

SHASTA-TRINITY NATIONAL FOREST

AVIATION MISSION OPERATIONAL PLAN

(AMOP: 8½" x 11" Binder)

2022

6/13/22 Version 6.0

USDA FOREST SERVICE, SHASTA TRINITY NATIONAL FOREST



AVIATION MISSION OPERATIONAL PLAN



Updated by SHF FAO 6/13/22

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1.0 Shasta-Trinity National Forest Message

INTENT: The intent of the Shasta-Trinity National Forest (SHF) leadership is for all personnel engaged in fire and aviation activities to know they are empowered to make hazard identification, hazard communication and risk management the number one priority for all operations.

PURPOSE: The SHF Aircraft Mission Operations Plan (AMOP) is planned to provide personnel conducting fire and aviation operations on the SHF readily available information that is relevant to daily operations. All incoming aircrews should receive an in briefing to operations on the forest or incident. If at any time any user(s) of this document have questions on any operations that cannot be answered with the resources available. The expectation is that appropriate contacts be made with key stations or personnel to enable us to assist your operations as needed. Key contact information is contained within this document.

SHASTA-TRINITY NATIONAL FOREST: The SHF headquarters is co-located with the Northern California Service Center at the Redding Municipal Airport. The forest unit is divided up into four management units, The South Fork Management Unit (**SFMU**/Division 2), the Trinity River Management Unit (**TRMU**/Division 3), the Shasta Lake Management Unit (**SLMU**/Division 5), and the Shasta McCloud Management Unit (**SMMU**/Division 7). The SHF shares boundaries with the Mendocino, Six Rivers, Klamath, and Lassen National Forests. In addition the forest is intermixed and adjacent to several Cal Fire Units including the Shasta-Trinity (SHU), Lassen Modoc (LMU), Humboldt (HUU) and Tehema-Glenn (TGU) units.

The SHF is the largest forest in California with elevations from 1000 to 14,162 feet. The 2.1 million acre forest encompasses five wilderness areas, hundreds of mountain lakes and 6,278 miles of streams and rivers. **Typical summertime temperatures in the lower elevations are 100+ degrees. High temperatures and high elevations commonly combine to create high density altitude environments challenging aviation operations.**

Fuels, Weather, Topography and Fire Behavior: Fuel conditions on the forest are dominated in the lower elevations and on south facing slopes by chaparral and hardwoods, as single stands or as understory in the conifers. **Many of these stands have a high dead component because of storm damage.** Conifers are found in drainages, on north slopes and on all aspects at higher elevations. **Many of these mid and upper elevation conifer stands have also been damaged by winter storms and mortality from past wildfires and other disturbances.**

Note: Refer to the SHF Pocket Card for fire danger history & local factors information, (Attachment 12.7).

Summertime conditions are influenced by gradient winds that are created when low-pressure systems pass through the area. Northerly winds are most often subsidence driven and can be quite strong, especially in the foothills around Shasta and Trinity Lakes and in drainages that are positioned in a North/South direction. Southwest winds created from frontal passage are especially strong in the flat areas of the eastern forest and at ridge top level throughout the forest. Past experience also indicates that a deep coastal marine layer can result in strong westerly winds in valleys and drainages on the west side of the forest (South Fork Management Unit & Trinity River Management Unit).

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Rugged terrain is found in all areas. There is very little gentle ground. Limited access to steep and remote areas combined with heavy fuels can contribute to fires escaping initial attack and create dangerous fire behavior.

Remote Workplaces: A predominate consideration is remoteness and the inherent issues surrounding medical evacuation if required. ***Access and egress challenges exist resulting in a high reliance on aviation assets in what can be an extremely challenging flight environment*** (i.e. poor visibility, multiple incident airspaces, high wind and turbulence, etc.)

Forest Resources: The SHF is the home of one interagency air attack base, one permanent helibase with an IA Type II Helicopter and helitack crew, two Type I Interagency Hotshot Crews, twenty Type III Engines, two dozers, three water tenders, thirteen prevention units and seven Law Enforcement Officers.

- The **Redding Air Attack Base (RAAB) (530-226-2745) (Ramp Frequency 123.975)** located at the Redding Municipal Airport (RDD) supports US Forest Service and Cal Fire fixed wing air attack & airtanker operations. The typical daily aircraft line up at RAAB consists of one OV-10 air attack AA-240, Two S-2 airtankers T-94 and T-95. One King-Air air attack training platform AA-503 (See RAAB information contained in this package).
- The **Trinity Helibase (530-286-2255) (Air to Ground 43 - 167.6000)** is home to the **Shasta-Trinity Helitack Crew**. One Exclusive Use IA Type II helicopter “Helicopter 506” is assigned. The helitack crew staffs the helicopter daily throughout the Mandatory Availability Period, May 28th through October 24th. The helitack crew is a highly mobile, highly motivated resource that has a multiplicity of capabilities to bring to bear to accomplish objectives.
- The **Redding Interagency Command Center (RICC: 530-226-2400 Day/530-226-2499 24hr)** is located in Redding proper. The facility is an Interagency Dispatch Facility supporting both the SHF and SHU.
- The **Northern California Air Group (RAG) (NOPS Ramp Frequency 122.975 / Ground Use Only)** is located just south of the RAAB. All the following aircraft are housed and dispatched out of NOPS nationally: Two aircraft with the ASM/Leadplanes program “Lead/Bravo 55 and 58”, one aircraft with the Air Attack training platform “AA-50”, and two Jump aircraft “Jump 42 & Jump 52”.

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2.0 General Information

2.1 Introduction

- **INTENT**
 - The intent of the Shasta-Trinity National Forest Aviation Management is to promote aviation safety, effectiveness, and efficiency.
- **PURPOSE**
 - To provide information to aviation personnel concerning SHF aviation operations and procedures.
 - To standardize procedures for aviation activities on the Shasta-Trinity N. F.
- **DISCLAIMER**
 - The information contained herein cannot be assumed to be 100% accurate, although every effort has been made to publish correct and current data.
 - ***This guide does not eliminate the need for procedural, operational and safety briefings.***

2.2 Shasta-Trinity National Forest (SHF)

- Largest Forest in Region 5, (2.1 million acres)
- Elevations from 1000 to 14,162 feet MSL
- Many critical waterways
- Made up of four management units:
 - South Fork Management Unit (**SFMU**/Division 2)
 - Trinity River Management Unit (**TRMU**/Division 3)
 - Shasta Lake Management Unit (**SLMU**/Division 5)
 - Shasta McCloud Management Unit (**SMMU**/Division 7)
- Dispatch Center: Redding Interagency Command Center (**RICC**)

2.3 Shasta-Trinity Unit, CALFIRE (SHU)

- Response areas throughout Shasta and Trinity counties
- Dispatch Center: Redding Interagency Command Center (**RICC**)

2.4 Fuels, Weather & Fire Behavior

- **FUELS**
 - Multiple fuel models present throughout the **SHF & SHU**
 - Grass/Brush model in lower elevations
 - Timber/Slash model in higher elevations
- **WEATHER**
 - Hot, dry summers.
 - Thunderstorms common May through Fall
 - Local Wx heavily influenced by Gradient winds

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- **FIRE BEHAVIOR**

- Major contributors:
 - Steep terrain
 - Local wind factors
 - Low Relative Humidity
 - Heavy dead fuel component
- Most fires on the SHF are terrain and fuels driven.

Note: Refer to the SHF Pocket Card for fire danger history & local factors information, (Attachment 12.7).

2.5 Area Aviation Resources

- Refer to Attachment 12.6 - California Air Tactical, Airtanker and Helicopter Dispatch Maps.

3.0 Shasta-Trinity National Forest Key Contact Information

Name	Radio Ident	Unit	Assignment	Office Phone	Cell Phone
Redding Interagency Command Center				530-226-2400 530-226-2499 24hr	
Redding Air Attack Base				530-226-2745	
Trinity Helibase				530-286-2255	
Forest Duty Officer				530-255-4801	

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Todd Mack	Chief-1	HQ	Chief	226-2527	859-2774
James Courtright	Chief-2	HQ	Deputy Chief-Fuels	226-2383	707-798-7535
Alex McBath	Chief-3	HQ	Deputy Chief-Operations	226-2391	604-8642
Cole Wallace	DIV-9	HQ	Aviation Officer	226-2377	907-738-1224
Kevin Osborne	DIV-7	HQ	Fire Planner	226-2392	530-782-2712
Jason Colby	DIV-8	HQ	ECC Center Manager	241-9622	530-941-7559
Joni Olson	BC-84	HQ	ECC Battalion Chief	241-9625	526-7218
Thomas Buckner	BC-85	HQ	ECC Battalion Chief	241-1356	598-6392
Kelly Mathis	BC-91	TB	Air Tanker Base Manager	226-2796	951-496-6324
Ryan Reginato	Safety 1	HQ	Safety Officer	226-2319	530-551-1729
Randy Jennings	DIV-2	SFMU	Division Chief	628-1240	394-8093
Mike Anderson	BC-11	SFMU	Battalion Chief	352-4031	366-6078
Cheveyo Munk	BC-21	SFMU	Battalion Chief	628-1242	570-3880
Dan Ostmann	DIV-21	SFMU	Fuels Specialist	226-2496	768-4464
Christopher Losi	Ranger 2	SFMU	Ranger	628-1200	227-5250
Glen Tingley	DIV-3	TRMU	Division Chief	623-1740	768-4785
Jim Yacoub	BC-31	TRMU	Battalion Chief	623-1870	215-5025
Brian Fabbri	BC-41	TRMU	Battalion Chief	623-1741	598-0021
Tim Ritchey	BC-42	TRMU	Battalion Chief Fuels	623-1747	524-2781
VACANT	Fuels-41	TRMU	Fuels Specialist	623-1785	440-8098
VACANT	Fuels-43	TRMU	Fuels Officer	623-1788	
Tara Jones	Ranger 4	TRMU	Ranger	623-1700	949-6799
Pat Bell	DIV-5	SLRD	Division Chief	242-5540	661-565-5273
Rob Holt	BC-51	SLRD	Battalion Chief-Operations	242-5541	339-1144
Justin Reglin	BC-52	SLRD	Battalion Chief-Fuels	242-5557	661-565-5273
Brandon Dethlefs	DIV-51	SLRD	Fuels Specialist	242-5548	261-2566
Sarah Acridge	Ranger 5	SLRD	Ranger	242-5500	920-627-9923
Paul Zerr	DIV-7	SMMU	Division Chief	926-9625	360-1661
Drew Graham	BC-61	SMMU	Battalion Chief	926-9641	782-0952
Josiah Obst	BC-71	SMMU	Battalion Chief	964-3741	859-3551
Vacant	DIV-71	SMMU	Fuels Specialist	964-3770	
Steve Clark	Fuels-72	SMMU	Fuels Officer	964-3748	859-2897
Carolyn Napper	Ranger 7	SMMU	Ranger	926-9620	925-1605

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4.0 Aircraft Dispatching & Flight Following

4.1 Aircraft Ordering: All requests for aircraft will be ordered through the Redding Interagency Command Center (**RICC**). All flight crews will receive a briefing. Air crews checking in at the Fire Traffic Area will be briefed by the incident aerial supervisor or ground resources.

4.2 Ordering and Dispatching Flights: With the exception of commercial flights, all requests for aircraft will be ordered through **RICC**. **RICC** will notify the FAO or acting of all planned orders. The FAO or designee should assure briefing has occurred with pilot and flight crew.

4.3 Dispatch Information: All aircraft orders will be dispatched utilizing the form FC-106. You can find an example of the FC-106 in Attachment 12.2 and at the following website:

- http://gacc.nifc.gov/oncc/logistics/aviation/docs/12_fc106_interagency_aircraft_dispatch_knee_board_size.pdf

4.4 Filing and Maintaining Flight Plans:

- All flights will either file a flight plan or maintain “Flight Following Procedures”.
- On all administrative flights, a Forest Service Flight Plan will be filed with the Forest Dispatcher.
- Inform **RICC** of any delays (30-minute duration or greater) or major deviations from the prescheduled route.
- At the termination of Forest Service controlled flights, contact will be made either by telephone or radio with the **RICC** to close the flight plan.

4.5 Flight Following Procedures: **RICC** will flight follow aircraft operating on the forest unless another entity has been specifically assigned and has the capabilities to flight follow. On flights that utilize agency flight following, appropriate hand off procedures between flight tracking stations shall occur. For all flights over the forest, follow the procedures found in section **4.6**.

4.6 Methods of Flight Following: Radio check-in/check-out and/or **AFF**. Before changing flight following methods, both flight manager and dispatch must agree. **For mission flights on the SHF, radio check in on the SHF Forest Repeater Net is preferred.** Aircraft radio check-ins on Forest Repeater Net provides adjoining resources, both ground and air, with situational awareness for readiness and airspace deconfliction.

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- **Initiating Flight Following:**
 - Upon aircraft departure the following information should be provided to **RICC**.
 - Aircraft tail number and/or regional identifier
 - Departure & Destination
 - Number of souls on board
 - Amount of fuel (hours/mins)
 - Heading (in degrees)
 - Estimated time enroute (ETE)
 - Confirm positive **AFF**
- **Radio Check-in:**
 - 15-minute verbal position-check should include the following information.
 - Aircraft status
 - Geographic location or Latitude/Longitude
 - Current heading
- **Automated Flight Following (AFF):**
 - The aircraft dispatcher at **RICC** will monitor **AFF** at a minimum every 15 minutes during all flights.
- **Closing out flight following:**
 - When aircraft reach their destination and/or check-in with an incident/aerial supervisor, they shall inform **RICC** via Forest Repeater Net.

4.7 Release or R.O.N. of Aircraft: The Flight Manager or Pilot is responsible for advising **RICC** of departure times, expected arrival times, and recommends whether an aircraft is to be released or remain overnight (R.O.N.). The process for determining whether an aircraft is to be released or R.O.N will be based on the following criteria:

- Mission needs for the following day.
- Pilot duty day and flight hour considerations.
- Current weather and predicted weather.
- No flights should occur unless they are mission oriented.
- Specific policy requirements.

4.8 Overdue or Missing Aircraft: Aircraft are considered “**Overdue**” when it fails to arrive within 30 minutes after the Estimated Time of Arrival (ETA) and cannot be located. An aircraft is considered “**Missing**” when its fuel duration has been exceeded, it has been reported as “**Overdue**” to the FAA and the FAA has completed an administrative search for the aircraft without success. ***If an aircraft is missing, overdue, or downed, initiate the Interagency Mishap Response Guide and Checklist by contacting the appropriate Emergency Command Center.***

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5.0 Shasta-Trinity Radio User Information

5.1 General: The SHF operates on a single, forest wide radio repeater net with separation between east and west-side repeaters. This means that radio traffic broadcast using an east-side mountain top may not be heard by those on the west-side of the forest, or vice versa.

5.2 Frequency Information and Guidelines: Refer to the USDA, Forest Service Pacific Southwest Frequency Guide for additional frequencies approved for use in Region 5.

5.3 Forest Repeater Net: *The Shasta-Trinity Forest Repeater Net is 171.575 (RX)/165.0125 (TX). This is the primary dispatch and operations frequency. Refer to the SHF Repeater map in this section of the SHF AMOP & Attachment 12.3.*

5.4 SHF Repeater Tones:

SITE NAME	TONE	TONE FREQUENCY	NOTES
Bonanza King	1	110.9 Hz	Covers Trinity Lake/ Coffee Creek Area
Hogback	2	123.0 Hz	East of Shasta Lake/Big Bend
Grizzly Peak	3	131.8 Hz	North of McCloud Arm and South of McCloud Flats
Hayfork Bally	4	136.5 Hz	Big Bar/Junction City/Hayfork Valley
Ironsides	5	146.2 Hz	Burnt Ranch/Denny/New River
Grey Butte	6	156.7 Hz	Mt. Shasta/Eddies/McCloud Flats
Bully Choop	7	167.9 Hz	North Sac Valley/Redding/Hayfork Valley/Wildwood SSE to Tomhead Mt.
Pickett Peak	8	103.5 Hz	South Fork Trinity River/Forest Glenn
Weaver Bally	9	100.0 Hz	Weaverville/Junction City/Canyon Creek
Sugarloaf	10	107.2 Hz	Shasta Lake/Lakehead/Interstate 5 Corridor
Plummer Peak	11	114.8 Hz	Hayfork Valley/Wildwood/Peanut
McFarland	12	127.3 Hz	Harrison Gulch/Wildwood/Platina/Beegum Gorge
Bass	13	141.3 Hz	Shasta Lake City/Shasta Dam/Mountain Gate/Lakehead
Tomhead	14	151.4 Hz	Cottonwood Creek/Platina South to Tomhead
Antelope	15	162.2 Hz	Scott Valley KNF/Excellent for Transition from SHF to KNF & Vice Versa

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5.5 SHF Service Net: The Shasta-Trinity N.F. Service Net 171.500 (Rx) /164.825 (Tx). This frequency is often used as a “Command” frequency for incidents especially starting the 2nd operational period.

SITE NAME	TONE	Tx TONE FREQUENCY	NOTES
Hayfork Bally	4	136.5 Hz	Big Bar/Sisters/Trinity River Corridor
Grey Butte	6	156.7 Hz	Mt. Shasta/ McCloud/Eddies
Portable 1	1	110.9 Hz	As requested
Portable 2	12	127.3 Hz	As requested

5.6 SHF Management Unit Nets: Each management unit on the SHF has its own unit frequency assigned. ***Tone 7 must be used to communicate with any base station or ranger unit station on these frequencies. When management units activate lightning plans they will be utilizing these local nets for communications to local communication centers (i.e Weaverville D.O., Coffee Creek Fire Station, etc.)*** The primary use of these frequencies is administrative; however they may be reassigned as incident command or tactical nets.

Management Unit	Rx	Tx	Tx Tone	NOTES
South Fork Mgt. Unit (SFMU)	167.2250	167.2250	7	Hayfork/Harrison Gulch
Trinity River Mgt. Unit (TRMU)	168.9625	168.9625	7	Weaverville/Trinity Lake/Big Bar
Shasta-McCloud Mgt. Unit (SMMU)	166.9875	166.9875	7	Mt. Shasta/McCloud
Shasta-Lake Mgt. Unit (SLMU)	167.7250	167.7250	7	Shasta Lake/I 5 Corridor

5.7 Shasta-Trinity I.A. Tactical Frequencies: Tactical frequencies are assigned to allow incident on-scene radio communications. Tactical frequencies are used for on the ground communications on an incident between the assigned resources. **RICC** will manage and assign Tactical frequencies. The following Tactical frequencies are assigned as I.A. frequencies.

- NIFC Tac-2 / 168.2000
- R5 Tac-4 / 166.5500
- R5 Tac-5 / 167.1125

5.8 Air to Ground Communications: The SHF has 2 pre-assigned Air to Ground frequencies. Region 5 has 8 pre-assigned air to ground frequencies. ***The pre-assigned Shasta-Trinity N.F. Frequencies are Primary: Air to Ground 43 (167.6000 Rx & Tx) and Secondary: Air to Ground 08 (166.8750 Rx & Tx).*** Request for the secondary or additional frequencies will be made through **RICC**. See ***Region 5 Smoke Jumper Frequency Guide***.

Note: Cal Fire Air to Ground (s) is now tone protected using Tone 192.8 (Tone 16) on **both Receive & Transmit**.

CDF A/G 1	151.2200	192.8 (Tn 16) Rx	151.2200	192.8 (Tn 16) Tx
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CDF A/G 2	159.2625	192.8 (Tn 16) Rx	159.2625	192.8 (Tn 16) Tx
CDF A/G 3	159.3675	192.8 (Tn 16) Rx	159.3675	192.8 (Tn 16) Tx

5.9 Air to Air Communications: Communication between all airborne incident aircraft is critical to safety and effectiveness. *California typically uses a VHF-FM frequency, “Air Tactics”, for primary air to air communications.* All forests and Cal Fire units in Region 5 have pre-assigned VHF-FM air to air frequencies. *The Shasta-Trinity N.F. Primary is Air Tactics 64 (168.6875 Rx & Tx) and Secondary Air Tactics 43 (167.7000 Rx & Tx).* These frequencies are narrow banded and have no tone protection. See attachment for Region 5 Initial Attack Air-to-Ground and FM Air Tactics Frequency Allocations.

Note: *Cal Fire Air to Air frequencies (Air Tactics 4, 5, 6, 21, 22, 23 and 24) are tone protected using 110.9. (tone 1) on both Rx and Tx.*

VHF-AM air to air frequencies for Initial Attack are assigned to geographical areas throughout the region. *See Region 5 Smokejumper Frequency guide for locations of pre-assigned VHF-AM frequencies. The Shasta-Trinity N.F. VHF-AM Primary is 118.950 with the Secondary being 128.250. If the secondary frequency is needed, request it through RICC.*

For aircraft requesting clearance into the Fire Traffic Area (FTA), communications should be established on the assigned primary FM air to air frequency. The controlling aircraft or Aerial Supervisor may assign the secondary air to air as needed. It is common for rotor wing assets to utilize VHF-AM frequencies for air-to-air communications. *It is important that all incident aircraft monitor assigned air to air frequencies and adhere to FTA guidelines.*

Note: *Cal Fire aviation assets utilize VHF-AM frequency 122.925 in addition to the assigned primary and secondary air to air frequencies as a backup.*

5.10 Air Guard: 168.6250 MHz (Tx 110.9) The Air Guard frequency for government aircraft will be used for emergency aviation communications. *Continuous monitoring of this frequency in narrowband mode is mandatory by Federal agency dispatch centers and aircraft.*

Air Guard is restricted to the following utilization:

- Air-to-air emergency contact and coordination.
- Ground-to-air emergency contact.
- Air Guard Channel is not available for tactical frequency or use.

5.11 National Flight Following: 168.6500 Mhz. (Rx 110.9 Tx 110.9). This frequency is used for flight following of aircraft and is not intended for tactical communications or incident operations. All federal dispatch centers monitor national flight following.

National Flight Following frequency is restricted to the following utilization:

- Flight following, dispatching and/or re-direction of aircraft.
- Administrative travel communications, not tactical.
- Not authorized for ground-to-ground traffic.

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For incident aircraft dispatches and flight following on the SHF, it is preferred that aircraft utilize the forest net to assist in providing awareness of aircraft responding to tactical personnel on scene.

Shasta-Trinity National Forest Forest Net Repeaters



SITE NAME	STONE	FREQUENCY		SITE NAME	STONE	FREQUENCY
Bonanza King	1	110.9 Hz		Weaver Bally	9	100.0 Hz
Hogback	2	123.0 Hz		Sugarloaf	10	107.2 Hz
Grizzly Peak	3	131.8 Hz		Plummer Peak	11	114.8 Hz
Hayfork Bally	4	136.5 Hz		McFarland	12	127.3 Hz
Ironsides	5	146.2 Hz		Bass	13	141.3 Hz
Grey Butte	6	156.7 Hz		Tomhead	14	151.4 Hz
Bully Choop	7	167.9 Hz		Antelope	15	162.2 Hz
Pickett Peak	8	103.5 Hz			16	192.8 Hz

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REDDING AIR ATTACK BASE

6101 Airport Rd
Redding, CA 96002
(530) 226-2745-Forest Service
(530) 226-2795- CAL FIRE
(530) 224-2433 – fax

Air Tanker Base Manager- Kelly Mathis (951) 496-6324
CAL FIRE Battalion Chief- Tim Shiffer (530) 448-2404

6.0 AIR ATTACK BASE INFORMATION: The Redding Air Attack Base (RAAB) is located at the Redding Municipal Airport. It is an interagency base at the north end of the airport, adjacent to the Regional Air Group (RAG) hangar and Northern Operations Center (NOPS). Also located within the area is the Redding Smokejumper base, and the Shasta Trinity N.F. Headquarters.

RAAB has five air tanker parking pits; Pits 1 through 4 are utilized for loading/reloading. Pit 5 is used for maintenance or day off-parking. There is also a light aircraft parking area capable of accommodating up to six aircraft depending on type or size. Overflow aircraft parking can be accommodated with the RAG. Two helicopter pads are located north of the base and can accommodate Type II helicopters.

6.1 AIR BASE COMMUNICATIONS: Communications with RAAB take place on the *National Ramp Frequency – 123.975*. This frequency is used when calling rolling/chock times, fuel requests. Prior to entering the airport air space and sterile cockpit notify RAAB on ramp frequency. *“Redding Air Attack Base”* and/or *“Ramp”* are the designators for communications with RAAB personnel.

6.2 AIRCRAFT DISPATCHING: Aircraft request(s) will be transmitted via the intercom system (IC-3) through NOPS. Dispatches will be received by RAAB tower operations and given to the pilots on a standard form FC 106 containing incident name, geographical location, latitude and longitude (Degrees, Decimal Minutes), bearing and distance, closest reload base, other aircraft, and known hazards. All requests (i.e. aircraft, additional frequencies, TFR, etc.) will be communicated to the responsible agency’s dispatch center.

6.3 RAMP OPERATIONS: RAAB is a controlled ramp. After exiting the active taxiway, and clear of RDD Ground Control, prior to entering the ramp area all aircraft need to be in contact with ramp personnel on *123.975*. Prior to aircraft initial startup procedures and aircraft exiting the ramp area, contact ramp personnel on *123.975*. Parking and fueling operations will be conducted at the direction of ramp personnel and in areas designated by personnel for such purposes. Aircraft times will be recorded by the Timekeeper (ATIM).

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6.4 RETARDANT INFORMATION: RAAB is a full-service base dispensing Phos-Check MVP-Fx Retardant. Mixed weight is 8.79 lbs. per gallon. Water can also be loaded, with prior notice. The ICL Retardant Contract Require Delivery Period (RDP) is June 1st through Oct 31st. A call up for retardant delivery outside the RDP can be authorized by the contracting officer if needed.

6.5 BRIEFING: Pilot and aircraft briefings will be held at 1100 hours for federal assets and for CAL FIRE assets. Briefing will take place in the downstairs dining area. Upon arrival at RAAB, a briefing will be provided with available information.

6.6 HOT LOADING: Hot Loading is approved at the base for aircraft pre-designated to receive hot loading. Every pilot will receive an annual hot loading briefing.

6.7 REDDING AIRPORT INFORMATION: RDD is a full-service airport providing commercial airline passenger service, aviation-related services, and aircraft hangar facilities. It has two runways; one primary runway for all aircraft (16/34), and one alternate runway (12/30) for light aircraft and general aviation. The primary runways, 16 and 34, are 7003' x 150' and runways 12 and 30 are 5062' x 150'. Redding Tower can be contacted via phone at (530) 224-4320 or on **119.8** for Tower and **121.7** for Ground.

6.8 FACILITIES: RAAB is equipped with a kitchen, dining area, pilot rest area, TV/lounge area and shower/restrooms. Wireless Internet is also available along with computer kiosks for both federal and state systems.

6.9 HOTELS/ RESTAURANTS: There are several hotels and restaurants nearby. A list is available in the dispatch area and downstairs next to the RAAB Captains' offices.

6.10 SECURITY: RAAB is located within a Federal Aviation Administration (FAA) facility. All security measures are enforced according to the US Department of Agriculture and FAA policies. There is a locked gate leading to the aircraft area. All entrances to the building are accessed by code-controlled doors. A temporary code may be requested. Identification is to be readily available at all times and visible during heightened security levels.

6.11 Redding Air Attack Base Map: *(Next page)*

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TRINITY HELIBASE

3325 Pettijohn Road

Lewiston, CA 96052

(530) 286-2255 – Helibase Office

(530) 286-2256 – Fax

Helitack Superintendent – Josh Wilson Office (530)286-2251/ Cell (530)356-9892

Helitack Captain – Michael Allan Office: (530) 286-2249/530-410-1432

TRMU DFMO (SHF Division 3) - Glen Tingley: Office (530) 623-1740/Cell (530) 768-4785

TRMU ADFMO (SHF Battalion 41) – Brian Fabbri: Office (530) 623-1741/Cell (530) 598-0021

7.0 TRINITY HELIBASE INFORMATION: Located on the Trinity River Management Unit (TRMU) of the Shasta-Trinity National Forest, Trinity Helibase (THB) is located at the top of Pettijohn Mountain, (N 40° 47.240' x W 122° 48.260'; elevation 3250' MSL), 2.5 miles West of Trinity Dam. THB is 29 nm from RDD Bearing 305°, and 6 nm from Weaverville Airport Bearing 065°. Just north of the Helibase is the CAL FIRE/CDC Trinity River Conservation Camp. Local topographic features include mountains rising to over 9000' MSL to the west.

Contact the local DFMO or ADFMO for a local briefing & access to the Helibase in the absence of the Helitack Crew.

7.1 HELIBASE RADIO COMMUNICATIONS: Communications with THB primarily take place on VHF FM frequencies. For long range communications utilize **SHF Repeat – Rx 171.5750 / Tx 165.0125 Tone 7 (167.9)**. For short range communication/take off & landing, utilize **Air to Ground 43 – Rx/Tx 167.6000**.

7.2 AIRCRAFT DISPATCHING: *The call sign for RICC (USFS and/or CAL FIRE) is “Redding”.*

Note: *All emergency traffic from RICC is preceded by three “Beeps” on SHF Repeat.*

All aircraft request(s) from RICC will be transmitted on **SHF Repeat – Rx 171.5750/ Tx 165.0125 Tone 7**. The standard form **FC 106**, (containing incident name, geographical location, latitude and longitude [Degrees, Decimal Minutes], bearing and distance, closest reload base, other aircraft, and known hazards), is utilized to communicate incident information pertinent to aviation resources in Region 5. FC-106 will come through fax machine if at Trinity Helibase.

If dispatched to a CAL FIRE incident, establish flight following with **“Redding”** on **SHF Repeat** then switch to **CAL FIRE “SHU LOCAL” – Rx 151.1600 Tx 159.2700** and/or the assigned CAL FIRE command frequency.

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7.3 APPROACH & DEPARTURE: Approach and depart Trinity Helibase at your discretion according to wind and atmospheric conditions. Prevailing winds during the summer months are out of the east. There is a large orange windsock south of PAD 2, (see Map). Be advised that terrain rises sharply approximately 1/4 mile to the west/southwest of the helibase. ***Do not overfly any structures at Trinity Helibase or the Trinity River Conservation Camp to the North, (see Map).***

7.4 DECK OPERATIONS: Trinity Helibase has two established helipads that are rated for Type II helicopters, (the upper helipad is capable of accommodating some Type I Helicopters with a moderate footprint such as the S-61). Check in with helibase personnel when arriving at the helibase, (or with the local DFMO or ADFMO in the absence of helibase personnel). Fire extinguishers and crash rescue kits are located at the east corners of each pad. Ensure all approach and departure paths are clear when helicopters are inbound or outbound. There is a Helibase Information Board at the bottom of the steps to PAD 1, (north Pad). Fuel truck parking is in a turnabout above PAD 2, (see Map).

7.5 DIPSITE INFORMATION: In Progress (utilize best practices and contact RICC with Lat/Long data of intended dip site for approval if unsure)

7.6 FACILITIES: Trinity Helibase is equipped with a kitchen, dining area, pilot rest area, training room, operations/radio room, shower/restrooms and outdoor exercise facilities. Internet access is available for Federal computer systems.

7.7 DRIVING DIRECTIONS: From Redding: Drive 28 miles West on Highway 299, take a right at turnoff for Lewiston/Trinity Dam, drive 13 miles on Trinity Dam Boulevard, turn left at the sign for Trinity Helitack Base/California Conservation Camp (Pettijohn Road), drive 3 miles, take left at the fork in the road.

7.8 HOTELS/RESTAURANTS: There are several hotels and restaurants in Lewiston and Weaverville. Refer to the THB Operations Guide, (Local Services Section), for more information.

Area Lodging: Lewiston Valley Motel	(530) 778-3942
Weaverville Victorian Inn	(530) 623-4432
Weaverville Hotel	(530) 623-2222
49er Motel (Weaverville)	(530) 623-4937

7.9 SECURITY: Trinity Helibase is located in a remote area of the forest near Trinity Dam. The helibase has no exterior security fence & the road gates typically remain open to the public from May – September. Public access to the helibase driveway up to the fuel truck parking area should be monitored & non-agency personnel contacted for safety & security. All exterior doors to main building and outbuildings will be locked when no agency personnel are present. The Trinity River Conservation Camp, neighboring property to the North, typically houses up to 90 California Department of Corrections (CDC) inmates, (5 CALFIRE handcrews). This compound is not fenced & personnel at Trinity Helibase should take the appropriate precautions for security, (secure all vehicles at the helibase), do not wander into CDC compound without checking in with Officers at their main office, report any suspicious activity to the CDC Officers at (530) 286-2880 or the Trinity County Sheriff’s Office (530) 623-2611).

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7.10 TRINITY HELIBASE MAP:



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7.11 SHF Helispot & Helibase Locations:

2017 SHASTA TRINITY N. F. HELISPOT LIST							
	DISTRICT	STAGING AREA	LATITUDE W	LONGITUDE N	ELEV.	CAPACITY	VEHICLE ACCESS
1	BIG BAR	Big Bar	40°44.40	123°15.40	1080	1 Type 2	Yes
2	BIG BAR	Blue Ridge	40°54.04	123°09.60	3250	1 Type 2	4x4
3	BIG BAR	Denny	40°56.78	123°23.08	1500	1 Type 2	Yes
4	BIG BAR	Mary Blaine	41°05.34	123°15.29	6500	4 Type 2	No
5	BIG BAR	Sky ranch	40°43.36	123°02.88	1460	4 Type 2	Yes
6	BIG BAR	Upper Waldorf	40°49.07	123°15.56	4000	2 Type 2	No
7	BIG BAR	Helena	40°46.46	123°07.70	3000	4 Type 2	Yes
8	BIG BAR	Lime Point	40°45.58	123°05.78	1500	2 Type 2	Yes
9	BIG BAR	Big Flat	41°04.63	122°56.48	5000	3 Type 2	Yes
10	BIG BAR	Burnt Ranch Mill	40°48.40	123°28.45	1500	1 Type 2	Yes
11	BIG BAR	Hayfork Bally	40°41.31	123°14.64	4000	1 Type 3	4x4
12	HAYFORK	Hayfork Airport	40°32.70	123°11.00	2500	10 Type 2	Yes
13	HAYFORK	Hyampom Airport	40°37.58	123°28.12	1500	8 Type 2	Yes
14	MCCLOUD	Ash Creek	41°15.07	121°57.02	4000	1 Type 2	Yes
15	MCCLOUD	Elk Flat	41°22.04	121°58.05	4000	4 Type 2	Yes
16	MCCLOUD	Friday Retreat	41°10.55	122°08.00	3500	2 Type 2	Yes
17	MCCLOUD	Bunny Flat	41°21.69	122°12.80	8500	1 Type 2	Yes
18	MCCLOUD	New Ski Park	41°19.24	122°12.15	5500	8 Type 2	Yes
19	MT. SHASTA	Mott Airport	41°16.20	122°16.50	3500	8 Type 2	Yes
20	SHASTA LAKE	Big Bend	41°01.30	121°53.30	2000	2 Type 2	Yes
21	SHASTA LAKE	Jones Valley	40°44.32	122°13.00	1500	2 Type 2	Yes
22	SHASTA LAKE	Mountaingate	40°42.33	122°20.44	1000	8 Type 2	Yes
23	WEAVERVILLE	Trinity Helibase	40°47.24	122°49.00	3500	2 Type 2	Yes
24	WEAVERVILLE	Coffee Creek	41°05.22	122°42.46	2500	1 Type 2	Yes
25	WEAVERVILLE	Trinity Center	40°58.74	122°41.59	2400	4 Type 2	Yes
26	YOLLA BOLLA	Harrison Gulch	40°23.00	122°58.90	3000	1 Type 2	Yes
27	YOLLA BOLLA	Pine Root	40°18.60	123°05.60	4500	1 Type 2	Yes
28	YOLLA BOLLA	Pony Buck	40°16.00	123°02.20	5500	1 Type 2	Yes
29	YOLLA BOLLA	Deerlick	40°26.53	122°55.80	3500	1 Type 2	4x4
30	YOLLA BOLLA	Texas Chow	40°15.74	123°05.90	3900	1 Type 2	4x4

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

REGIONAL AIR GROUP

6101 AIRPORT RD.
REDDING, CA 96002
(530) 226-8010

R5 RAO/Fixed Wing Operations Specialist – Mike Eaton (951) 315-5847

Supervisory Pilot – Dave Spliethof (530) 262-2400

Fixed Wing Operation Specialist – John Casey (530) 727-7045

Firewatch Program Manager – Mathew Lynde (530) 941-4600

8.0 Northern Region Air Group: The Northern Region Air Group (RAG) hangar is located just south of RAAB. The RAG provides fire and general aviation services to the Northern Region of USDA Forest Service Region 5. Due to the unique capabilities within the RAG, personnel and aircraft are often assigned to various other regions and entities.

8.1 Aerial Supervision: The RAG fields 3 Beechcraft King Air, all of which are configured for ASM and Lead Plane missions. The RAG also supplies the pilots for the C-23 Sherpa utilized by the Redding Smokejumpers.

8.2 Infrared/ Mapping: Place orders through RICC and North Ops.

8.3 Initial/Extended Attack: The Region 5 Smokejumper Program consists of 40 Smokejumpers supported by two aircraft and provides an invaluable blend of experience, rapid response, and self-sufficiency. Throughout the summer, Smokejumper aircraft will be prepositioned at satellite bases throughout California to increase initial attack capability (Fresno, Porterville, San Bernardino).

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9.0 Safety & Emergency Procedures: A critical element of every fire management activity is to connect injured employees with effective medical care to sustain life and prevent serious or debilitating injury.

9.1 Hazards: Some common hazards found in the work environment.

- Poison Oak
- Insect stings and bites
- Steep slopes
- Mountain roads
- Fire behavior
- Snags
- Hostile field work environment

9.2 Aviation Hazards: Some common aviation hazards.

- General aviation corridors with multiple airports
- Congested incident airspace
- Incident aircraft operating near jurisdictional boundaries
- High density altitudes
- Poor visibility due to inversion or multiple ignition events
- Thunderstorm downdrafts
- Mountain wave turbulence
- Wire hazards
- Confined helicopter dip-sites and landing zones

9.3 SHF Emergency Response Plan Guide:

[Health, Safety, and Wellness - Emergency Response Plan \(sharepoint.com\)](#)

9.4 Helicopter Extraction Source List:

<https://www.nwcg.gov/publications/512>

9.5 SHF Air Hazard Maps: SHF Air Hazard maps are available at the following link, in addition there are 8.5 x 11 inch management unit air hazard maps provided as an attachment to this package.

https://ftp.wildfire.gov/public/incident_specific_data/calif_n/z_Aviation/SHF_ShastaTrinity/Shasta/AviationHazard_SHF_2022.pdf

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10.0 Air Space Coordination

10.1 Fire Traffic Area: The Fire Traffic Area (FTA) will be used by all tactical aircraft. The RICC will be the initial point of contact for aviation resources approaching and departing the FTA when no aerial supervision is in place. If aerial supervision is not on scene, first responding aircraft must establish control of the FTA until aerial supervision arrives.

- **Aerial supervision on scene:**
 1. Give 12-mile radio call to aerial supervisor. Give your location and altitude.
 2. Obtain clearance into the FTA.
 3. Enter the incident airspace as briefed.
- **Aerial supervision is not on scene, other aircraft are:**
 1. Give 12-mile call in the blind on the assigned air to air frequencies. Give your location, altitude, and intentions.
 2. Obtain clearance into the FTA.
 3. Enter the incident airspace as briefed.
 4. If no clearance is obtained inbound aircraft will remain outside the NOCOM ring until a clearance is received and understood.
- **No aircraft on scene:**
 1. Give 12-mile call in the blind on the assigned air to air frequencies. Give your location, altitude, and intentions.
 2. Contact IC on Air to Ground and verify no other aircraft on scene.
 3. Proceed to the seven-mile ring and repeat blind call. Stay at least 2,500' AGL and watch for other aircraft.
 4. If no clearance is obtained inbound aircraft will remain outside the NOCOM ring until a clearance is received and understood.
 5. Get center point and record size up information.
 6. Call RICC and notify you have assumed aerial supervision and provide size up.
 7. Call the IC/ground forces and establish objectives and priorities.

10.2 Cal Fire Information: Differences in air space management techniques and expectations exist between the Federal Agencies and Cal Fire. The following talking points are intended to give clear intent to aerial supervision personnel regarding different procedures for interacting with Cal Fire air tankers and federal air tankers. While these inconsistencies are subtle, they are important for safe and effective operations.

1. When clearing a Cal Fire air tanker to maneuver the aerial supervisor should acknowledge all legs of the pattern while in maneuvering altitude. For example, when a Cal Fire Tanker is cleared to maneuver. The Air tanker will call his downwind leg. The aerial supervisor should if possible, have a visual of the tanker and confirm the flight leg with a radio transmission indicating "Tanker XX on downwind" repeat sequence throughout the flight legs. When the airtanker is on final he/she will call Tanker XX on final. The aerial supervisor should acknowledge the flight leg and if appropriate clear the tanker to drop.

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2. VHF-AM 122.925 MHz- Backup air-to-air frequency. Also used by air attack bases for local communications with inbound, outbound, and reloading aircraft. Assigned for use by all natural resource protection agencies. This frequency has become the known contact frequency for use by news media, EMS, etc. All inbound aircraft to a new incident will monitor the assigned Air to Air FM and AM frequencies in addition aircraft should monitor 122.925. Cal Fire aircraft will make an initial blind call on the assigned Air to Air FM Airtactics frequency if no contact is made they will repeat this procedure at the seven mile ring. At this point if no contact is made, it is assumed they are the first aircraft on scene and proceed into the FTA with caution. Unless otherwise specified aircraft should monitor back up Air to Air AM 122.925.
3. Cal Fire flight time limitations are as follows: A pilot of a single-pilot aircraft is limited to seven hours of flight time in one duty day. Pilots of aircraft with a required co-pilot (Second in Command) are limited to eight hours of flight time in one duty day. An aircraft in which one pilot is training another pilot is classed as a single pilot aircraft and is limited to seven hours of flight time in one duty day.
4. Cal Fire incidents may utilize an Air Tactics frequency for Air to Ground communications with the Incident Commander's approval.
5. Cal Fire utilizes tone protection on CDF AIR TACTICS 4, 5, 6, 21, 22, 23 and 24 are tone protected with Tone 110.9 on both transmit and receive.

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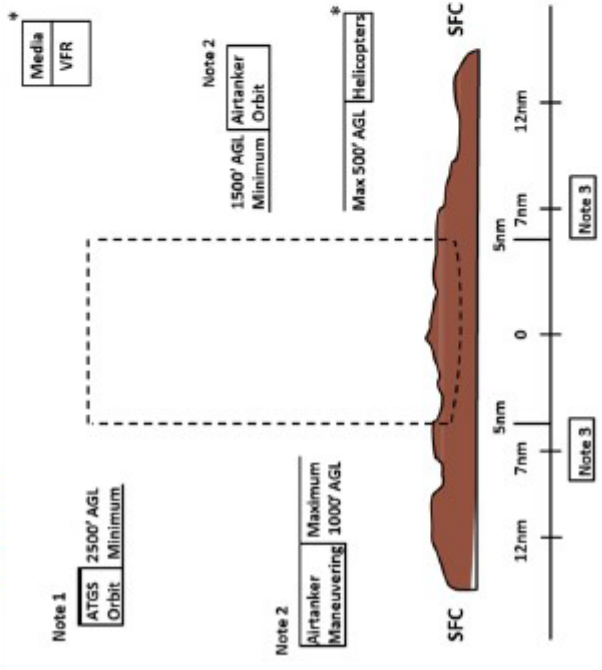
Fire Traffic Area (FTA) 01 May 2013

*** Clearance is required to enter the FTA ***

Initial Radio Contact: 12 nm on assigned air tactical frequency.

No Radio Contact: Hold a minimum of 7 nm from the incident.

Note: Airtanker maneuvering altitude determines minimum airtanker and ATGS orbit altitudes. Assigned altitudes may be higher and will be stated as MSL.



Note 1 1000' min. separation between ATGS orbit and airtanker orbit altitude.

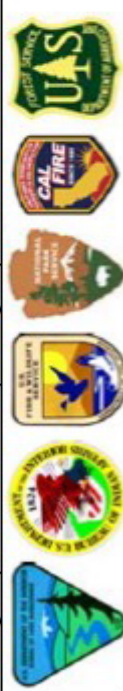
Note 2 500' min. separation between airtanker orbit and maneuvering altitude.

Note 3 On arrival reduce speed to cross 7 nm at assigned altitude and 150 KIAS or less.

* **Helicopters:** Fly assigned altitudes and routes.

* **Media:** Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

Airtanker Base As Assigned	Air Guard 168.625 Tx Tone 110.8	Air To Air As Assigned	National Flight Following 168.850 Tone 110.8 TX and RX
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National Interagency Airspace: <http://airspacecoordination.org>

Incident Airspace Reminders

Fire Traffic Area (FTA)

The FTA is a communication protocol for firefighting agencies. It does not pertain to other aircraft that have legal access granted by the FAA within a specific TFR.

- The FTA should not be confused with a TFR, which is a legal restriction established by the Federal Aviation Administration to restrict aviation traffic while the other is a communication tool establishing protocol within firefighting agencies.
 - Participating aircraft must adhere to TFR policies as established by the FAA.
 - For example, if the TFR boundary of a polygon exceeds the 12-mile initial contact ring, clearance will still be required in order to enter the TFR.
 - If the TFR boundary is within the 12-mile ring, proceed with standard FTA communication procedures.

Temporary Flight Restriction (TFR)

- All assigned/ordered aircraft must obtain clearance into or the incident TFR by the on scene aerial supervision or the official in charge of the on-scene emergency response activities.
- Aircraft not assigned to the incident must stay clear the TFR unless communication is established with the controlling entity (ATGS, ASM, Leadplane, etc.) and authorization is given to enter/transit the TFR.
- The first responding aircraft, typically on extended attack incidents, must have reasonable assurance that there are no other aircraft in the TFR by making blind calls on the TFR frequency and double checking with ground personnel (IC, OPS, or Helibase).
- There may be multiple aircraft operations areas within a single TFR.
- Remember - Non-Incident aircraft may enter the TFR under the following conditions:
 - The aircraft is carrying law enforcement officials.
 - The aircraft is carrying properly accredited news representatives.
 - The aircraft is operating under the ATC approved IFR flight plan.
 - The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather, or terrain; notification is given to the Flight Service Station (FSS) or ATC facility specified in the NOTAM to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities and is not conducted for observing the disaster.
- A ROSS order or Aircraft Dispatch Form is not a clearance into a TFR.

Further Information: *Interagency Aerial Supervision Guide*, PMS 505

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11.0 Aerial Delivered Chemical Information:

11.1 SHF Jettison Areas:

MAP	LATITUDE	LONGITUDE	BEARING RDD	DISTANCE RDD	JETTISON NAME	NOTES
1	40° 07.987 N	122° 47.236 W	210	32 nm	Tomhead Mtn.	Avoid North slopes
2	40° 12.433 N	122° 51.435 W	220	31 nm	Wells Creek Peak	Avoid North slopes
3	40° 26.283 N	122° 55.294 W	260	29 nm	Knob Peak	MTR 2 Miles East Drop on Ridge East of Lookout
4	40° 44.858 N	122° 33.229 W	305	19 nm	Mammoth Butte	Avoid Streams
5	40° 53. 515 N	122° 28.554 W	324	25 nm	Dog Creek Mtn.	None
6	40° 53.200 N	122° 10.953 W	356	24 nm	Salt Creek Mtn.	Avoid Limestone Outcroppings
7	40° 34.778 N	122° 05.552 W	046	10 nm	Cal Fire Buckhorn	Power lines to West and South
8	40° 31.379 N	122° 17.823 W			EMERGENCY JETTISON Redding Air Attack Base	EMERGENCY JETTISON <u>ONLY</u>

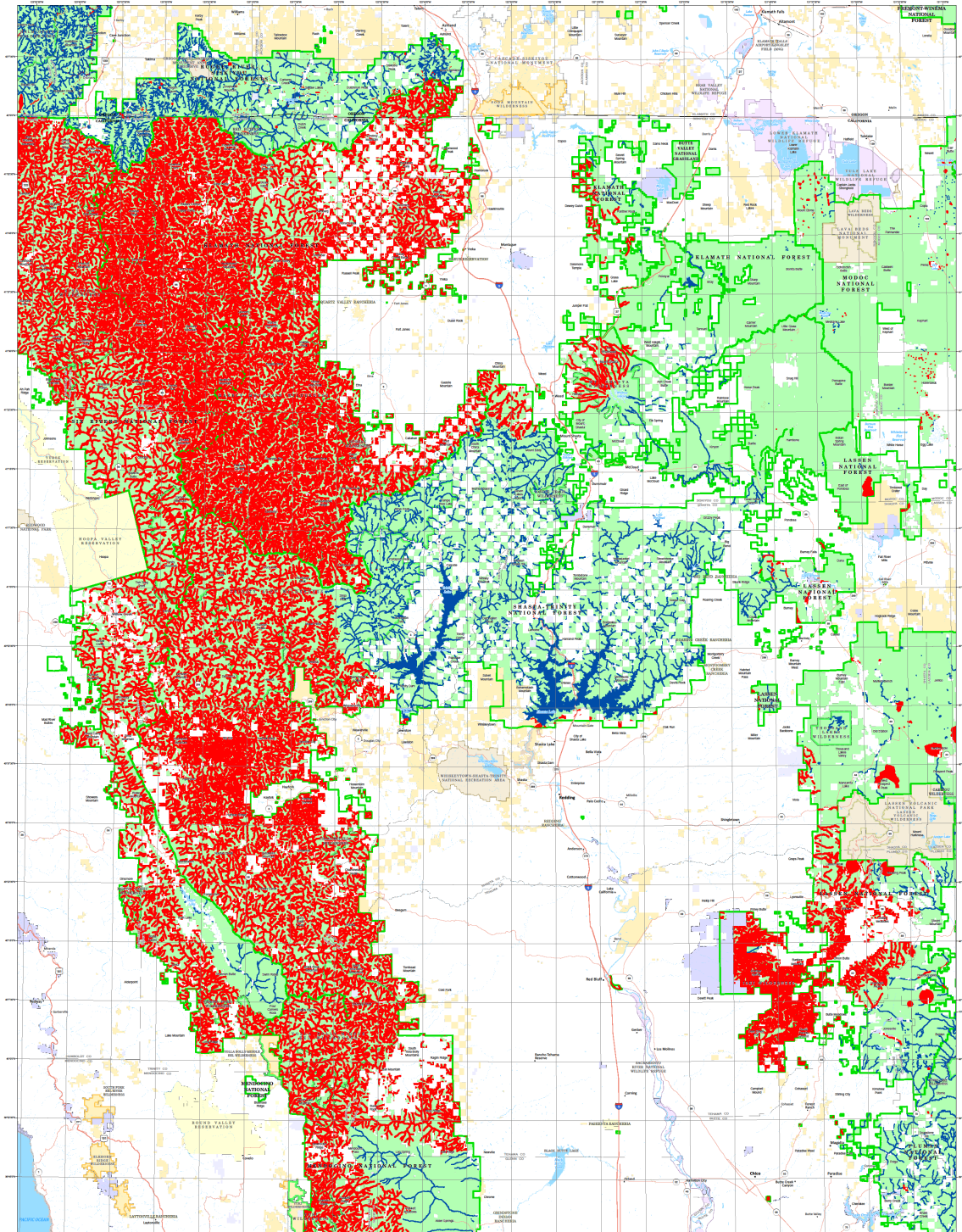
DATUM WGS 84

3/7/2016

*****Bearing and Distance from RDD/RAAB*****

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11.2 Retardant Avoidance Maps (2022) 0514 Shasta-Trinity National Forest.pdf (wildfire.gov)



USDA USFS Aerial Fire Retardant Avoidance Map
Region 5: Shasta-Trinity National Forest
March 2022

North Arrow
Scale 1:50,000
Legend: TEPCA Avoidance, Potential Avoidance, Interdicted Avoidance

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12.0 Attachments

12.1 Aircrew Orientation Briefing Checklist

- ___ Leader's intent (*Sec. 1.0*)
- ___ Local Frequencies and use (*Sec. 5.0, Attachment 12.5 & R5 Frequency Information Cards*)
- ___ Key Contacts (*Sec. 3.0, 6.0, 7.0 & 9.0*)
- ___ Redding Sunrise/Sunset chart (*Attachment 12.9*)
- ___ Local Airport information (*Attachment 12.10*)
- ___ Local Lodging (*Sec. 6.0 and 7.0*)
- ___ Local water sources (*Refer to FAO or Local Division/Battalion Chiefs*)
- ___ Helispots (*Sec. 7.11*)
- ___ Maps depicting MTRs and Special Use Airspace (*Attachment 12.7*)
- ___ IA size up card (*Refer to Aircraft Initial Fire SizeUp Card*)
- ___ Local Medical Evacuation information (*Refer to SHF Emergency Response Plan*)
- ___ Local hazards (*Sec. 9.0*)
- ___ Airport crash rescue procedures (*Refer to IABOG, IHOG & Local Airport Procedures*)
- ___ Map and description of jettison areas (*Sec. 11.1 & Attachment 12.7*)
- ___ Local flight following procedures (*Sec. 4.5*)
- ___ Aviation Operations Plan (*Sec. 3.0, 5.0, 6.0, 7.0, 8.0, 9.0, 10.0, 11.2*)
- ___ Special Considerations (*Sec. 3.0, 8.0, 9.0, 10.0, 11.7*)
- ___ Shasta-Trinity National Forest Pocket Card (*Attachment 12.8*)

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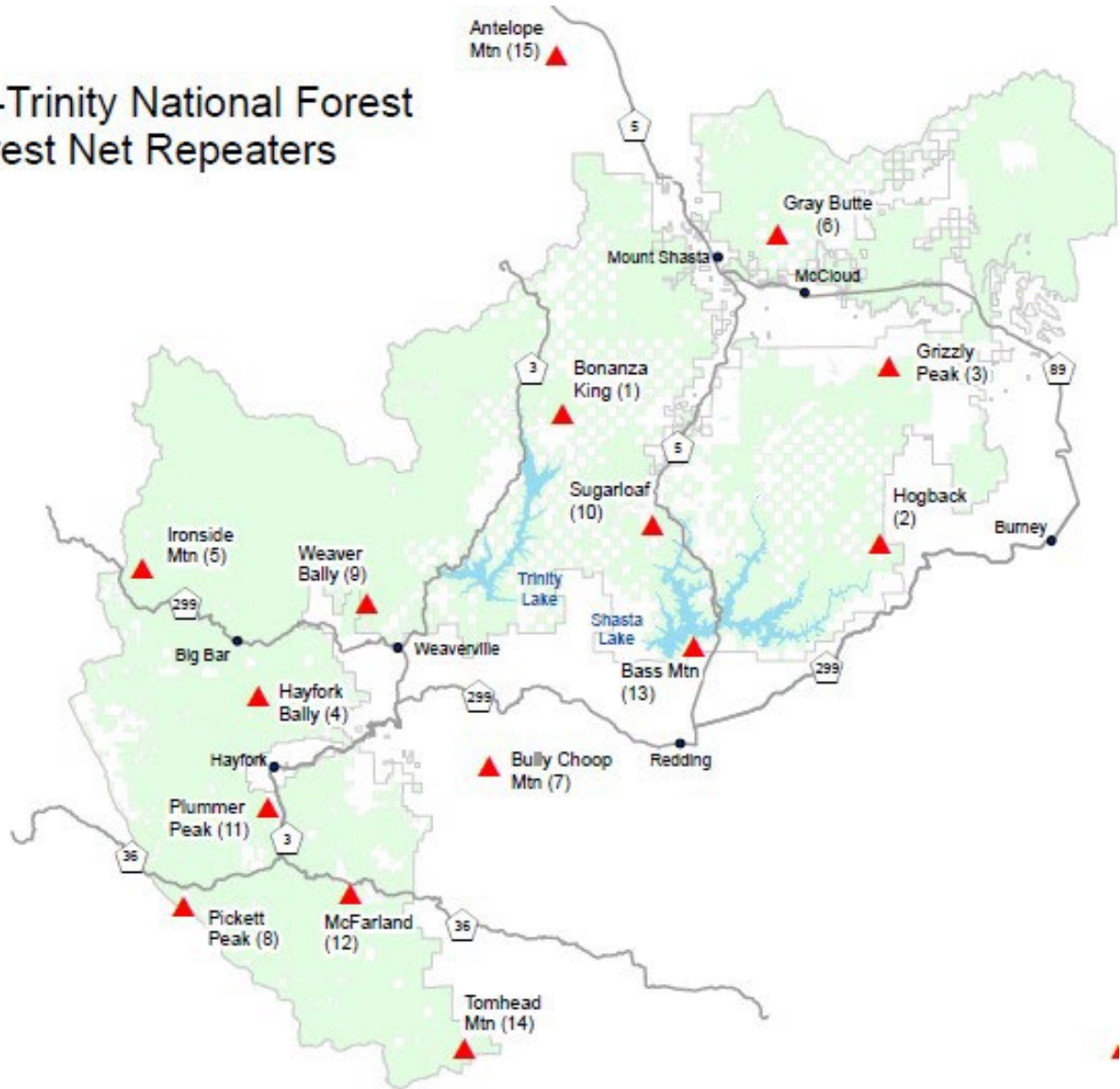
12.2 Standard Dispatch Form FC-106

INCIDENT NAME*		DATE	TIME
ORDER #*			
DESCRIPTIVE LOCATION*			
SECTION*	TOWNSHIP*	RANGE*	MERIDIAN*
LATITUDE* (Degrees, Decimal Minutes)		LONGITUDE* (Degrees, Decimal Minutes)	
BASE	BEARING	DISTANCE	
AIR TACTICS (AIR TO AIR FM)* Freq. Name:* Freq. Number:*		VICTOR (AIR TO AIR AM)* Freq. Number:*	
AIR TO GROUND (FM)* Freq. Name:” Freq. Number:*		GROUND TACTICS (FM)* Freq Name:” Freq Number:	
COMMAND (FM)* Freq. Name:* TX/RX Freq Number:		Rpt Tone:*	COMMENTS
REQUEST NUMBERS*	A-	A-	
A-	A-	A-	
A-	A-	A-	
OTHER AIRCRAFT*		AIRCRAFT HAZARDS*	

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12.3 Shasta-Trinity National Forest (SHF) Repeater Map

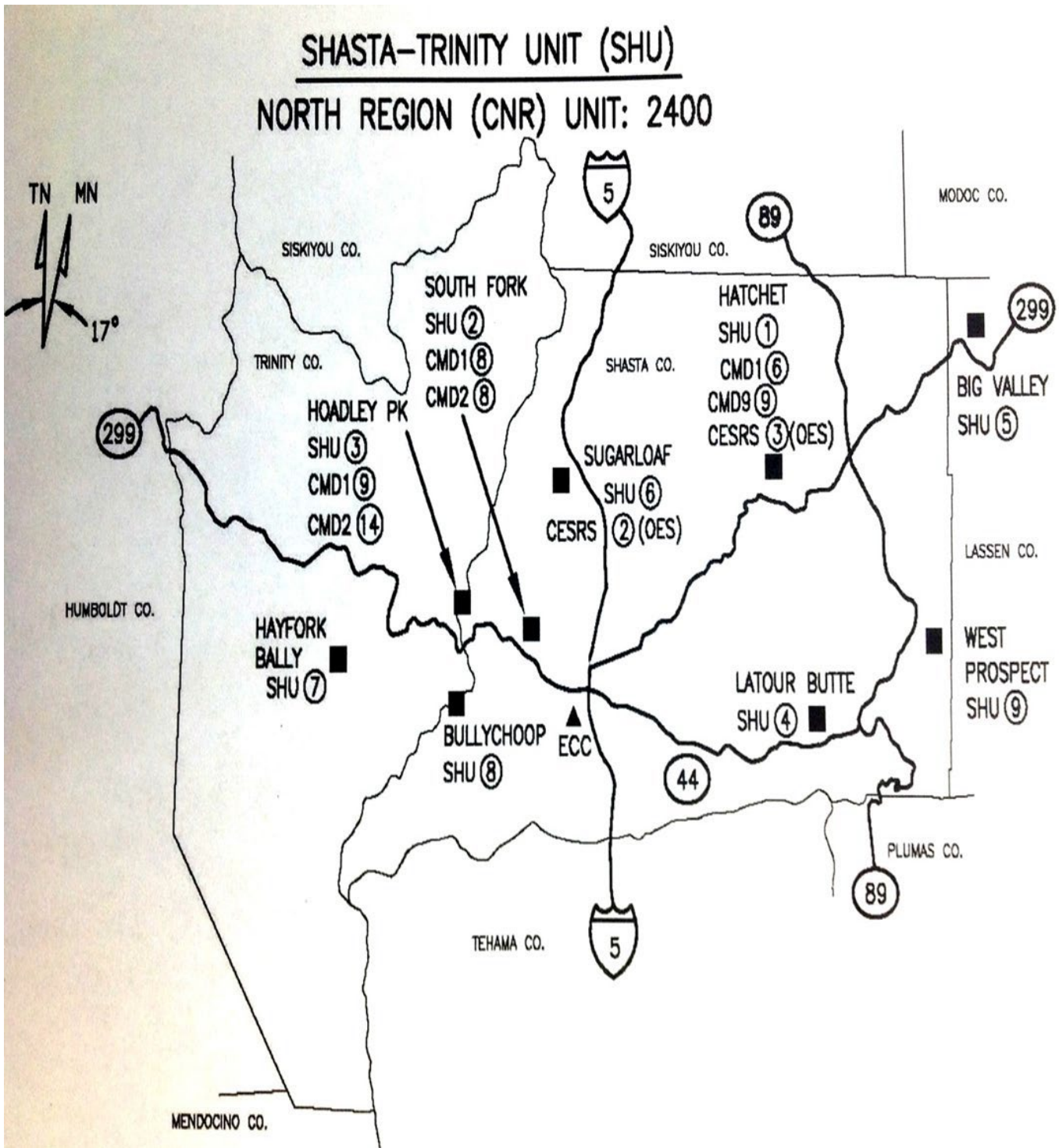
Shasta-Trinity National Forest
Forest Net Repeaters



SITE NAME	ZONE	FREQUENCY	SITE NAME	ZONE	FREQUENCY
Bonanza King	1	110.9 Hz	Weaver Bally	9	100.0 Hz
Hogback	2	123.0 Hz	Sugarloaf	10	107.2 Hz
Grizzly Peak	3	131.8 Hz	Plummer Peak	11	114.8 Hz
Hayfork Bally	4	136.5 Hz	McFarland	12	127.3 Hz
Ironsides	5	146.2 Hz	Bass	13	141.3 Hz
Grey Butte	6	156.7 Hz	Tomhead	14	151.4 Hz
Bully Choop	7	167.9 Hz	Antelope	15	162.2 Hz
Pickett Peak	8	103.5 Hz			

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.4 CALFIRE Shasta-Trinity Unit (SHU) Repeater Map



SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

2022 Frequency Package: *Frequency Procedures*

April 2022

Aviation Frequencies Frequency Information

There are no changes to preassigned aviation frequencies for 2022.

In North Ops, there are 17 pre-assigned initial attack air tactics frequencies, 7 pre-assigned initial attack victor frequencies and 7 initial attack air to ground frequencies. ***All initial attack frequencies are shared between adjacent forests or with Calfire and remain under the control of the GACC.***

If you are anticipating that your incident will go into the next operational shift, new frequencies must be ordered through North Ops and the initial attack frequencies released back for initial attack. Any frequencies not requested through and approved by North Ops are not authorized for use.

Ordering Frequencies

AM and FM initial attack aviation frequencies need to be replaced on all incidents for the second day shift. Even if the incident is not completely sure that the fire will extend into the next day shift, order the frequencies to ensure that initial attack frequencies will be available the next day.

The designated secondary FM air tactics frequency is for additional initial attack incidents on your forest/unit. If the secondary FM air tactics frequency is assigned to a new incident notify the GACC so they can coordinate the frequencies for multiple responses.

When ordering AM victor frequencies for the second shift or additional initial attack incidents, send all requests to the GACC. We have the option to use the secondary frequencies or CALFIRE AM secondary frequencies which need to be assigned by their county location. If those frequencies are not available all requests will be sent to the NICC.

When ordering aviation frequencies for the following day's shift, send all requests to the GACC. NEW FREQUENCIES WILL BE ORDERED PER THE CALIFORNIA MOB GUIDE, CHAPTER 50, EXTENDED ATTACK, PG 86.

When the GACC is ordering any frequencies from NICC, a call is placed to the CDO, (Communications Duty Officer) by phone, to inform of the order and to expedite the filling of requests.

Remember to contact the GACC once an incident releases one of their frequencies assigned by NIFC or the GACC, so the GACC knows they are available for other units.

If you have any questions please call North Ops.

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

Ordering Aviation Frequencies in IROC

Catalog: Aircraft

Category: Frequency

Air Tactics

- Item: FQFM – Air to Air FM

Victor

- Item: FQAA – Air to Air AM

Air to Ground

- Item: FQAG – Air to Ground FM

DECK

- Item: FQDE - Deck

Document in special needs the latitude and longitude of helibase.

Take off & Landing

- Item: FQTO – Takeoff and Landing

Document in special needs the latitude and longitude of helibase.

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

COMMUNICATIONS ACT OF 1934

Title V-Penal Provisions – Forfeitures

General Penalty

Sec.501. [47 U.S.C. 501]

“Any person who willfully and knowingly does or causes or suffers to be done any act, matter or thing in the Act...shall upon conviction thereof, be punished for such offense...by fine of not more than \$10,000 or by imprisonment for a term not exceeding one year or both.”

Sample Forfeitures (Section 503)

Failure to Engage in Required Frequency Coordination	\$4,000
Interference.....	\$7,000
Use of Unauthorized Equipment	\$5,000
Exceeding Power Limits.....	\$4,000
Unauthorized Emissions	\$4,000
Using Unauthorized Frequency	\$4,000
Misrepresentation/lack of Candor... ..	\$10,000
Transmission of Indecent/Obscene Materials.....	\$7,000

Adjustable for priors, continuous/repeated event, intent and egregious conduct.

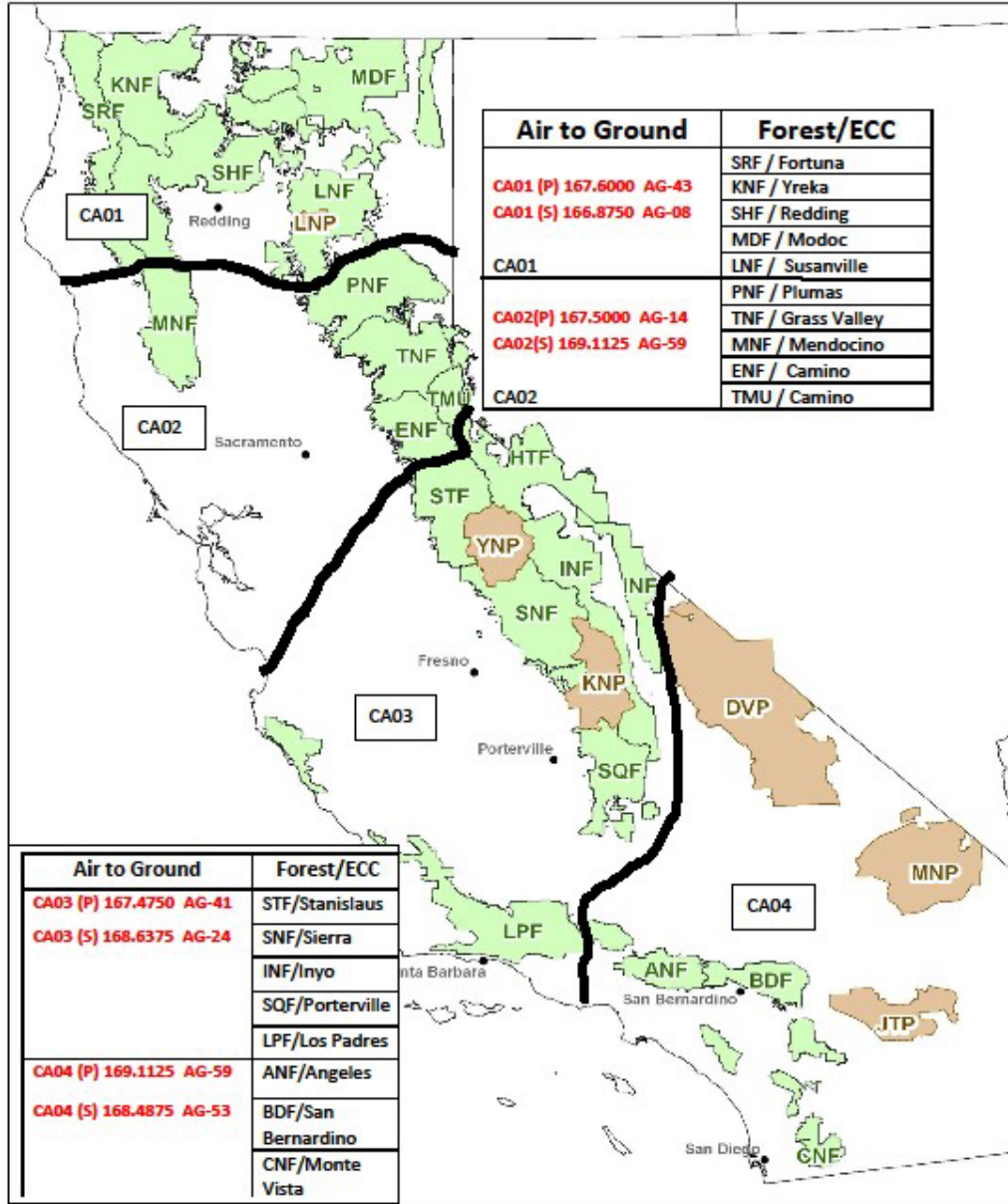
12.5 Region 5 Smokejumper Frequency Guide (see booklet)

https://ftp.wildfire.gov/public/incident_specific_data/calif_n/z_Aviation/SHF_ShastaTrinity/Shasta/2022%20R-5%20%20Frequency%20Guide%20Master.pdf

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.5.1 IA Air to Ground Frequencies

2022 Region 5 California Frequency Zones
Forest Service IA Air to Ground FM (National Naming Convention)
CONTROLLED UNCLASSIFIED INFORMATION \BASIC



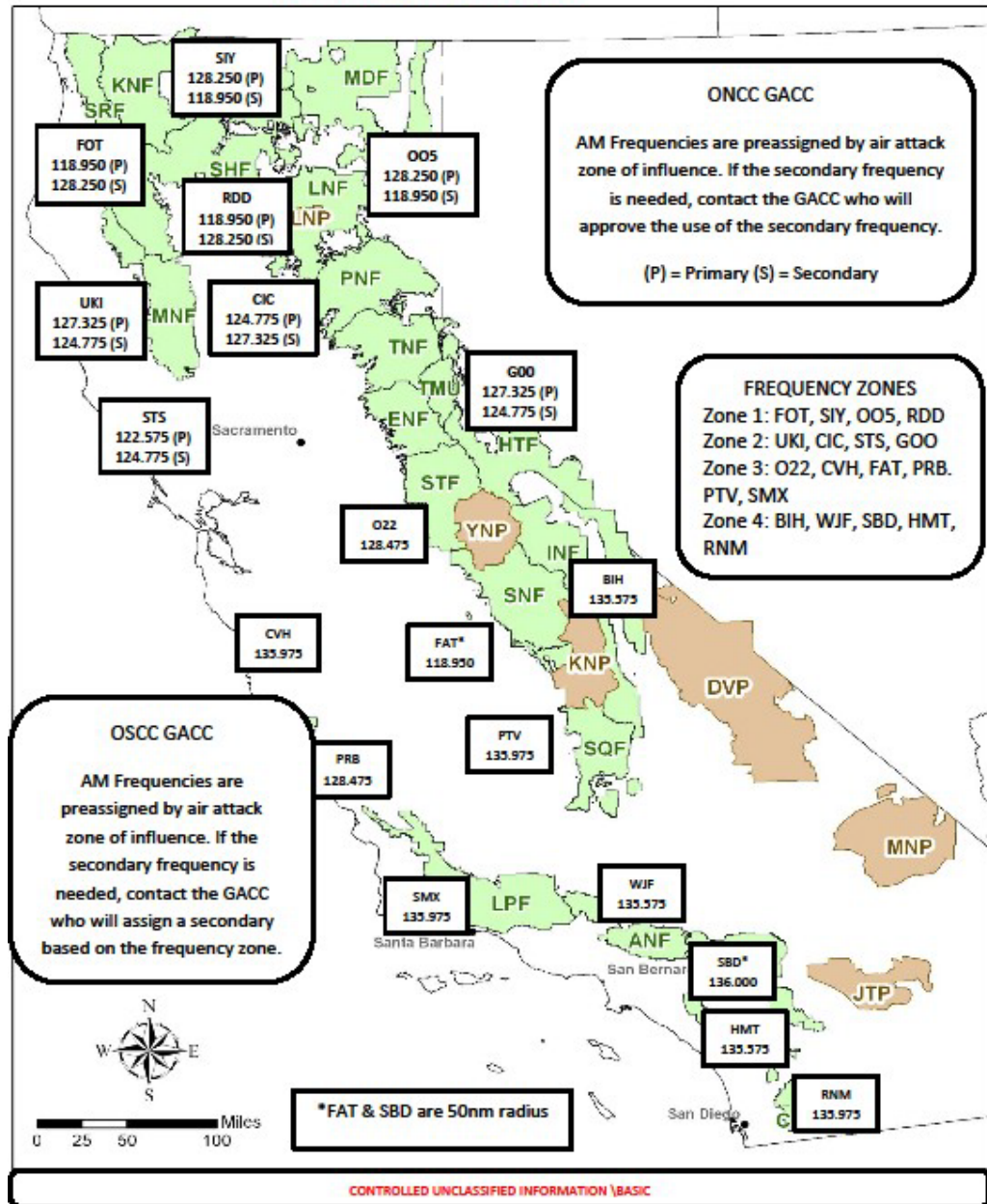
CONTROLLED UNCLASSIFIED INFORMATION \BASIC

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.5.2 Interagency Air to Air AM Frequencies

California 2022 Interagency Preassigned Air to Air AM Victor Frequencies

CONTROLLED UNCLASSIFIED INFORMATION \BASIC



CONTROLLED UNCLASSIFIED INFORMATION \BASIC

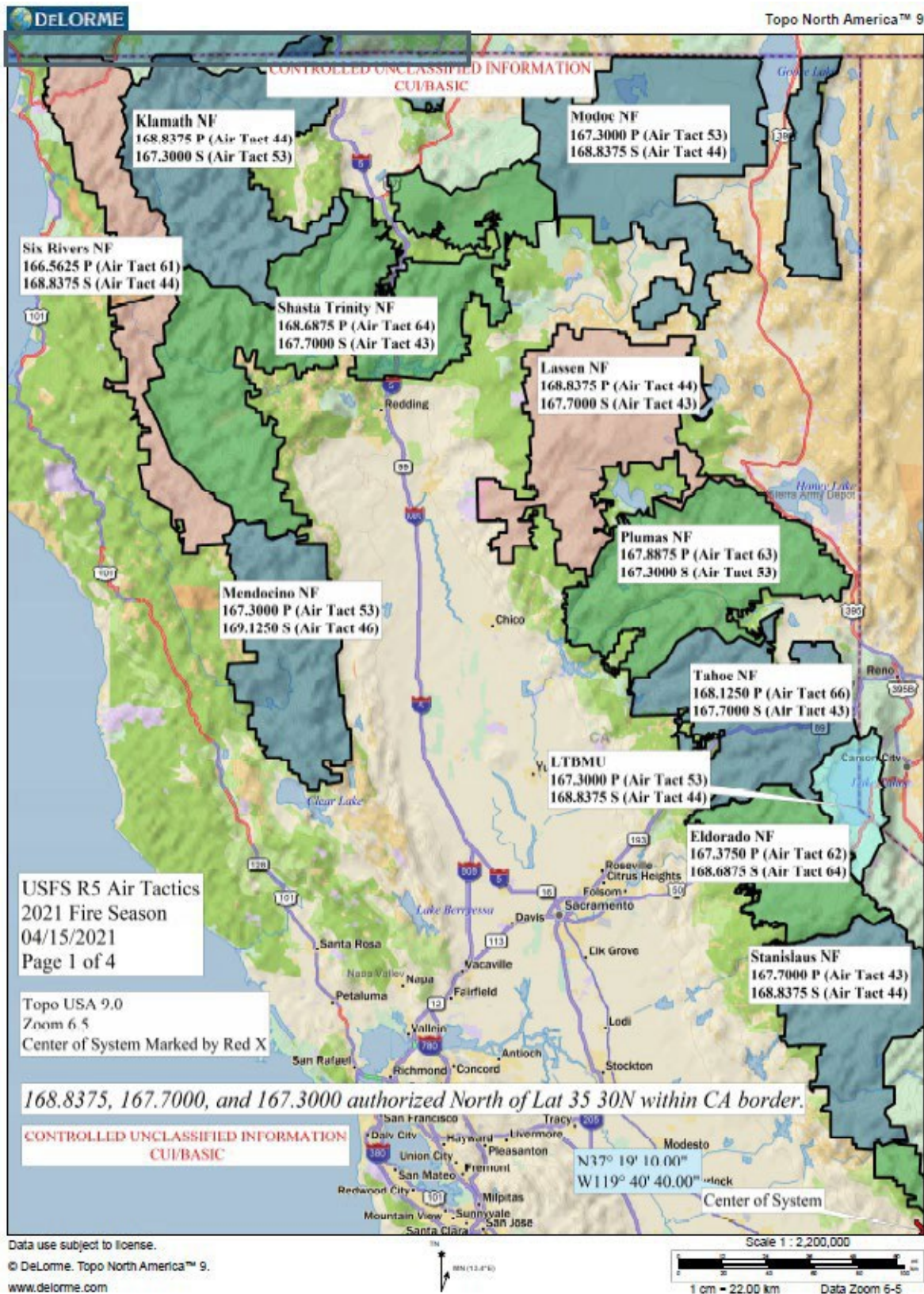
SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.5.3 2022 ONCC Air Frequencies Card

ONCC AIR FREQUENCIES 2022			CONTROLLED UNCLASSIFIED INFORMATION \BASIC			
PRE-ASSIGNED AIR TACTICS		PRE-ASSIGNED VICTOR		PRE-ASSIGNED AIR TO GROUND		
CAL FIRE PRE-ASSIGNED			PRIMARY VICTORS		CAL FIRE PRE-ASSIGNED	
151.2800	AIR TACTICS 4 Tone 1	GOO	118.950	FOT RDD	151.2200	CDF ATG 1 TX & RX (Tone 16)
151.2950	AIR TACTICS 5 Tone 1	SIY CIC CVH	122.575	STS		SKU TGU BTU
151.3100	AIR TACTICS 6 Tone 1	FOT STS 005	124.775	CIC	159.2625	CDF ATG 2 TX & RX (Tone 16)
151.2875	AIR TACTICS 22 Tone 1	UKI 022	127.325	UKI GOO		SHU LMU LNU MRN
151.3025	AIR TACTICS 23 Tone 1	RDD	128.250	SIY O05	159.3675	CDF ATG 3 TX & RX (Tone 16)
151.2725	AIR TACTICS 21 Tone 1	GACC	128.475	O22		HUU MEU SCU CZU NEU AEU
151.3625	AIR TACTICS 24 Tone 1	GACC	135.975	CVH	CAL FIRE ATG's Tone 16 (192.8)	
CAL FIRE Air Tac's Tone 1 (110.9) RX/TX			SECONDARY VICTOR			
			118.950	SIY O05		
USFS PRE-ASSIGNED PRIMARY			124.775	UKI GOO STS	USFS AIR TO GROUND	
168.8375	AIR TACTICS 44	KNF LNF	127.325	CIC	167.6000	AIR TO GROUND 43 SRF KNF SHF MDF LNF
167.3000	AIR TACTICS 53	MNF MDF TMU	128.250	FOT RDD		
166.5625	AIR TACTICS 61	SRF			167.5000	AIR TO GROUND 14 PNF TNF MNF ENF TMU
167.3750	AIR TACTICS 62	ENF		AIR TANKER BASES		
167.8875	AIR TACTICS 63	PNF	FOT	Rohnerville T-96		SECONDARY
168.6875	AIR TACTICS 64	SHF	RDD	Redding T-94 T-95	166.8750	AIR TO GROUND 08 SRF KNF SHF MDF LNF
168.1250	AIR TACTICS 66	TNF	UKI	Ukiah T-90 T-91		
			STS	Sonoma T-85 T-86	169.1125	AIR TO GROUND 59 PNF TNF MNF ENF TMU
			CIC	Chico T-93		
USFS PRE-ASSIGNED SECONDARY			GOO	Grass Valley T-88 T-89	FEDERAL HELITACK BASES	
167.7000	AIR TACTICS 43	LNF TNF SHF	O22	Columbia T-82 T-83	CA06	Scott Valley (KNF) H502
168.8375	AIR TACTICS 44	MDF TMU SRF	CVH	Hollister T-79 T-80	36S	Happy Camp (KNF) H503
169.1250	AIR TACTICS 46	MNF	SIY	Siskyou	TRI	Trinity (SHF) H506
167.3000	AIR TACTICS 53	KNF PNF	O05	Chester	RAV	Ravendale (NOD) H553
168.6875	AIR TACTICS 64	ENF			5Q2	Chester (LNF) H510
				STATE HELITACK BASES	72CA	Quincy (PNF) H512
USFS NORTH OF LAT 35 30N GACC WIDE			O19	Kneeland C102	WHC	White Cloud (TNF) H514
167.7000	AIR TACTICS 43		HFS	Howard Forest C101	PAC	Pacific (ENF) H516
168.8375	AIR TACTICS 44		BGS	Boggs Mt. C104		
167.3000	AIR TACTICS 53		ALM	Alma C106		All ATGS will monitor: 122.925
USFS SOUTH OF LAT 35 30N GACC WIDE			BBR	Bieber C202		NATIONAL FLIGHT FOLLOW
166.9875	AIR TACTICS 52		VNA	Vina C205		168.6500 Tone 1 (110.9) Tx Rx
168.6875	AIR TACTICS 64		CVH	Hollister C406		AIR GUARD
				Controlled Unclassified Information/Basic		168.6250 Tone 1 (110.9) Tx

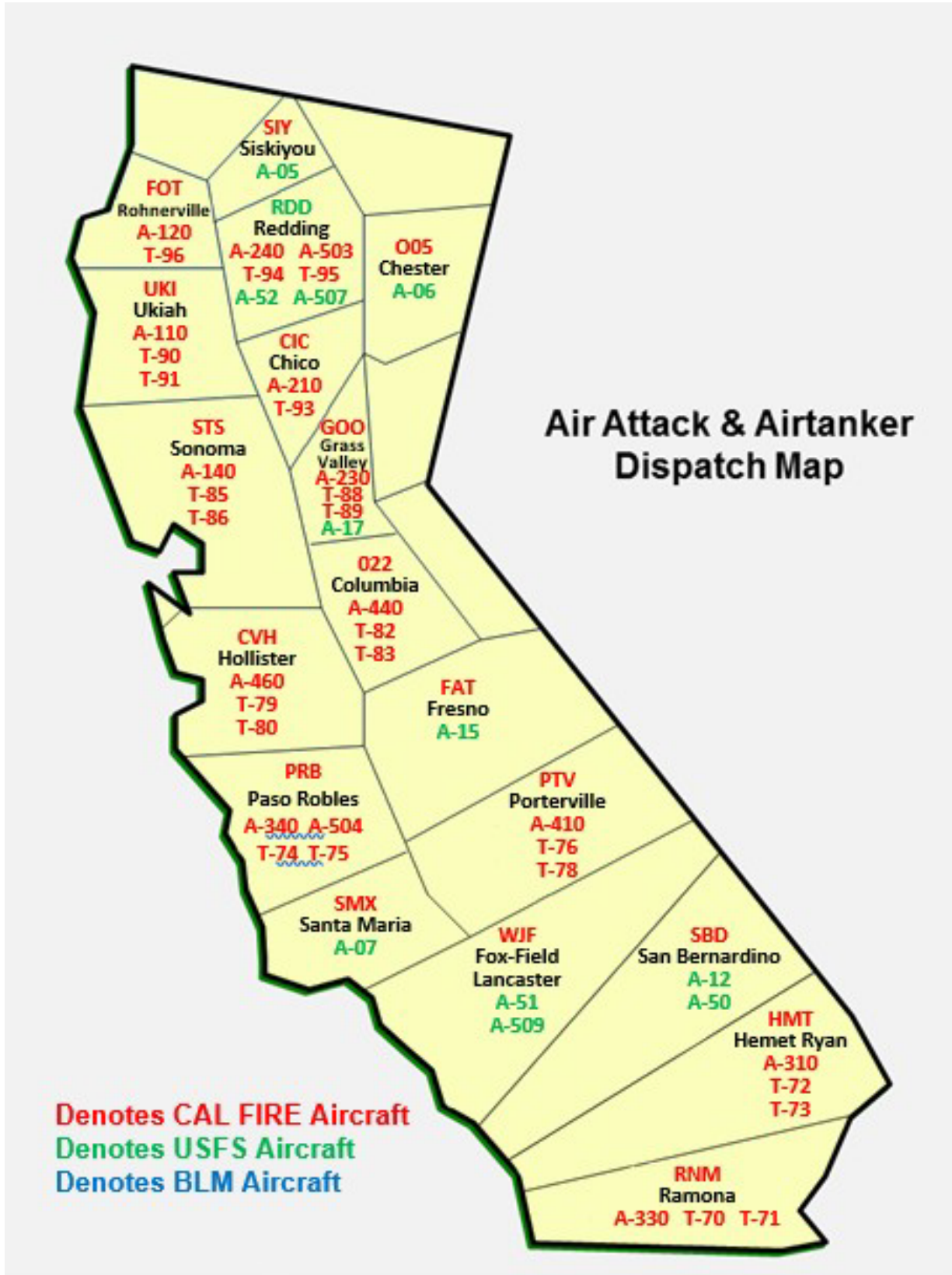
SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.5.4 2022 ONCC Air Tactics Map



SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.6 California Air Tactical, Airtanker and Helicopter Dispatch Maps



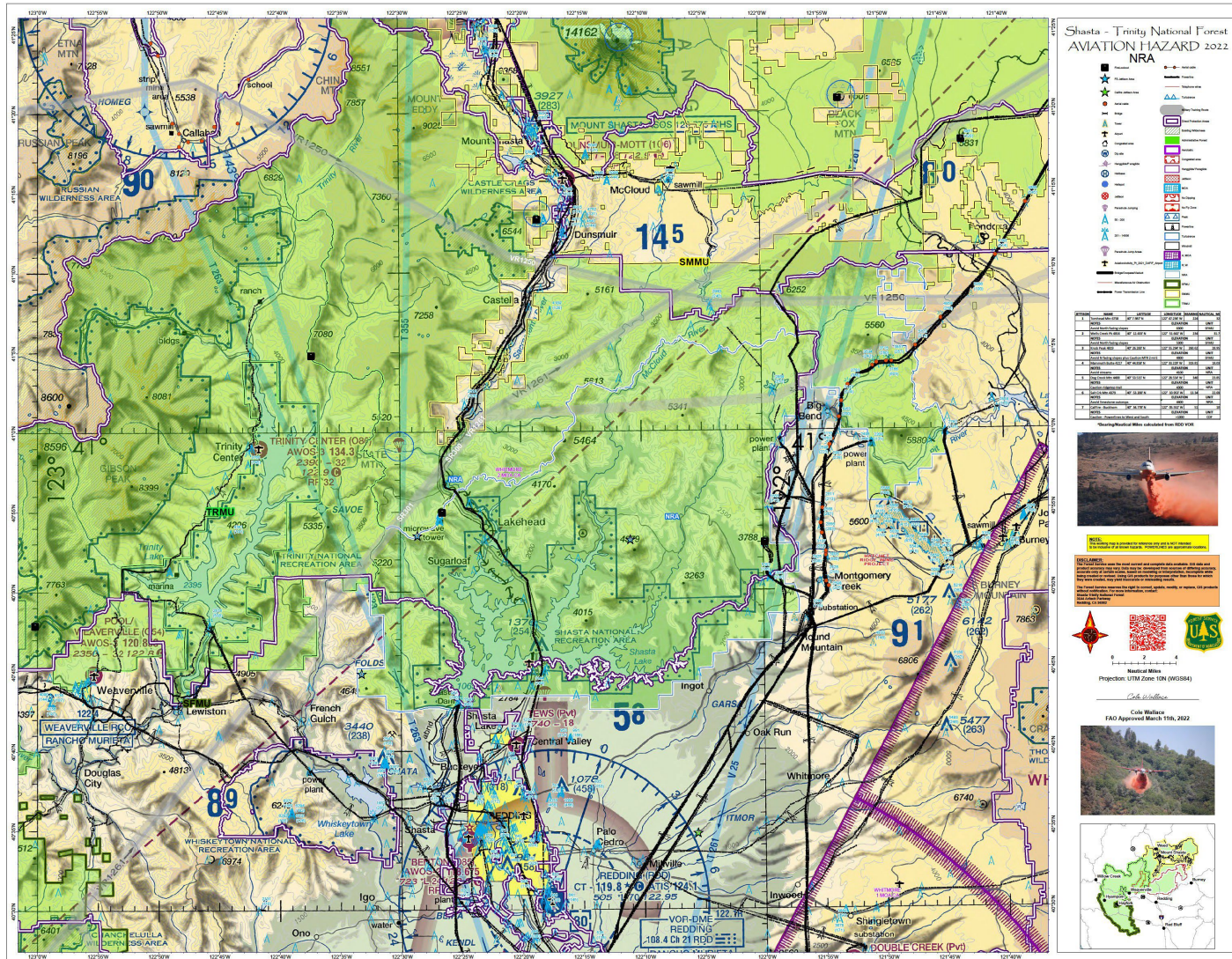
SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.6.1 California Air Tactical, Airtanker and Helicopter Dispatch Maps



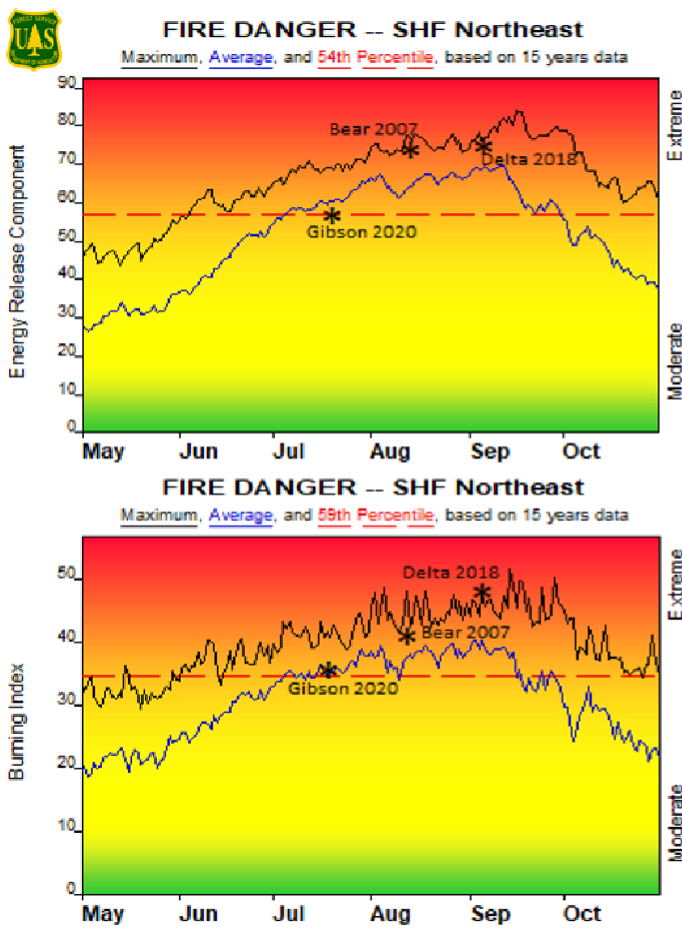
SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

SHF - NRA Flight Hazard Map



SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.8 Shasta-Trinity National Forest Pocket Card (BI)



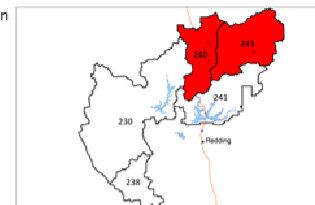
Fire Danger Area

- FDRA S-240 & S-243 / Fire Wx Forecast Zone: 282, SHF portion of 284 and NW portion of 213 in Sac. River Canyon
- All index values and analyses performed May 1st- Oct 31st, 2006-2020, using Fuel Model Y (timber litter, NFDRS 16).
- NFDRS Compliant RAWs: Sims, Mt Shasta, Bolam, Ash Creek and Round Mountain



Fire Danger Interpretation

- **Extreme – Use extreme caution**
- **High – Watch for Change**
- **Moderate – Low Potential, maintain awareness**
- Maximum – Highest Daily Value 2006-2020
- Average – Shows average index values over 15 years, peaks in this line indicate the peak of fire season – running from late July through mid-September in an average year.
- 54th Percentile ERC (dashed line upper left) – 46% of days from 2006-2020 had ERC above 56
- 59th Percentile BI (dashed line lower left) – 41% of days from 2006-2020 had BI above 34



Remember What Fire Danger Tells You:

- ✓ **Energy Release Component (ERC)** - Wind is NOT part of ERC calculation (Upper Left)
 - Represents overall seasonal trend – driven by heavy dead & live fuel moistures.
- ✓ **Burning Index (BI)** - Wind IS part of BI calculation (Lower Left)
 - Represents day-to-day fluctuations – driven by fine dead moisture and wind
- ✓ **Fire danger is general** - Look for local variations in fuels, topography & weather
- ✓ **Listen to weather forecasts** – especially wind!



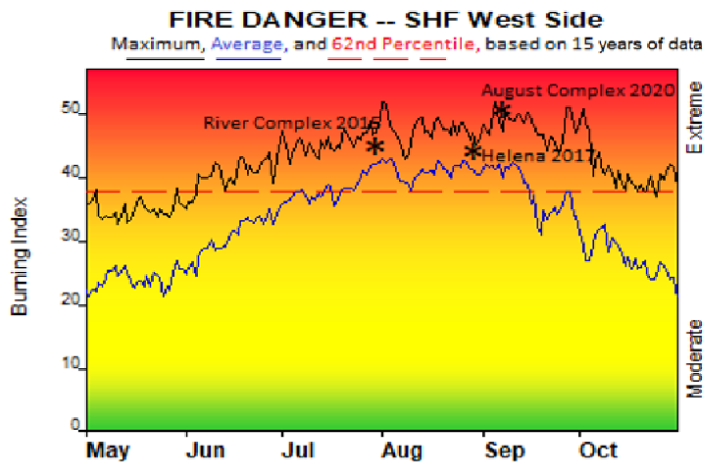
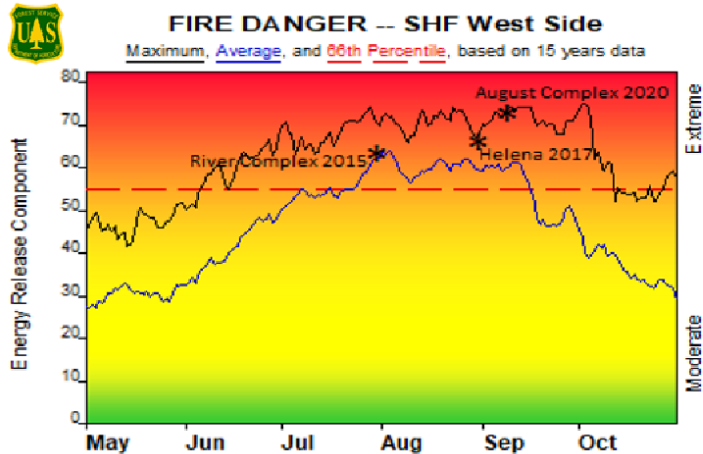
Past Experience:

- Fire season often begins later than the rest of SHF due to higher elevation and heavier winter snow.
- **Winds are a significant driver of growth in this area!** Critical Winds include: 1) Strong diurnal winds in the Sacramento River Canyon 2) Downslope winds from Mt Shasta to the N/NW are common and often dry (Weed Winds). 3) McCloud Flats lack topography – winds can fuel large fire growth in any direction. T-storm outflows in NE California have resulted in large fire growth & entrapments on similar terrain (Frog 2015, Crank 1987)
- 66% of ignitions in this area human caused, ignition density is highest along I-5 corridor and near communities. Industrial timber operations are considered values at risk and contribute to ignitions.
- Bear (2007) was a human caused fire driven by SSW winds on the McCloud Flats (FDRA S-243). Gibson (2020) and Delta (2018) were both human starts along I-5 with different outcomes. Gibson provided control difficulties, but spread was stopped during first shift. Delta occurred at extremes of BI and ERC; driven by strong up canyon winds, Delta grew over 20,000 acres during the first shift and became a major fire, closing I-5 and rail traffic for days.
- Large fire growth has occurred above these thresholds, frequency of large fires increases beyond these values:

Responsible Agency: USFS Shasta-Trinity NF
Updated 5/3/2021

NFDRS	ERC > 56	BI > 34	
Weather	Temp > 81F	Min Rh < 28%	Rh Recovery < 75%

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

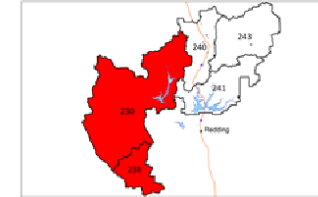


Fire Danger Area

- FDRA S-230 & S-238 / Fire Wx Forecast Zone: SHF portions of 283 and 263
- All index values and analyses performed May 1st - Oct 31st, 2006-2020, using Fuel Model Y (timber litter, NFDRS 16)
- NFDRS Compliant RAWS: Big Bar, Backbone, Scorpion, Trinity Camp, Hayfork, Friend Mountain, Yolla Bolla and Pattymocus

Fire Danger Interpretation

- **Extreme – Use extreme caution**
- **High – Watch for Change**
- **Moderate – Low Potential, maintain awareness**



- **Maximum** – Highest Daily Value 2006-2020
- **Average** – Shows average index values over 15 years, peaks in this line indicate the peak of fire season – running from mid-July through mid-September in an average year.
- **66th Percentile ERC** (dashed line upper left) – 34% of days from 2006-2020 had ERC above 55
- **62nd Percentile BI** (dashed line lower left) – 38% of days from 2006-2020 had BI above 38

Remember What Fire Danger Tells You:

- ✓ **Energy Release Component (ERC)** - Wind is **NOT** part of ERC calculation (Upper Left)
 - Represents overall seasonal trend – driven by heavy dead & live fuel moisture:
- ✓ **Burning Index (BI)** - Wind **IS** part of BI calculation (Lower Left)
 - Represents day-to-day fluctuations – driven by fine dead moisture and wind
- ✓ **Fire danger is general** - Look for local variations in fuels, topography & weather
- ✓ **Listen to weather forecasts!**



Past Experience:

- Large fire growth may occur without significant wind due to fuels and topography. The 2015 River complex grew steadily in this manner, driven by fuels and topography, with limited large growth driven by critical weather.
- Local winds often not captured by RAWS due to highly variable terrain and canyon influences. Diurnal canyon winds often dominate in main stem and South Fork of the Trinity River. Helena (2017) exemplifies this as a human caused start driven by canyon winds that were not well captured by the BI at RAWS across the 2 FDRA's.
- Dry lightning events are a frequent driver of multi-fire days and may not coincide with the thresholds below (River Complex 2015). Numerous fires overwhelm initial attack capacity, large growth may occur days to weeks after initial ignition. Nearly 60% of ignitions in period analyzed resulted from lightning.
- August Complex (2020) resulted from a major dry lightning event, similar to 2015. The complex burned onto SHF and experienced massive growth during multiple offshore wind events post-ignition. The date of largest growth on September 8th - 9th during one such offshore event is shown, not ignition date.
- Large fire growth has been observed above these thresholds, frequency of large fires increases beyond these values:

Responsible Agency: USFS Shasta-Trinity NF
Updated 5/3/2021

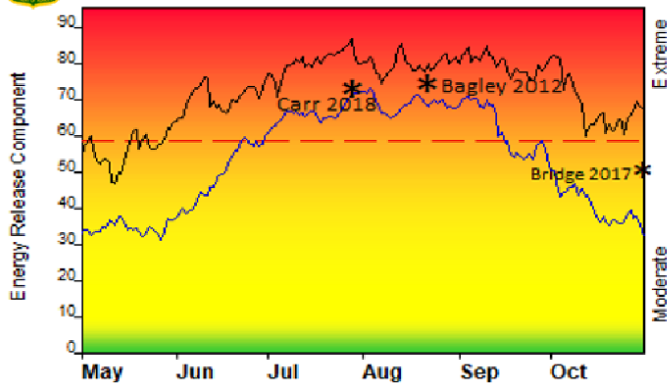
NFDRS	ERC > 55	BI > 38	
Weather	Temp > 89F	Min Rh < 21%	Rh Recovery < 70%

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN



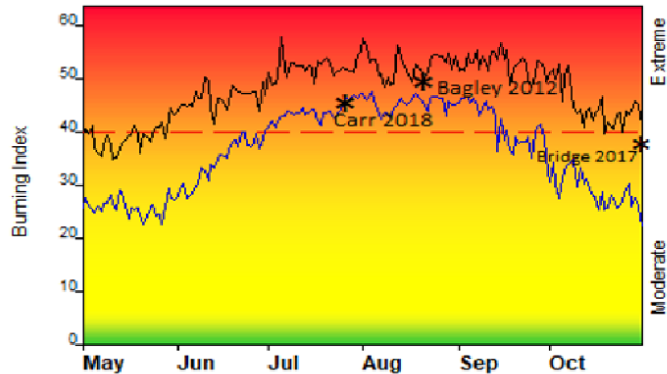
FIRE DANGER -- Shasta Lake

Maximum, Average, and 51st Percentile, based on 15 years of data



FIRE DANGER -- Shasta Lake

Maximum, Average, and 51st Percentile, based on 15 years of data



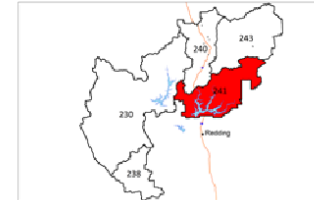
Fire Danger Area

- FDRA S-241 / Fire Wx Forecast Zone: 213
- All index values and analyses performed May 1st- Oct 31st, 2006-2020, using Fuel Model Y (timber litter, NFDRS 16).
- NFDRS Compliant RAWS: Sugarloaf (SHF) and Oak Mountain



Fire Danger Interpretation

- **Extreme – Use extreme caution**
- **High – Watch for Change**
- **Moderate – Low Potential, maintain awareness**



- **Maximum** – Highest Daily Value 2006-2020
- **Average** – Shows average index values over 15 years, peaks in this line indicate the peak of fire season – running from mid-June through late September in an average year.
- **51st Percentile ERC** (dashed line upper left) – 49% of days from 2006-2020 had ERC above 58
- **51st Percentile BI** (dashed line lower left) – 49% of days from 2006-2020 had BI above 40

Remember What Fire Danger Tells You:

- ✓ **Energy Release Component (ERC)** – Wind is NOT part of ERC calculation (Upper Left)
 - Represents overall seasonal trend – driven by heavy dead & live fuel moistures
- ✓ **Burning Index (BI)** – Wind IS part of BI calculation (Lower Left)
 - Represents day-to-day fluctuations – driven by fine dead moisture and wind
- ✓ **Fire danger is general** – Look for local variations in fuels, topography & weather
- ✓ **Listen to weather forecasts** – especially wind!



Past Experience:

- Human starts along the Interstate 5 corridor, near communities and from recreation (Shasta Lake) comprise majority of starts in this area – nearly 70% of starts over period analyzed were human caused.
- Alignment of wind & slope contributes to large fire growth, particularly where canyons enhance wind flow, such as along I-5 / Sacramento River Canyon. North to northeast winds in late summer and fall can be very strong and result in large fire growth. Local RAWS do not always capture these offshore winds.
- Bagley fire (2012) resulted from lightning in very rugged, inaccessible north central portion of this area, grew into long campaign fire, started at elevated ERC and BI levels. Carr Fire (2018), human start along Hwy 299 in Whiskeytown during period of elevated ERC, significant loss of life and property. Bridge fire (2017), human start along I-5 demonstrates late season potential in this area and fire potential at lower end of thresholds.
- Large fire growth has been observed above these thresholds, frequency of large fires increases beyond these values:

Responsible Agency: USFS Shasta-Trinity NF
Updated 5/3/2021

NFDRS	ERC > 58	BI > 40	
Weather	Temp > 90F	Min Rh < 23%	Rh Recovery < 61%

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.9 Redding Sunrise/Sunset Chart for 2021

Pacific Standard Time

June

SUN	MON	TUE	WED	THU	FRI	SAT
			Jun 1	Jun 2	Jun 3	Jun 4
			5:39 am	5:38 am	5:38 am	5:38 am
			8:35 pm	8:36 pm	8:37 pm	8:37 pm
Jun 5	Jun 6	Jun 7	Jun 8	Jun 9	Jun 10	Jun 11
5:37 am	5:37 am	5:37 am	5:37 am	5:36 am	5:36 am	5:36 am
8:38 pm	8:39 pm	8:39 pm	8:40 pm	8:40 pm	8:41 pm	8:41 pm
Jun 12	Jun 13	Jun 14	Jun 15	Jun 16	Jun 17	Jun 18
5:36 am	5:36 am	5:36 am	5:36 am	5:36 am	5:36 am	5:36 am
8:42 pm	8:42 pm	8:43 pm	8:43 pm	8:44 pm	8:44 pm	8:44 pm
Jun 19	Jun 20	Jun 21	Jun 22	Jun 23	Jun 24	Jun 25
5:37 am	5:37 am	5:37 am	5:37 am	5:37 am	5:38 am	5:38 am
8:44 pm	8:45 pm	8:45 pm	8:45 pm	8:45 pm	8:45 pm	8:46 pm
Jun 26	Jun 27	Jun 28	Jun 29	Jun 30		
5:38 am	5:39 am	5:39 am	5:40 am	5:40 am		
8:46 pm	8:46 pm	8:46 pm	8:46 pm	8:45 pm		

July

SUN	MON	TUE	WED	THU	FRI	SAT
					Jul 1	Jul 2
					5:41 am	5:41 am
					8:45 pm	8:45 pm
Jul 3	Jul 4	Jul 5	Jul 6	Jul 7	Jul 8	Jul 9
5:42 am	5:42 am	5:43 am	5:44 am	5:44 am	5:45 am	5:45 am
8:45 pm	8:45 pm	8:45 pm	8:44 pm	8:44 pm	8:44 pm	8:43 pm
Jul 10	Jul 11	Jul 12	Jul 13	Jul 14	Jul 15	Jul 16
5:46 am	5:47 am	5:48 am	5:48 am	5:49 am	5:50 am	5:51 am
8:43 pm	8:42 pm	8:42 pm	8:41 pm	8:41 pm	8:40 pm	8:40 pm
Jul 17	Jul 18	Jul 19	Jul 20	Jul 21	Jul 22	Jul 23
5:52 am	5:52 am	5:53 am	5:54 am	5:55 am	5:56 am	5:57 am
8:39 pm	8:38 pm	8:38 pm	8:37 pm	8:36 pm	8:35 pm	8:35 pm
Jul 24	Jul 25	Jul 26	Jul 27	Jul 28	Jul 29	Jul 30
5:58 am	5:58 am	5:59 am	6:00 am	6:01 am	6:02 am	6:03 am
8:34 pm	8:33 pm	8:32 pm	8:31 pm	8:30 pm	8:29 pm	8:28 pm
Jul 31						
6:04 am						
8:27 pm						

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

August

SUN	MON	TUE	WED	THU	FRI	SAT
	Aug 1	Aug 2	Aug 3	Aug 4	Aug 5	Aug 6
	☀️ 6:05 am	☀️ 6:06 am	☀️ 6:07 am	☀️ 6:08 am	☀️ 6:09 am	☀️ 6:10 am
	🌇 8:26 pm	🌇 8:25 pm	🌇 8:24 pm	🌇 8:22 pm	🌇 8:21 pm	🌇 8:20 pm
Aug 7	Aug 8	Aug 9	Aug 10	Aug 11	Aug 12	Aug 13
☀️ 6:11 am	☀️ 6:12 am	☀️ 6:13 am	☀️ 6:14 am	☀️ 6:15 am	☀️ 6:16 am	☀️ 6:17 am
🌇 8:19 pm	🌇 8:18 pm	🌇 8:16 pm	🌇 8:15 pm	🌇 8:14 pm	🌇 8:12 pm	🌇 8:11 pm
Aug 14	Aug 15	Aug 16	Aug 17	Aug 18	Aug 19	Aug 20
☀️ 6:18 am	☀️ 6:19 am	☀️ 6:20 am	☀️ 6:21 am	☀️ 6:22 am	☀️ 6:23 am	☀️ 6:24 am
🌇 8:10 pm	🌇 8:08 pm	🌇 8:07 pm	🌇 8:06 pm	🌇 8:04 pm	🌇 8:03 pm	🌇 8:01 pm
Aug 21	Aug 22	Aug 23	Aug 24	Aug 25	Aug 26	Aug 27
☀️ 6:24 am	☀️ 6:25 am	☀️ 6:26 am	☀️ 6:27 am	☀️ 6:28 am	☀️ 6:29 am	☀️ 6:30 am
🌇 8:00 pm	🌇 7:58 pm	🌇 7:57 pm	🌇 7:55 pm	🌇 7:54 pm	🌇 7:52 pm	🌇 7:51 pm
Aug 28	Aug 29	Aug 30	Aug 31			
☀️ 6:31 am	☀️ 6:32 am	☀️ 6:33 am	☀️ 6:34 am			
🌇 7:49 pm	🌇 7:47 pm	🌇 7:46 pm	🌇 7:44 pm			

September

SUN	MON	TUE	WED	THU	FRI	SAT
				Sep 1	Sep 2	Sep 3
				☀️ 6:35 am	☀️ 6:36 am	☀️ 6:37 am
				🌇 7:43 pm	🌇 7:41 pm	🌇 7:39 pm
Sep 4	Sep 5	Sep 6	Sep 7	Sep 8	Sep 9	Sep 10
☀️ 6:38 am	☀️ 6:39 am	☀️ 6:40 am	☀️ 6:41 am	☀️ 6:42 am	☀️ 6:43 am	☀️ 6:44 am
🌇 7:38 pm	🌇 7:36 pm	🌇 7:35 pm	🌇 7:33 pm	🌇 7:31 pm	🌇 7:30 pm	🌇 7:28 pm
Sep 11	Sep 12	Sep 13	Sep 14	Sep 15	Sep 16	Sep 17
☀️ 6:45 am	☀️ 6:46 am	☀️ 6:47 am	☀️ 6:48 am	☀️ 6:49 am	☀️ 6:50 am	☀️ 6:51 am
🌇 7:26 pm	🌇 7:25 pm	🌇 7:23 pm	🌇 7:21 pm	🌇 7:20 pm	🌇 7:18 pm	🌇 7:16 pm
Sep 18	Sep 19	Sep 20	Sep 21	Sep 22	Sep 23	Sep 24
☀️ 6:52 am	☀️ 6:53 am	☀️ 6:54 am	☀️ 6:55 am	☀️ 6:56 am	☀️ 6:57 am	☀️ 6:58 am
🌇 7:14 pm	🌇 7:13 pm	🌇 7:11 pm	🌇 7:09 pm	🌇 7:08 pm	🌇 7:06 pm	🌇 7:04 pm
Sep 25	Sep 26	Sep 27	Sep 28	Sep 29	Sep 30	
☀️ 6:59 am	☀️ 7:00 am	☀️ 7:01 am	☀️ 7:02 am	☀️ 7:03 am	☀️ 7:04 am	
🌇 7:03 pm	🌇 7:01 pm	🌇 6:59 pm	🌇 6:58 pm	🌇 6:56 pm	🌇 6:54 pm	

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

October

SUN	MON	TUE	WED	THU	FRI	SAT
						Oct 1 ☀️ 7:05 am 🌇 6:53 pm
Oct 2	Oct 3	Oct 4	Oct 5	Oct 6	Oct 7	Oct 8
☀️ 7:06 am 🌇 6:51 pm	☀️ 7:07 am 🌇 6:49 pm	☀️ 7:08 am 🌇 6:48 pm	☀️ 7:09 am 🌇 6:46 pm	☀️ 7:10 am 🌇 6:45 pm	☀️ 7:11 am 🌇 6:43 pm	☀️ 7:12 am 🌇 6:41 pm
Oct 9	Oct 10	Oct 11	Oct 12	Oct 13	Oct 14	Oct 15
☀️ 7:13 am 🌇 6:40 pm	☀️ 7:14 am 🌇 6:38 pm	☀️ 7:15 am 🌇 6:37 pm	☀️ 7:16 am 🌇 6:35 pm	☀️ 7:17 am 🌇 6:33 pm	☀️ 7:18 am 🌇 6:32 pm	☀️ 7:19 am 🌇 6:30 pm
Oct 16	Oct 17	Oct 18	Oct 19	Oct 20	Oct 21	Oct 22
☀️ 7:20 am 🌇 6:29 pm	☀️ 7:21 am 🌇 6:27 pm	☀️ 7:22 am 🌇 6:26 pm	☀️ 7:23 am 🌇 6:24 pm	☀️ 7:25 am 🌇 6:23 pm	☀️ 7:26 am 🌇 6:22 pm	☀️ 7:27 am 🌇 6:20 pm
Oct 23	Oct 24	Oct 25	Oct 26	Oct 27	Oct 28	Oct 29
☀️ 7:28 am 🌇 6:19 pm	☀️ 7:29 am 🌇 6:17 pm	☀️ 7:30 am 🌇 6:16 pm	☀️ 7:31 am 🌇 6:15 pm	☀️ 7:32 am 🌇 6:13 pm	☀️ 7:34 am 🌇 6:12 pm	☀️ 7:35 am 🌇 6:11 pm
Oct 30	Oct 31					
☀️ 7:36 am 🌇 6:10 pm	☀️ 7:37 am 🌇 6:08 pm					

November

SUN	MON	TUE	WED	THU	FRI	SAT
		Nov 1	Nov 2	Nov 3	Nov 4	Nov 5
		☀️ 7:38 am 🌇 6:07 pm	☀️ 7:39 am 🌇 6:06 pm	☀️ 7:40 am 🌇 6:05 pm	☀️ 7:42 am 🌇 6:04 pm	☀️ 7:43 am 🌇 6:03 pm
Nov 6	Nov 7	Nov 8	Nov 9	Nov 10	Nov 11	Nov 12
☀️ 6:44 am 🌇 5:01 pm	☀️ 6:45 am 🌇 5:00 pm	☀️ 6:46 am 🌇 4:59 pm	☀️ 6:47 am 🌇 4:58 pm	☀️ 6:49 am 🌇 4:57 pm	☀️ 6:50 am 🌇 4:56 pm	☀️ 6:51 am 🌇 4:56 pm
Nov 13	Nov 14	Nov 15	Nov 16	Nov 17	Nov 18	Nov 19
☀️ 6:52 am 🌇 4:55 pm	☀️ 6:53 am 🌇 4:54 pm	☀️ 6:54 am 🌇 4:53 pm	☀️ 6:56 am 🌇 4:52 pm	☀️ 6:57 am 🌇 4:51 pm	☀️ 6:58 am 🌇 4:51 pm	☀️ 6:59 am 🌇 4:50 pm
Nov 20	Nov 21	Nov 22	Nov 23	Nov 24	Nov 25	Nov 26
☀️ 7:00 am 🌇 4:49 pm	☀️ 7:01 am 🌇 4:49 pm	☀️ 7:02 am 🌇 4:48 pm	☀️ 7:04 am 🌇 4:47 pm	☀️ 7:05 am 🌇 4:47 pm	☀️ 7:06 am 🌇 4:46 pm	☀️ 7:07 am 🌇 4:46 pm
Nov 27	Nov 28	Nov 29	Nov 30			
☀️ 7:08 am 🌇 4:46 pm	☀️ 7:09 am 🌇 4:45 pm	☀️ 7:10 am 🌇 4:45 pm	☀️ 7:11 am 🌇 4:45 pm			

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.10 SHF Area Airport Information & Aviation Fuel Locations

SHF Area Airport Information & Aviation Fuel Locations						
<i>Airport Name</i> Town	ID	UNICOM <i>(Tower)</i>	ELEV	Latitude / Longitude	RUNWAY	Jet A
<i>Alturas</i> Alturas, CA	AAT	122.8	4378'	41°29.98'N / 120°33.92'W	4300' x 50' Asphalt	Y
<i>Arcata</i> Arcata, CA	ACV	123.0	222'	40°58.67'N / 124°06.51'W	6046' x 150' Asphalt	Y
<i>Rogers Field</i> Chester, CA	O05	122.8	4534'	40°16.94'N / 121°14.47'W	5020' X 100' Asphalt	Y
<i>Chico Municipal</i> Chico, CA	CIC	122.95 <i>(121.0)</i>	240'	39°47.72'N / 121°51.51'W	6724' x 150' Asphalt	Y
<i>McNamara Field</i> Crescent City, OR	CEC	122.8	61'	41°46.81'N / 124°14.19'W	5000' x 150' Asphalt	Y
<i>Nevada Co. Air Park</i> Grass Valley, CA	GOO	122.725	3154'	39°13.44'N / 121°00.19'W	4351' x 75' Asphalt	Y
<i>Klamath Regional</i> Klamath Falls, OR	LMT	122.95 <i>(133.975)</i>	4095'	42°09.37'N / 121°43.99'W	10301' x 150' Asphalt	Y
<i>Rogue Valley Int'l</i> Medford, OR	MFR	122.95 <i>(119.4)</i>	1335'	42°22.45'N / 122°52.41'W	8800' x 150' Asphalt	Y
<i>Minden-Tahoe</i> Minden, NV	MEV	123.05	4722'	39°00.06'N / 119°45.12'W	7400' x 100' Asphalt	Y
<i>Siskiyou County</i> Montague, CA	SIY	123.0	2651'	41°46.89'N / 122°28.09'W	7490' x 150' Asphalt	Y
<i>Oroville Municipal</i> Oroville, CA	OVE	122.8	194'	39°29.27'N / 121°37.32'W	6020' x 100' Asphalt	Y
<i>Red Bluff Municipal</i> Red Bluff, CA	RBL	123.0	352'	40°09.02'N / 122°15.13'W	5431' x 100' Asphalt	Y
<i>Redding Municipal</i> Redding, CA	RDD	122.95 <i>(119.8)</i>	505'	40°30.54'N / 122°17.60'W	7003' x 150' Asphalt	Y
<i>Reno/Stead</i> Reno, NV	RTS	122.7	5050'	39°40.09'N / 119°52.59'W	9000' x 150' Asphalt	Y
<i>Susanville Municipal</i> Susanville, CA	SVE	122.8	4149'	40°22.54'N / 120°34.36'W	4051' x 75' Asphalt	Y
<i>Truckee-Tahoe</i> Truckee, CA	TRK	122.8	5901'	39°19.20'N / 120°08.37'W	7000' x 100' Asphalt	Y
<i>Ukiah Municipal</i> Ukiah, CA	UKI	123.0	617'	39°07.56'N / 123°12.05'W	4423' x 150' Asphalt	Y
<i>Weed</i> Weed, CA	O46	122.7	2943'	41°28.85'N / 122°27.27'W	5000' x 60' Asphalt	Y

SHASTA-TRINITY AVIATION MISSION OPERATIONAL PLAN

12.11 Shasta-Trinity National Forest Fire Transportation Map QR Codes

Shasta-Trinity National Forest Fire Transportation Map QR Codes



All Maps -
FTP



Battalion 1
Yolla Bolla



Battalion 2
Hayfork



Battalion 3
Big Bar



Battalion 4
Weaverville North



Battalion 4
Weaverville South



Battalion 5
Shasta Lake North



Battalion 5
Shasta Lake South



Battalion 6
Mt. Shasta North



Battalion 6
Mt. Shasta South



Battalion 7
McCloud North



Battalion 7
McCloud South

NIFC FTP Fire Transportation Maps Site Link:

https://ftp.wildfire.gov/public/incident_specific_data/Fuels/CA_SHF/SHF%20Fire%20Transportation%20Maps/