

Frequent	Likely to occur and continuously experienced.
Probable	Will occur several times and occur often.
Occasional	Likely to occur sometimes and will occur several times.
Remote	Unlikely to occur, but possible. Unlikely, but expected to occur.
Improbable	So unlikely, assume it will not occur. Unlikely to occur, but possible.

Appropriate Management Level for Operational Risk Decisions

Risk Level	Fire	Mission: Non-Fire
High	Incident Commander or Operations Sections Chief	Line Officer/Manager
Serious	Incident Commander or Operations Sections Chief	Line Officer/Manager
Medium	Air Operations Branch Director	Mission Aviation Manager
Low	Base Manager	Helicopter or Flight Manager

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Helicopter Training Operations		Pre Mitigation				Post Mitigation		
Sub System(s)	**Hazards**	**Likelihood**	**Severity**	**Risk Level**	**Mitigation**	**Likelihood**	**Severity**	**Risk Level**
Mission	MASP/Go-No-Go checklist absent or not complete.	Occasional	Critical	Serious-3	Ensure MASP and risk assessment are completed and approved at the appropriate level. Stress that on the "GO/NO GO checklist," a "NO-GO" halts the operation	Improbable	Critical	Medium-2
Environment	Mountainous terrain.	Frequent	Catastrophic	High-4	Ensure pilot is trained, experienced, and qualified. Aircraft appropriate for mission and carded. Provide recon flight of area prior to mission or training.	Remote	Catastrophic	Serious-3
	Weather/wind conditions/density altitude.	Frequent	Catastrophic	High-4	Ensure pilot is trained and qualified. Aircraft appropriate for the mission. Obtain local weather forecast and make apart of daily briefing.	Remote	Catastrophic	Serious-3
	Aircraft avoidance. Possibility of general aviation/military aircraft or MOA or MTR.	Occasional	Critical	Serious-3	Deconfliction of airspace will be done by Dispatch. See and avoid VFR rules. Possible military aircraft may be operating in MTR/MOA at any given time.	Remote	Critical	Medium-2

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Helicopter Training Operations		Pre Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Environment	Snags, other ground, or aerial hazards.	Probable	Critical	High-4	High recon before low flight to locate. Plan flight according to pilot familiarity with helispots and sling spots within the training or mission area.	Occasional	Critical	Serious-3
Communication	Poor communications between aircraft & ground personnel.	Frequent	Critical	High-4	Do not proceed without proper communication. Check communication prior to flight operations.	Occasional	Critical	Serious-3
	Frequency selection for the mission.	Occasional	Critical	Serious-3	Frequencies and procedures located in MASP will be identified during operational briefings with all personnel participating in the mission and verified as operational before flight.	Remote	Critical	Medium-2
Human Factors	Lack of proficiency or inexperience of personnel.	Occasional	Marginal	Medium-2	Check qualifications prior to the mission. Provide additional experience opportunities for those needing more practice. Provide proper ratio of qualified to non-qualified personnel to safely conduct the mission.	Remote	Marginal	Medium-2

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Helicopter Training Operations		Pre Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Human Factors	Lack of familiarity with equipment and/or aircraft.	Remote	Catastrophic	Serious-3	Ensure personnel are trained on devices being used and have current training on aircraft and equipment. Pre-briefing and training with equipment/aircraft should be conducted prior to mission operations.	Improbable	Catastrophic	Medium-2
	Sense of urgency/pressure/mission driven.	Probable	Critical	High-4	Ensure personnel are not placing undue pressure on the pilot(s). Practice thorough risk assessment and brief/debrief. Mission decision made at appropriate level. PIC has final say in mission being conducted.	Occasional	Critical	Serious-3
	Estimating cargo weights.	Probable	Critical	High-4	Ensure calibrated scales are being used and allow adequate time to prepare loads. Loads shall not be flown if they are estimated.	Remote	Critical	Medium-2
Equipment	Cargo hook failure leading to dropped load or inability to release the load. Inappropriate length of line.	Remote	Critical	Medium-2	Follow manufacture's inspection and maintenance procedures. Request annual cargo hook maintenance card. Conduct a functional check of cargo hook during belly hook electrical and manual release check prior to flight operations. Follow NSHO policy and contract language. Ensure pilot is carded for mission. Use qualified personnel insight selection.	Improbable	Critical	Medium-2

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: **Helicopter Training Operations**		**Pre Mitigation**				**Post Mitigation**		
Sub System	**Hazard**	**Likelihood**	**Severity**	**Risk Level**	**Mitigation**	**Likelihood**	**Severity**	**Risk Level**
Hazards	Poor visibility due to smoke, sun, or shadows.	Occasional	Critical	Serious-3	Time missions for optimal visibility. PIC retains final say in mission. Follow contract, NSHO guidelines and FAA VFR rules.	Remote	Critical	Medium-2
	Unfamiliar sling spot, steep terrain, snags, & other ground hazards.	Frequent	Critical	High-4	Conduct proper pre-mission briefings. Recon site before slinging gear. Ensure qualified personnel are on-site when hooking external loads to the aircraft. Have on-site personnel recommend length of line needed to safely conduct sling operations.	Remote	Critical	Serious-3
Performance	Operating outside design limitations of the helicopter.	Occasional	Catastrophic	High-4	Ensure Helicopter Manager is trained in mission planning. PIC flying aircraft working within limits of the rotorcraft flight manual.	Remote	Catastrophic	Serious-3
Final Assessment: Low-1 ☐ Medium-2 ☐ Serious -3 ☒ High-4 ☐		**Prepared By: Joshua Pierotte**				**10/26/2022**		

Map Of Mission Area: **Refer to page 19 of the MASP for the forest hazard map. The map of the mission area will be reviewed before all flights.**

Aerial Hazard Analysis: **Ocala Helibase has completed a Flight Hazard Map, which identifies existing, known hazards. A copy of the hazard map will be provided to the pilot as a working reference. Along with such aviation hazards as airports, towers, power lines, major highways, and subdivisions, 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 and the Pilot will review the Aviation Flight Hazard Map before flight operations commence.**

Aircraft Performance Planning:
The pilot is responsible for the accurate completion of load calculations or PPC (military performance planning). Trained personnel shall ensure that aircraft scheduled are capable of performing the mission(s) safely and within the capabilities of the aircraft selected. The helicopter or flight manager shall ensure that manifests, load calculations, weight & balance are completed properly using accurate environmental and aircraft data. Reference NSHO chapter 7 or chapter 70 of the Military Use Handbook for additional information.

Personal Protective Equipment: * Always refer back to current ALSE, NSHO, and manual direction*	
Type of Operation- Check applicable boxes that may apply to the mission	**Personnel protective equipment requirements**
☒ **Rotor Wing Ground Operations Including UAS**	Fire-resistant clothing, hard hat w/chin strap or SPH-5 flight helmet or other approved model, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. *Refer to appropriate guides or policies for UAS PPE pending mission*
☒ **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)**	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*
☐ **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. *
☐ **Fixed Wing**	Refer to current IASG, ALSE, and 5700 manual directions for PPE requirements.

SOUTHERN REGION-MISSION AVIATION SAFETY PLAN

Helicopter, Fixed Wing, or UAS Pilot Information: *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**

Pilot Name (P1): PIC/Primary Click here to enter text.	**Pilot Phone Number:** Click here to enter text.
Pilot Name (P2): Co-Pilot/Relief Click here to enter text.	**Pilot Phone Number:** Click here to enter text.
Pilot Carded For Mission: Yes ☐ No ☐ **Charter 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:**	**Pilot Card (P1) Expiration Date:** Click here to enter a date. **FAA-UAS Lic. #** Click here to enter text. **Pilot Card (P2) Expiration Date:** Click here to enter a date. **FAA-UAS Lic. #** Click here to enter text.
Low-Level Recon & Survey P1 ☐ P2 ☐ **Helitack-Passenger Transport P1 ☐ P2 ☐** **External Load (Belly Hook) P1 ☐ P2 ☐** **Water-Retardant Delivery P1 ☐ P2 ☐** **Longline VTR (150') P1 ☐ P2 ☐** **Snorkel VTR ☐ Mirror ☐ P1 ☐ P2 ☐** **Mountainous Terrain Flying P1 ☐ P2 ☐** **Aerial Ignition (PSD) P1 ☐ P2 ☐** **Aerial Ignition (Torch) P1 ☐ P2 ☐** **Rappel Operations P1 ☐ P2 ☐** **Cargo Letdown P1 ☐ P2 ☐** **Snow Operations (Deep Snow) P1 ☐ P2 ☐** **Hoist P1 ☐ P2 ☐** **UAS P1 ☐ P2 ☐ Check and complete next section**	**Designated "Pilot Trainer" P1 ☐ P2 ☐** **"Trainee Only" Pilot P1 ☐ P2 ☐** **Short Haul LE ☐ SAR ☐ P1 ☐ P2 ☐** **Float Operations (Fixed) P1 ☐ P2 ☐** **Platform Landings-Offshore P1 ☐ P2 ☐** **Vessel Landings P1 ☐ P2 ☐** **Night Vision Goggle Operations P1 ☐ P2 ☐** **ACETA Net Gun (All ACETA) P1 ☐ P2 ☐** **ACETA Eradication P1 ☐ P2 ☐** **ACETA (Herding) P1 ☐ P2 ☐** **ACETA Darting-Paintball P1 ☐ P2 ☐** **STEP P1 ☐ P2 ☐** **Other ☐ P1 ☐ P2 ☐** Click here to enter text.

SOUTHERN REGION-MISSION AVIATION SAFETY PLAN

UAS Section:

Procurement:

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

Comments- Click here to enter text.

Aircraft Information: *Attach addendum page if running multiple aircraft*

☐ **Fixed-Wing** **UAS Make –** Choose an item. **UAS Model –** Choose an item.

☐ **Rotor-Wing (VTOL)**

Carded for Mission - ☐ **YES** ☐ **NO**

Card Expiration Date - Click here to enter text.

Registration #- Click here to enter text.

Aircraft Color Scheme - Click here to enter text.

Crew: Other Than Pilot: Pilot(s) information found on Helicopter and Fixed-Wing Pilot Information Sheet

UAS Crew Leader – Click here to enter text.	**Contact Number -** Click here to enter text.
UAS Data Specialist (1) - Click here to enter text.	**Contact Number -** Click here to enter text.
UAS Data Specialist (2) - Click here to enter text.	**Contact Number -** Click here to enter text.
UAS Visual Observer (1) - Click here to enter text.	**Contact Number -** Click here to enter text.
UAS Visual Observer (2) - Click here to enter text.	**Contact Number -** Click here to enter text.
Additional Crew - Click here to enter text.	**Contact Number -** Click here to enter text.
Trainee Pilot/FAA UAS Lic. # - Click here to enter text.	**Contact Number -** Click here to enter text.
Trainee Pilot/FAA UAS Lic. # - Click here to enter text.	**Contact Number -** Click here to enter text.
Trainee Pilot/FAA UAS Lic. # - Click here to enter text.	**Contact Number -** Click here to enter text.

TFR Information:

Click here to enter text.

Airspace Authorization:

☐ **Part 107** ☐ **107/LAANC** ☐ **SGI Waiver** ☐ **COA** ☐ **FAA/DOI MOA**

Authorization Comments – Click here to enter text.

Lost Link and Flyaway Procedures-Protocols:

Click here to enter text.

Special Consideration-Safety Concerns-Comments Section:

Click here to enter text.

SOUTHERN REGION-MISSION AVIATION SAFETY PLAN

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: AFF ☒ Radio (Local or GACC aircraft desk) ☒

FAA Flight Plan: (Agency-owned or agency contracted aircraft mission) ☒

FAA Flight Plan: (Charter aircraft non-agency controlled mission) ☐

FM Receive: 172.3750	FM Transmit: 165.2250	RX: No Tone TX: Tone 2 123.0 Digital- $4CE
FM Receive: 168.6750	FM Transmit: 168.6750	RX: No Tone TX: No Tone
FM Receive: 167.6250	FM Transmit: 167.6250	RX: No Tone TX: No Tone
AM Receive: 122.125	AM Transmit: 122.125	No Tone

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

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

Mission supervisor, alternate supervisor, or delegated manager shall confirm deconfliction in these routes and areas prior to the flight 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
R-2906 and 2907	VR-1010, VR-1041, and VR-1040. VR- 1500 ft. AGL and above.	Hot ☐ Cold ☐ N/A ☐	Start: Check Daily with Sealord Stop: Click here to enter text.	UTC ☐ Local ☒
R-2910	VR-1009, VR-1008, VR-1005, VR-1039, and IR-023 VR- 1500 ft. AGL and above. IR- 1500 ft. AGL and below.	Hot ☐ Cold ☐ N/A ☐	Start: Check daily with Sealord Stop: Click here to enter text.	UTC ☐ Local ☒

Crash Rescue/Medivac Plan

General Instructions (in the event of an incident): **Mission site duties and actions to be coordinated through dispatch in accordance with local search & rescue (SAR) and emergency crash rescue plan(s). These items will be discussed and recorded during the daily safety briefing.**

Specified crash rescue duties will be assigned to ground operations personnel each day before flights of any kind. Crash rescue and first aid equipment will be located near the helicopter operations site, and equipment's 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** ☐ **NO** ☐

Names:

Click here to enter text. Click here to enter text. Click here to enter text. Click here to enter text.

First responder(s) on-site: **YES** ☐ **NO** ☐

Names:

Click here to enter text. Click here to enter text. Click here to enter text. Click here to enter text.

Available medivac helicopter(s)? **YES** ☐ **UNKNOWN** ☐

***Unknown: Select if medivac helicopter is not to be ordered for the mission or incident before 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** ☐ **NO** ☐

Level of care medivac helicopter personnel can provide: **ALS** ☐ **BLS** ☐ **Unknown** ☐

FAA Tail #(s) Click here to enter text.	**Contact Information:** Click here to enter text.

Hoist/Rappel/Extraction Capable? **YES** ☐ **NO** ☐

Check all that apply: **Hoist** ☐ **Rappel** ☐ **Short Haul** ☐

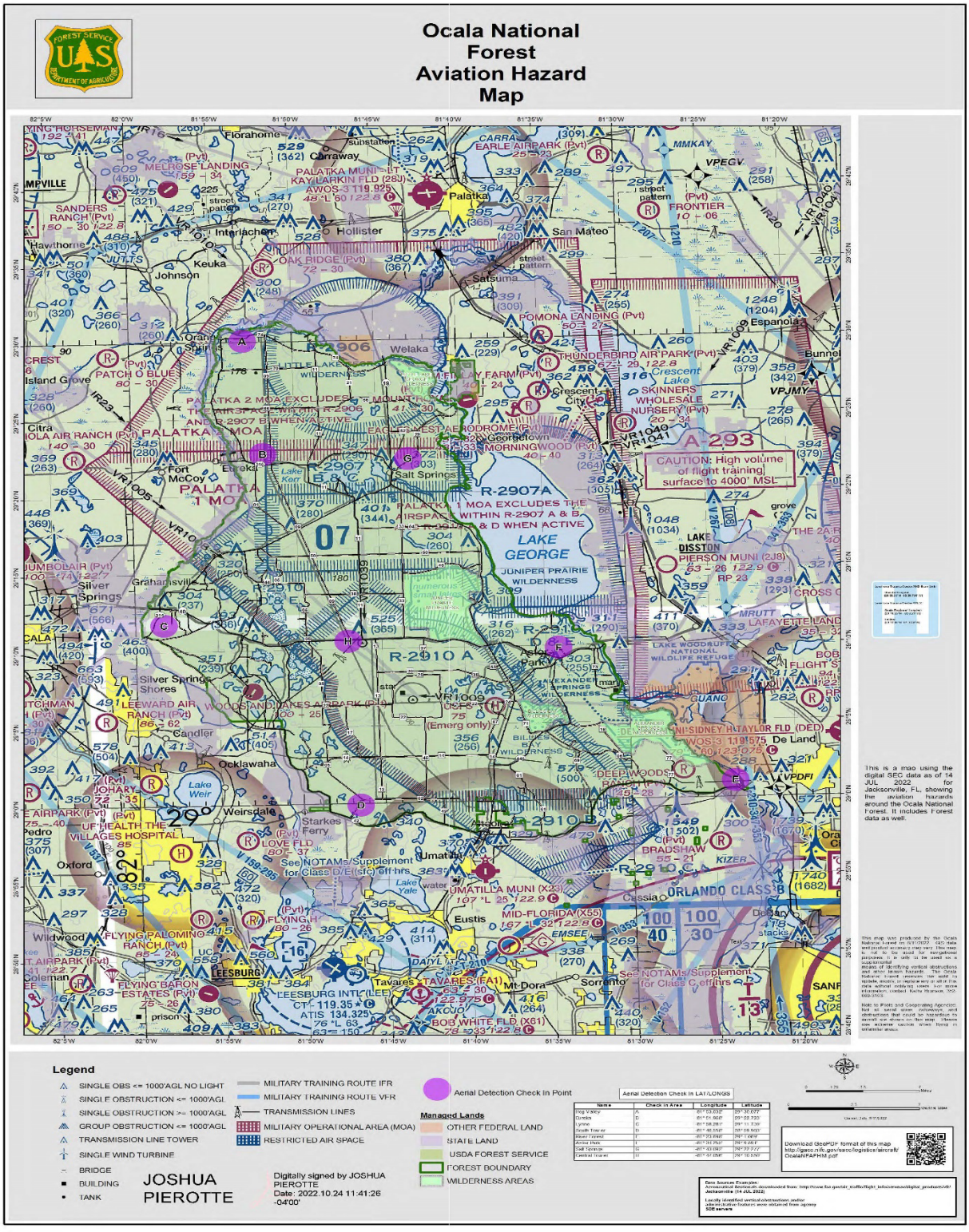
Additional medical information attached? YES ☐ NO ☒

MEDICAL FACILITY	Name/Location/Helipad Information	Helipad
Florida Hospital Waterman	Waterman Hospital/City of Tavares/ Helipad marked with H and Lighted	YES ☒ NO ☐
Latitude N 28 48.50'	Longitude W 081 52.04'	Contact Freq EMS Med 7 Rx 463.150 TX 468.150 Tone 94.8

MEDICAL FACILITY	Name/Location/Helipad Information	Helipad
Putman Community	Putman Community / City of Platka/ Helipad next to ER on the ground	YES ☒ NO ☐
Latitude N29 38.60'	Longitude W081 41.60'	Contact Freq None have dispatch notify hospital by Landline 386-328-5711

NEAREST BURN FACILITY	Name/Location/Helipad Information	Helipad
Shands Hospital	Shands/ Gainesville/ On Roof on the south side Pad 2	YES ☒ NO ☐
Latitude N29 38.42'	Longitude W082 20.55	Contact Freq Rx 123.02 Tx 123.02

Flight Hazard Map CY23



☒ **Doors Off or Doors Open Flight(s)**	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* **Safety Alert IASA 18-03 language** *"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".*

Doors Off or Open Operations checklist: **All items shall be covered and signed for prior to 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.

Vendor Name:	Aircraft Model:	Aircraft Make:	FAA#:
Mission Supervisor/Manager:	Date:	Pilot:	Date:

Participant's Name: Print	Date	Participant's Name: Print	Date

Appendix 1

Hazardous Materials Manifest

Form (cont.) DOT-SP-9198

Date: Click or tap to enter a date. Aircraft #: Click or tap here to enter text. Bureau/Agency: Click or tap here to enter text.

Common Name	Shipping Name	Hazard Class	UN #	ERG #	QTY	WT
Acetylene	Acetylene, dissolved	2.1 Flammable Gas	UN1001	116		
Aerosols	Aerosols non-flammable each not exceeding one-liter capacity	2.2 Non-Flammable Gas	UN1950	126		
Aerosols starting fluid, WD-40	Aerosols flammable each not exceeding one-liter capacity	2.1 Flammable Gas	UN1950	126		
Batteries dry	Batteries dry, containing potassium hydroxide solid electric storage	8 Corrosive	UN3028	154		
Batteries wet	Batteries wet filled with acid	8 Corrosive	UN2794	151		
Batteries wet	Batteries wet filled with alkali	8 Corrosive	UN2795	131		
Batteries wet	Batteries wet non-spillable	8 Corrosive	UN2800	154		
Bear spray, irritants	Aerosols flammable each not exceeding one-liter capacity	2.1 Flammable Gas	UN1950	126		
Biomedical waste	Infectious substances affecting humans	6.2	UN2814	158		
Cartridge	Cartridge for small arms	1.4s	UN0012	114		
Clorox, liquid bleach	Hypochlorite Solutions	8 Corrosive	UN1791	154		
Diesel	Diesel, fuel	3 Flammable	UN1993	128		
Drip torch fuel	Gasoline/ Diesel	3 Flammable	UN1203	128		
Engine, internal combustion	Engine, internal combustion, flammable gas powered *or* Engine, fuel cell, flammable gas powered *or* Machinery, internal combustion, flammable gas powered *or* Machinery, fuel cell, flammable gas powered	2.1	UN3529	135, A200		

Hazardous Materials Manifest

Form (cont.) DOT-SP-9198

Date: Click or tap to enter a date. Aircraft #: Click or tap here to enter text. Bureau/Agency: Click or tap here to enter text.

Common Name	Shipping Name	Hazard Class	UN #	ERG #	QTY	WT
Engine, internal combustion	Engine, internal combustion, flammable liquid powered *or* Engine, fuel cell, flammable liquid powered *or* Machinery, internal combustion, flammable liquid powered *or* Machinery, fuel cell, flammable liquid powered	3	UN3528	135, A20 0		
Engine, internal combustion	Engine, internal combustion *or* Machinery, internal combustion	9	UN3530	135, A20 0		
Engines internal combustion	Engine internal combustion flammable gas powered	9 Misc.	UN3166	128		
Fire extinguisher	Fire extinguisher	2.2 Non-Flammable Gas	UN1044	126		
Fireline explosives FLE	Explosive blasting type E	1.1D EXPLOSIVES	UN0241	112		
Flare shell Pistol flare	Flammable solid, inorganic, nos (Aluminum powder)	4.1 Flammable Solid	UN3178	133		
Fuel white gas	Petroleum distillates, nos, (Naphtha solvent)	3 Flammable	UN1268	128		
Fuel, aviation jet-A	Fuel aviation, turbine engine	3 Flammable	UN1863	128		
Fusee	Fusee (rail or highway)	4.1 Flammable Solid	UN1325	133		
Gasoline	Gasoline	3 Flammable	UN1203	128		
Lithium battery	Lithium battery	9 Misc.	UN3090	138		
MAPP gas helitorch	Methyl acetylene propadiene propane mixtures stabilized	2.1 Flammable Gas	UN1060	116P		
Nitrogen	Nitrogen, compressed	2.2 Non-Flammable Gas	UN1066	121		
Nitrogen refrigerated	Nitrogen, refrigerated liquid, cryogenic liquid	2.2 Non-Flammable Gas	UN1977	120		

Hazardous Materials Manifest

Form (cont.) DOT-SP-9198

Date: Click or tap to enter a date. Aircraft #: Click or tap here to enter text. Bureau/Agency: Click or tap here to enter text.

Common Name	Shipping Name	Hazard Class	UN #	ERG #	QTY	WT
Oxygen	Oxygen, compressed	2.2 Non-Flammable Gas	UN1072	122		
Paint	Paint including lacquer, enamel, stain, shellac, solutions, varnish, polish, liquid filler, and lacquer base, wood preservative	3 Flammable	UN1263	128		
Petro-gel helitorch	Gelling agent-helitorch	3 Flammable	UN1230	131		
Petroleum oil	Petroleum oil	3 Flammable	UN1270	128		
Plastic spheres	Potassium permanganate	5.1 Oxidizer	UN1490	140		
Propane	Petroleum gases, liquefied	2.1 Flammable Gas	UN1075	115		
Total Weight						
Shipper's Signature		Location				
Pilot's Signature						