

Instructions for UAS/Manned MASP

Pages 1-7 require total completion for regional office and state office review and approval signatures (page 1 through aerial hazard analysis and map). Pages 8-10, which includes, pilot information, flight following, frequencies, MTR's, MOA's, crash rescue and medivac plans, may be completed as information becomes available. Users may utilize additional forms as needed in this document's appendices. Partial completion of these pages is recommended during the submission process and all pages **shall** be completed prior to mission start.

Mission Planning sheets (appendix B) will be conducted for the day of mission details. FRAT or GAR risk assessment tools will be used to ensure day of risk is equal to or less than the what is established for the approved plan.

RISK MATRIX INSTRUCTIONS

Risk assessment processes and risk decision approvals follow the guidelines set forth in the Interagency Aviation Risk Management Workbook, aka the "yellow book," National Aviation Safety Management System Guide, and the Operation Risk Management Guide. The risk outcomes on the risk assessment matrix (page 11) have been incorporated into the risk assessment worksheet's drop-down menus. Risk Assessment Category (RAC) outcomes are categorized as follows:

Low	Moderate	High	Extremely High
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In no case will the overall risk of the mission be less than the highest specific factor. (Example: One extremely high, one high, and two moderate threats results in an extremely high risk assessment category outcome).

SIGNATURES

Route all MASP's through the Unit Aviation Officer or Aviation Manager for Regional Office review. Signature blocks on page 2 are listed in the order required for MASP approval. The MASP's will be routed back down through the Unit Aviation Officer or Aviation Manager for line officer approval.

The Regional Aviation Safety Manager (RASM) and the Aviation Officer/Manager will sign with digital signatures. Line officer signatures may sign with a wet signature or digital signature at their discretion.

RETENTION AND FILING OF PLAN

MASPs that have been reviewed by the Regional Office will remain in Pinyon and archived by fiscal year. These plans are accessible by the Regional Office, State Office, Unit/Forest Aviation Officers, and select aviation managers.

Unit:	Low	Moderate	High	Extremely High
Sub-Unit:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Agency(s) Participating in Project Mission</u>				<u>Calendar Year</u>	
FS <input type="checkbox"/> BLM <input type="checkbox"/> NPS <input type="checkbox"/> FWS <input type="checkbox"/> BIA <input type="checkbox"/> STATE <input type="checkbox"/> OTHER <input type="checkbox"/>					
<u>Aircraft Type</u>					
Fixed	Rotor	UAS	Anticipated Start Date	Anticipated End Date	MASP Objectives
		<input type="checkbox"/>			Training Resource Fire LEI Mission
Please add your name and title below				Signature Only RAO/LO need to sign	Date
Prepared by:					
Reviewed by: (Zone FAO) Unit Level:					
Reviewed by HOS:					
Reviewed by UAS PM:					
Reviewed by: (REQUIRED) RASM:					
Reviewed By: (REQUIRED) RAO:					
Approved by: (Final) Line Officer:					

Participant's qualifications and responsibilities shall be verified and discussed during daily briefing

<p><u>Project Aviation Manager Name</u> (IAW IAT Guide):</p>	<p><u>Alternate Project Aviation Manager Name</u> (IAW IAT Guide):</p>
<p><u>Project Name</u></p>	
<p><u>Description and Location:</u></p>	
<p><u>Objectives:</u></p>	
<p><u>Aircraft Justification:</u></p>	

<p><u>Aircraft Information:</u></p> <p>Check all that apply, if name is unknown, add information as it becomes available</p> <p>Leave text fields blank if unknown</p> <p>All cooperators require an annual approval letter onboard except DOJ aircraft</p> <p>Cooperator: _____ Agency: _____</p> <p>Vendor: _____ Military: _____</p> <p>Other: _____</p>			
Rotor Wing:	Type One:	Type Two:	Type Three:
<p>Document additional requirements beyond standard typing in aircraft justification and on the resource order (wire strike protections system, performance capabilities, equipment, etc.).</p>			
Fixed Wing:	Single Engine	Multi-Engine	
<p>Document mission needs for turbine, twin-engine, air conditioning, high or low wing, pressurized cabin, radio package, etc. in the aircraft justification section and on the resource order.</p>			
UAS:	(Appendix D)	Fixed Wing:	Rotor Wing:
<p><u>Aircraft Make and Model:</u> If unknown, add information as it becomes available or utilize the Mission Planning Sheet. All information shall be filled out prior to mission start.</p> <p>Unknown CWN/OnCall: _____ Unknown EU: _____ Vendor: _____</p> <p>FAA Registration #: _____ Make: _____ Model: _____</p> <p>Carder for Mission: _____ Card Expiration Date: _____</p> <p>Aircraft Color Scheme: _____</p> <p>CWN helicopter information attained after hiring process, ensure CWN inspection sheet has been completed.</p>			
<p>Procurement and Cost Information: Check unknown if unable to provide accurate or estimated information.</p>			
Procurement Type:		Estimated Flight Hour Cost:	
Estimated Flight Hours:		Estimated Miscellaneous Cost(s):	
Charge Code:			

UAS Pilot Information: Only P1 Expiration Date required.

<u>Pilot Name (P1): PIC Primary</u>	<u>Pilot Phone Number:</u>
<u>VO Name (P2): Co-Pilot/Relief</u>	<u>Pilot Phone Number:</u>
<u>Pilot Carded for Mission:</u>	<u>Pilot Card (P1) Expiration Date:</u>
	<u>Pilot Card (P2) Expiration Date:</u>
UAS Basic Remote Pilot P1 <input type="checkbox"/> P2 <input type="checkbox"/>	
UAS P (Fire) P1 <input type="checkbox"/> P2 <input type="checkbox"/>	
UAS Aerial Ignition (PSD) P1 <input type="checkbox"/> P2 <input type="checkbox"/>	
BLOS/ELOS UAS P1 P2	

Flight Following And Frequencies:

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)

Forest - FM Receive:	FM Transmit:	RX: TX:
A/G - FM Receive:	FM Transmit:	RX: TX:
A/G - FM Receive:	FM Transmit:	RX: TX:
A/G - FM Receive:	FM Transmit:	RX: TX:
Project - FM Receive:	FM Transmit:	RX: TX:
AM Receive:	AM Transmit:	RX: TX:

Houston: 141.3; Paynetown: 103.5; Georgia: 110.9; Spears: 151.4; Marchand: 123.0

Vendor Name:	Aircraft Model:	Aircraft Make:	FAA#:
Aviation Manager:	Date:	Pilot:	Date:

Participants Name	Position	Training Expiration Date

Crash Rescue Plan developed for specific mission

MOA/MRT Information

MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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Aviation Officer or Aviation Manager will coordinate Temporary Flight Restrictions (TFR) with dispatch if needed.

MOA/MRT Information

MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

--

Communications

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Contact

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MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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MOA/MRT Information

MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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MOA/MTR Name	Lower Limit	Upper Limit	Activation

Hours

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Communications

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Contact

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- Risk assessment must be completed prior to mission approval
- Risk assessment hazards shall be reassessed prior to starting the mission, see FRAT/GAR
- Ensure appropriate management level for approval
- See the National Aviation Safety Management System Guide, Yellow Book, and ORM guide for additional guidance with Risk Assessments
- This Risk Assessment does not negate the requirement to complete a FRAT/GAR prior to flight.

RISK ASSESSMENT MATRIX		PROBABILITY				
		Likelihood of Mishap if Hazard is Present				
		Almost Certain (Continuously experienced)	Likely (Will occur frequently)	Possible (Will occur several times)	Unlikely (Remotely possible but not probable)	Rare (Improbable; but has occurred in the past)
SEVERITY	Catastrophic (Death, Loss of Asset, Mission Capability or Unit Readiness)					
	Critical (Permanent Disabling Injury or Damage, Significantly Degraded Mission Capability or Unit Readiness)					
	Moderate (Non-Permanent Disabling Injury or Damage, Degraded Mission Capability or Unit Readiness)					
	Negligible (Minimal Injury or Damage, Little or No Impact to Mission Capability or Unit Readiness)					

RAC Value	Risk Category	Action Required
	Extremely High	Stop, Immediate Correction
	High	Consider Stopping, Urgent Correction
	Moderate	Corrective Attention Needed
	Low	Possible Acceptance

Appropriate Management Level for Operational Risk Decisions		
Risk Level	Fire	Mission
Extremely High	Incident Commander or Operations Sections Chief	Line Officer
High	Incident Commander or Operations Sections Chief	Line Officer
Moderate	Air Operations Branch Director	Project Aviation Manager
Low	Base Manager	Helicopter or Flight Manager

System Being Evaluated:		Pre-Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Final UAS Risk Assessment								

Prepared by

Date completed

Aerial Hazard Analysis and map: Provide an analysis of aerial hazards surrounding the mission area in this box, e.g. towers, wires, sloping terrain, dust, proximity to airports, confined landing zones, etc. Replace the blue box below with a hazard map or include map at the end of the MASP.

Wire strike prevention addressed, and other hazards are identified (*None in the flying area*)

MAP OF PROJECT/MISSION:

Maps specific to identified training sites shall be attached to Mission Planning Sheets and include aerial hazard analysis.

BOUNDARY/LAND OWNERSHIP MAP:

For UAS Operations add Lat/Long Coordinates and elevation

Coordinates and elevation

Aerial Hazard Analysis and map: Provide an analysis of aerial hazards surrounding the mission area in this box, e.g. towers, wires, sloping terrain, dust, proximity to airports, confined landing zones, etc. Replace the blue box below with a hazard map or include map at the end of the MASP.

Insert additional maps below

Aerial Hazard Analysis and map: Provide an analysis of aerial hazards surrounding the mission area in this box, e.g. towers, wires, sloping terrain, dust, proximity to airports, confined landing zones, etc. Replace the blue box below with a hazard map or include map at the end of the MASP.

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Georeferenced burn unit maps and potential helispots will be provided prior to any missions involving a particular unit(s). Helispots will require manager approval as site conditions may have changed. If the burn is to occur within 5 nautical miles from an airport or 25 nautical miles from a navigational aid (VOR) dispatch will contact the FAA to issue a NOTAM D prior to the start of the burn per the burn plan. High level reconnaissance of the project area will be completed prior to implementation. Dispatch will ensure airspace deconfliction plan has been documented and communicated. General aviation air will be dealt with by see and avoid procedures and checking for NOTAMs. Pilots and crew should monitor local VHF-AM frequencies. Lastly, pre- and post-project briefings will be conducted with aircrew, pilots, aviation managers, and, to the maximum extent possible, the Zone FAO to address any issues or concerns. It is highly encouraged for aircraft managers to forward documented debriefs to the Zone FAO.

Aerial hazards associated with RX PSD operations consist of 1) Ground-based hazards including towers (Radio, Cell, water, etc;) and transmission/electrical lines as well as 2) Airspace conflicts with other aircraft. To minimize hazards associated with ground-based hazards aerial ignition crews must consult applicable maps (FAA sectionals, Forest Hazard Maps, Project Maps, etc.) to determine ground-based hazards within the area of operation.

Burn Unit locations and applicable helispots are located in tables 1 and 2 below.

HLNOS

ST. LOUIS

LEGEND

NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultraflight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) → RP 23, 34

★ RP Special conditions exist - see Supplement.

FSS - Flight Service Station
 NO SVFR - Fixed-wing special VFR flight is prohibited.
 CT - 118.3 - Control Tower (CT) - primary frequency
 ★ - Star indicates operation part-time. See tower frequency tabulation for hours of operation.
 CT - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service
 AFIS 135.2 - Automatic Flight Information Service (AK)
 ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station
 VFR Advy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
 285 - Elevation in feet
 L - Lighting in operation Sunset to Sunrise
 *L - Lighting limitations exist; refer to Supplement.
 72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM)
- Class D Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace.
- Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
- Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line intersection. Arrows are directed towards facilities which establish intersection.
- Total mileage between → 169
- NAVADS on direct Airways
- Helicopter (Helicopter Only)
- RNAV Waypoint
- Prohibited, Restricted, and Warning Areas
- "Alert Area and Military Operations Area (MOA)
- *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface
- Special Airport Traffic Area (See FAR 93 for details.)
- National Defense Airspace Temporary Flight Restriction Area
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6

OAKDALE 362 * 388 * 388 * OAK 123.6

CHICAGO CHI 122.6

Underline indicates no voice on frequency.
 Crosshatch indicates Shutdown status.
 * - Operates less than continuous or On-Request.
 ASOS/AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Continiguous U.S.) and 121.5, 122.2, 243.0 and 255.4 (Alaska) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above thin line box are removed to NAVAD sites. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

FSS radio providing voice communication → MIAMI

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- DME
- VORTAC
- Other facilities, i.e., FSS Outlet, FCO, WX CAM (A/G) (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (above 200 ft AGL in urban area)
- Obstruction with high-intensity lights; may operate part-time
- Wind Turbine
- Wind Turbine Farm
- Elevation of the top above mean sea level
- Height above ground
- Under construction or reported; position and elevation unverified
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- A - Aerobatic Practice Area (See Supplement)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultraflight Activity
- UA - Unmanned Aircraft Activity (See Supplement)
- Parachute Jumping Area (See Supplement)
- VPXYZ VFR Waypoints
- Space Launch Activity Area
- Isogonic Line (2020 VALUE)
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

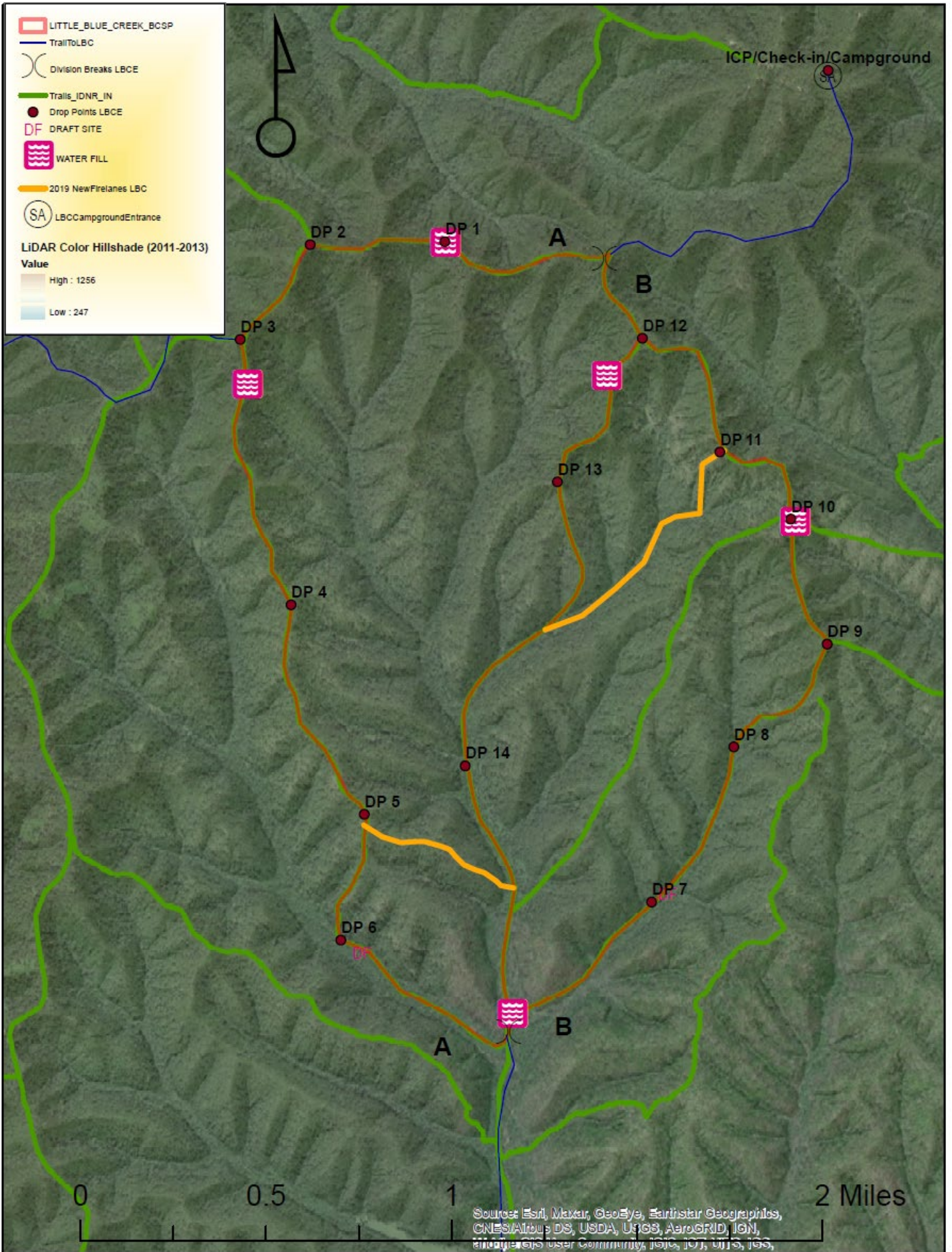
- Power Transmission Line
- Aerial Cable
- Lookout Tower
- G18 (Elevation Base of Tower)
- Mountain Pass
- 11823 (Elevation of Pass)
- Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

Table 1.) Burn Unit, Lat/Long, Applicable Helispot

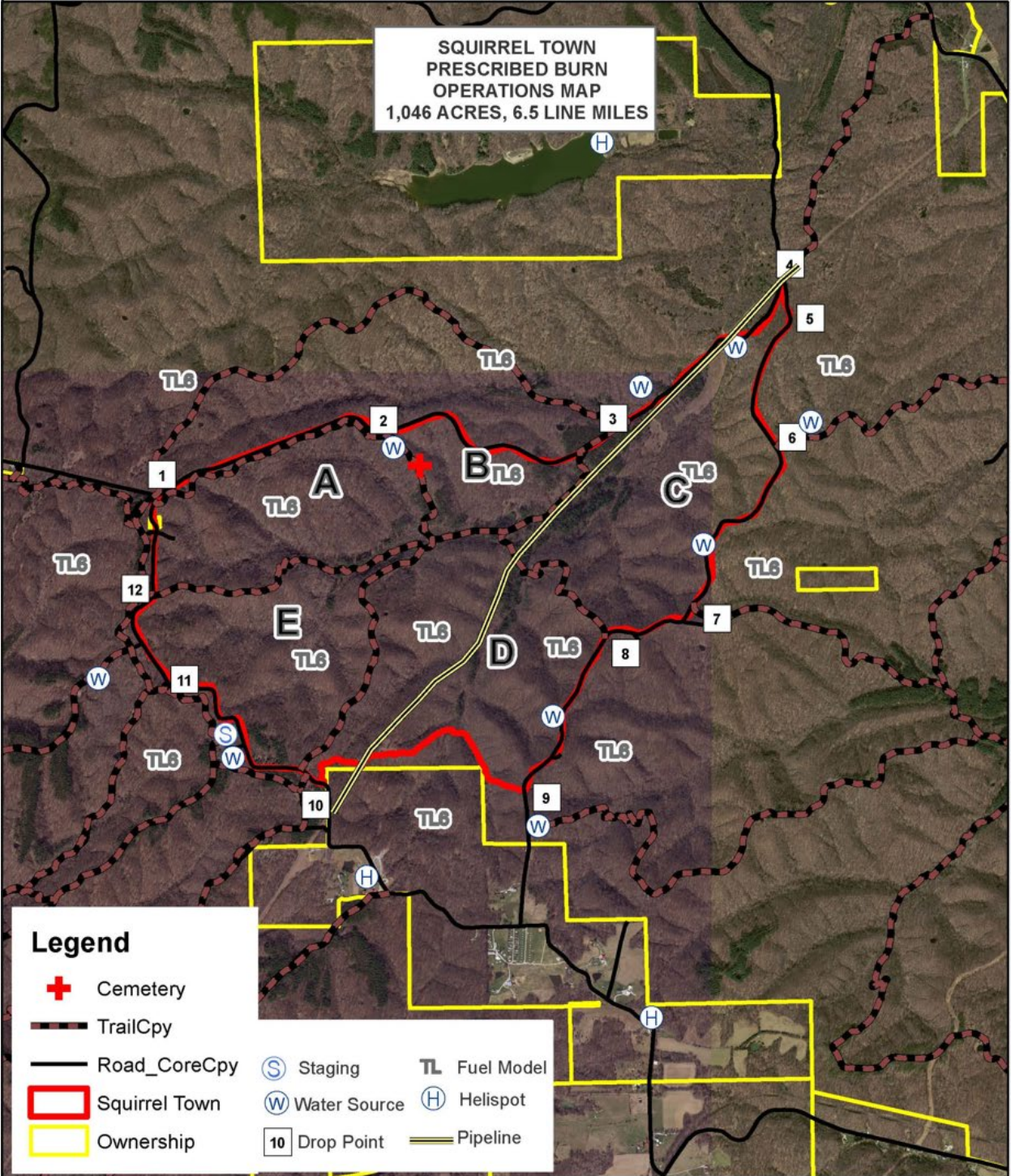
Burn Unit	Lat/Long	Applicable Helispot(s)
Little Blue Creek	39° 7.435' x -86° 15.758'	BCSP Airstrip
Winkler	39° 1.717' x -86° 16.653	Lake Tarzan Dam Maumee Field Laney Acres Grissom Airport (BFR)
Combs – Lincoln Back	39° 1.285' x -86° 17.695'	Lake Tarzan Dam Maumee Field Laney Acres Grissom Airport (BFR)
Squirrel Town	38° 58.992' x -86° 16.889'	Lake Tarzan Dam Maumee Field Laney Acres Grissom Airport (BFR)
Mitchell Creek	38° 17.841' x -86° 37.019'	U-38 Dam French Lick Airport (FRH)
Blue Otter	38° 17.66' x -86° 29.501'	Old Felker French Lick Airport (FRH)
Boone Creek	38° 8.286' x -86° 28.629'	Roehm Mill Creek Perry County Airport (TEL)
Boone Creek North	38° 9.07' x -86° 27.983'	Roehm Perry County Airport (TEL)
Rattlesnake North and South	38° 4.96' x -86° 34.974'	Saddle Lake Dam Perry County Airport (TEL)
Ash House	38° 4.051' x -86° 33.938'	Saddle Lake Dam Perry County Airport (TEL)
Rock House	38° 3.36' x -86° 34.537'	Saddle Lake Dam Perry County Airport (TEL)

Table 2.) Helispots (should be approved by manager prior to use as conditions may have changed)

Helispot Name	Description	Lat/Long
BCSP Airstrip (inactive)	Old airstrip at Brown County SP	39° 9.681' x -86° 13.099'
Tarzan Dam	Top of lake dam	39° 0.212' x -86° 16.35'
Maumee Field	Field below Lake Tarzan dam	39° 0.229' x -86° 16.213'
Laney Acres	Mowed lawn with road access	38° 58.979' x -86° 12.971'
Bedford (Grissom Airport)	General aviation airport	BFR
U-38 Dam	Top of U-38 Lake dam	38° 17.832' x -86° 40.516
French Lick Airport	General aviation airport	FRH
Roehm	Harvested agricultural field	38° 8.692' x -86 28.97'
Perry County Airport	General Aviation Airport	TEL
Mill Creek	Field with road access	38° 10.009' x -86° 28.04'
Indian Lake Dam	Top of lake dam	38° 11.424' x -86° 39.344'
Celina Lake Dam	Top of lake dam	38° 10.805' x -86 37.694'
Saddle Lake Dam	Top of lake dam	38° 3.863' x -86° 39.915'



**SQUIRREL TOWN
PRESCRIBED BURN
OPERATIONS MAP**
1,046 ACRES, 6.5 LINE MILES



Legend

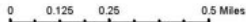
- Cemetery
- TrailCpy
- Road_CoreCpy
- Squirrel Town
- Ownership
- Staging
- Water Source
- Helispot
- Drop Point
- Fuel Model
- Pipeline

**SQUIRREL TOWN
PRESCRIBED BURN**
Hoosier National Forest
Brownstown RD

T7N R2E Pt. Sec. 34,35, & 36
T6N R2E Pt. Sec. 2,3,4,10, & 11
Lawrence & Jackson County

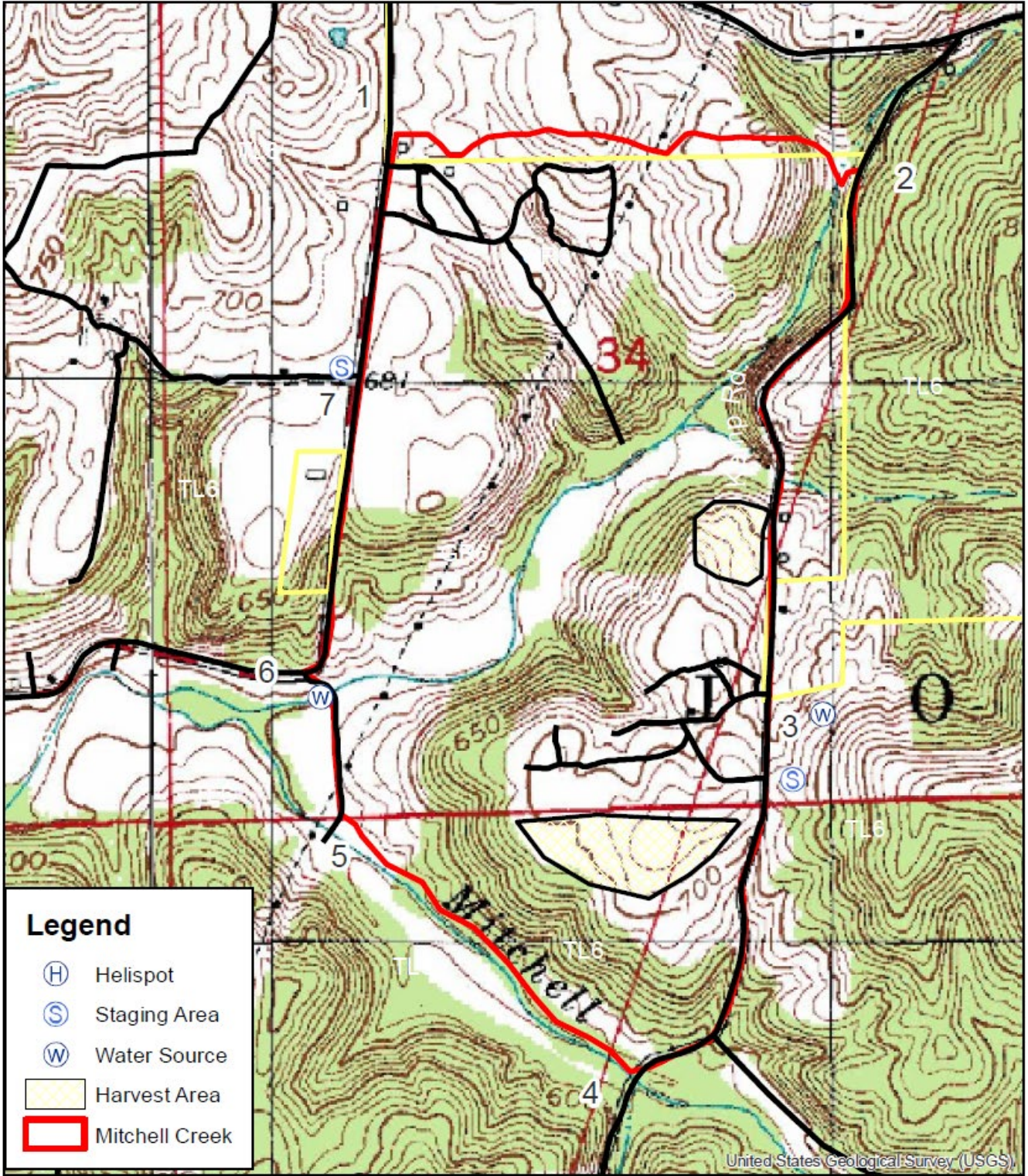


Original data compiled from multiple source data and may not meet National Mapping Accuracy Standards. For specific data source information contact the Hoosier National Forest. No warranty is made to the contents or accuracy of the data.



T. Severson 02/21/2019

Created Using ArcGIS



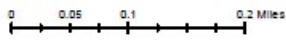
Legend

- (H) Helispot
- (S) Staging Area
- (W) Water Source
- Harvest Area
- Mitchell Creek

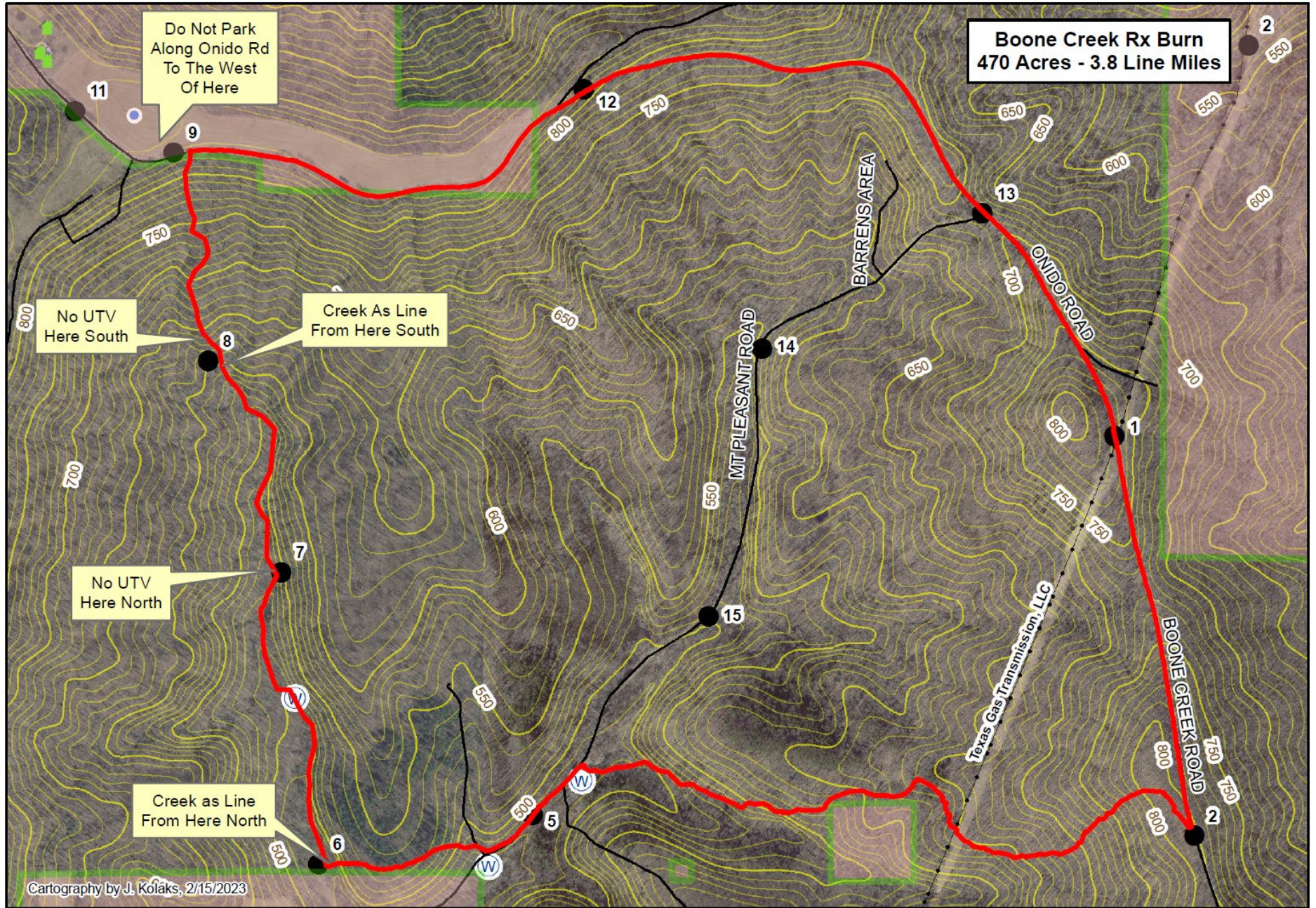
Hoosier National Forest
 Tell City Ranger District
 Crawford County, Indiana
 T2S/R2W Pt. Sec. 34
 T3S/R2W Pt. Sec. 3

**Mitchell Creek Burn Unit
 Topographic Map
 3.0 Line Miles
 288 Acres**

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T.Sevenon 02/20/2023
 Created Using ArcGIS 10.2

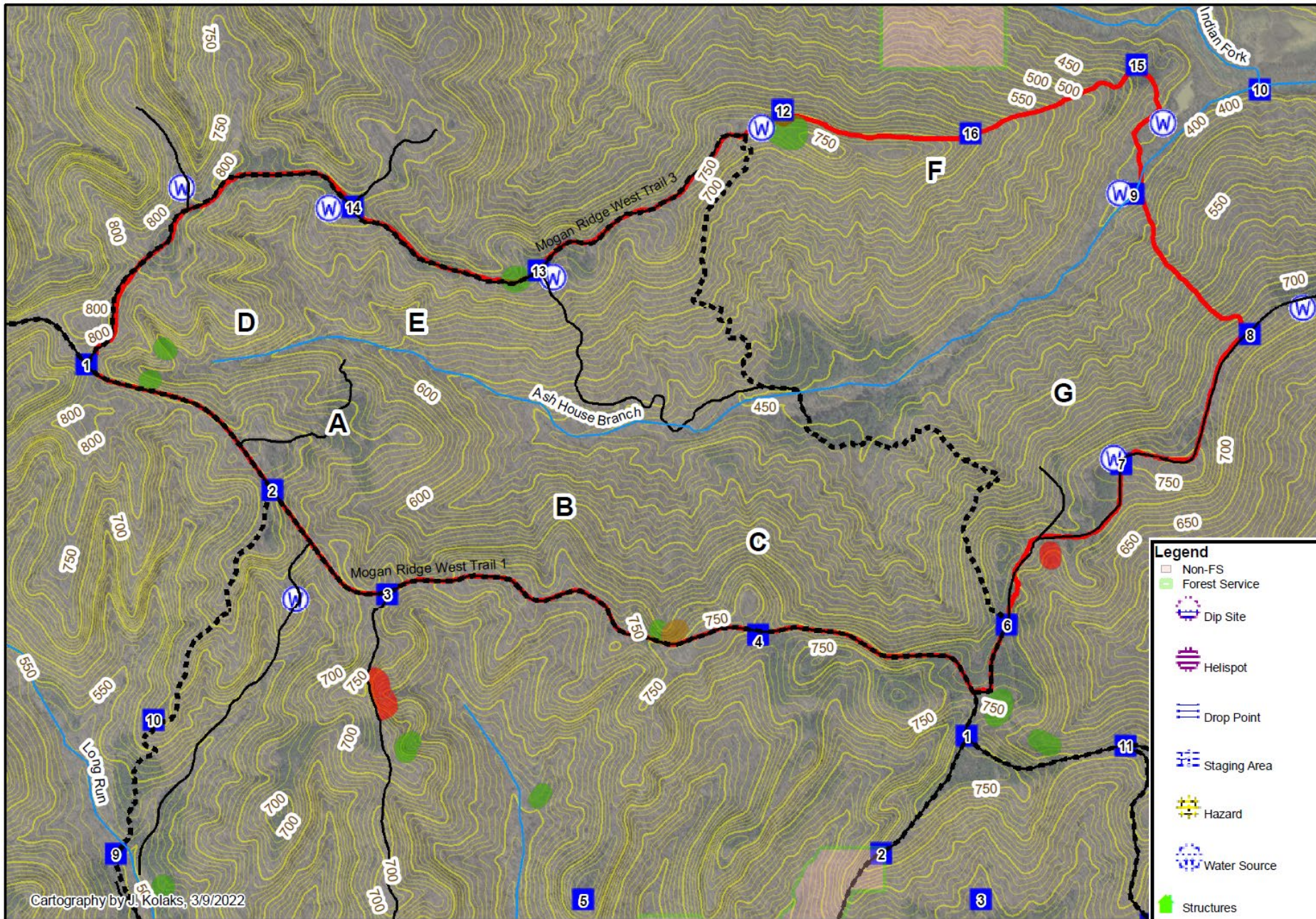


Hoosier National Forest
Tell City Ranger District
Crawford and Perry County, IN

Legend	
	BooneCreek
	DropPoints
	Water Source
	Helispot
	Non-FS
	Forest Service
	Structures
	Roads
	Transmission Powerline
	Underground Pipeline

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Cartography by J. Kolaks, 3/9/2022

Legend

- Non-FS
- Forest Service
- Dip Site
- Helispot
- Drop Point
- Staging Area
- Hazard
- Water Source
- Structures

Resource Consideration

- Do Not Burn
- Do Not Burn, Mow, or Dig
- Do Not Mow or Dig
- Do Not Dig
- Ash House

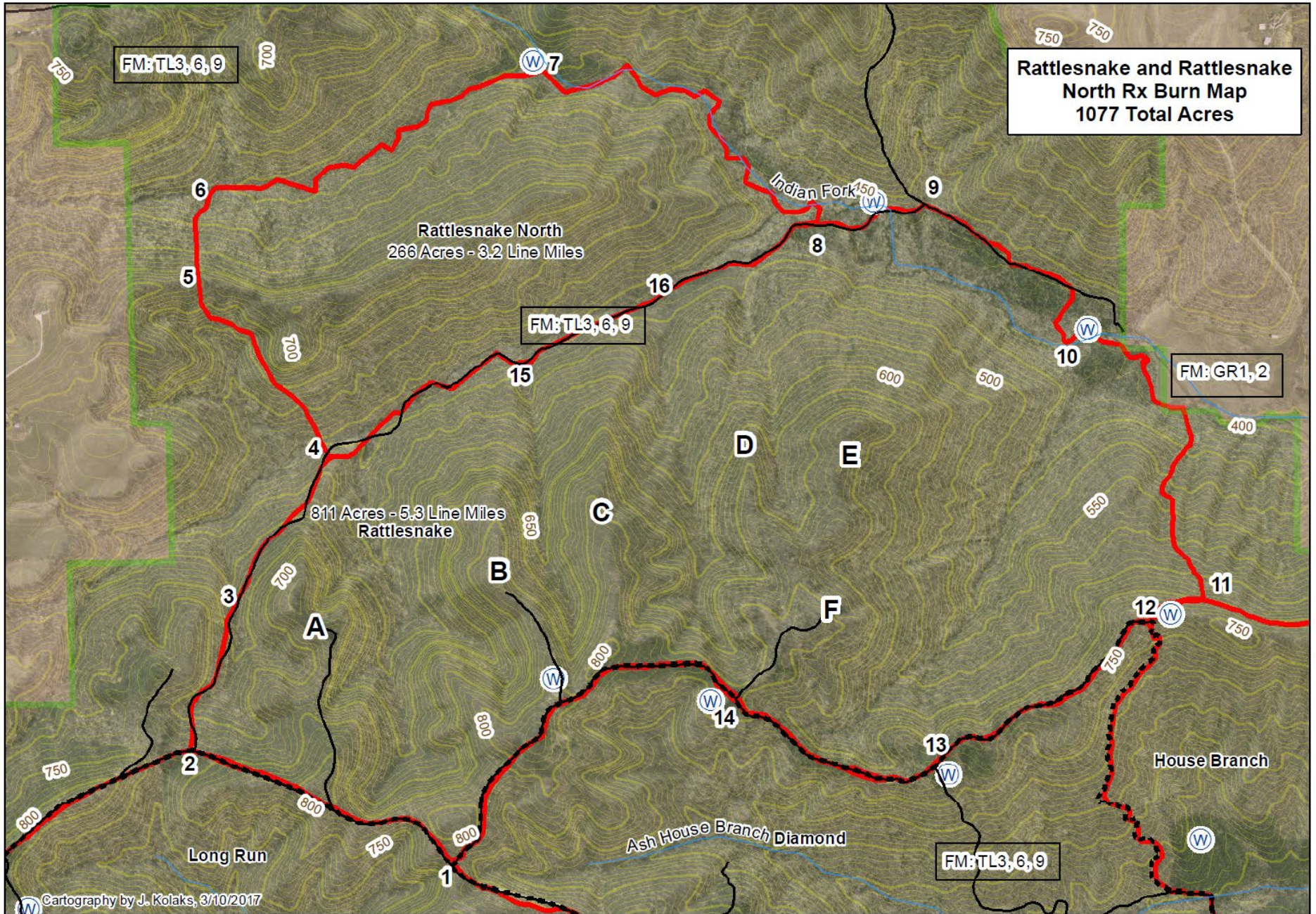
0 0.25 0.5 Miles

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Ash House Rx Burn
983 Acres - 6.22 Line Miles



Hoosier National Forest
 Tell City Ranger District
 Perry County, IN



**Rattlesnake and Rattlesnake North Rx Burn Map
1077 Total Acres**

FM:TL3,6,9

FM:TL3,6,9

FM:GR1,2

FM:TL3,6,9

Rattlesnake North
266 Acres - 3.2 Line Miles

811 Acres - 5.3 Line Miles
Rattlesnake

Long Run

Ash House Branch Diamond

House Branch

Cartography by J. Kolaks, 3/10/2017



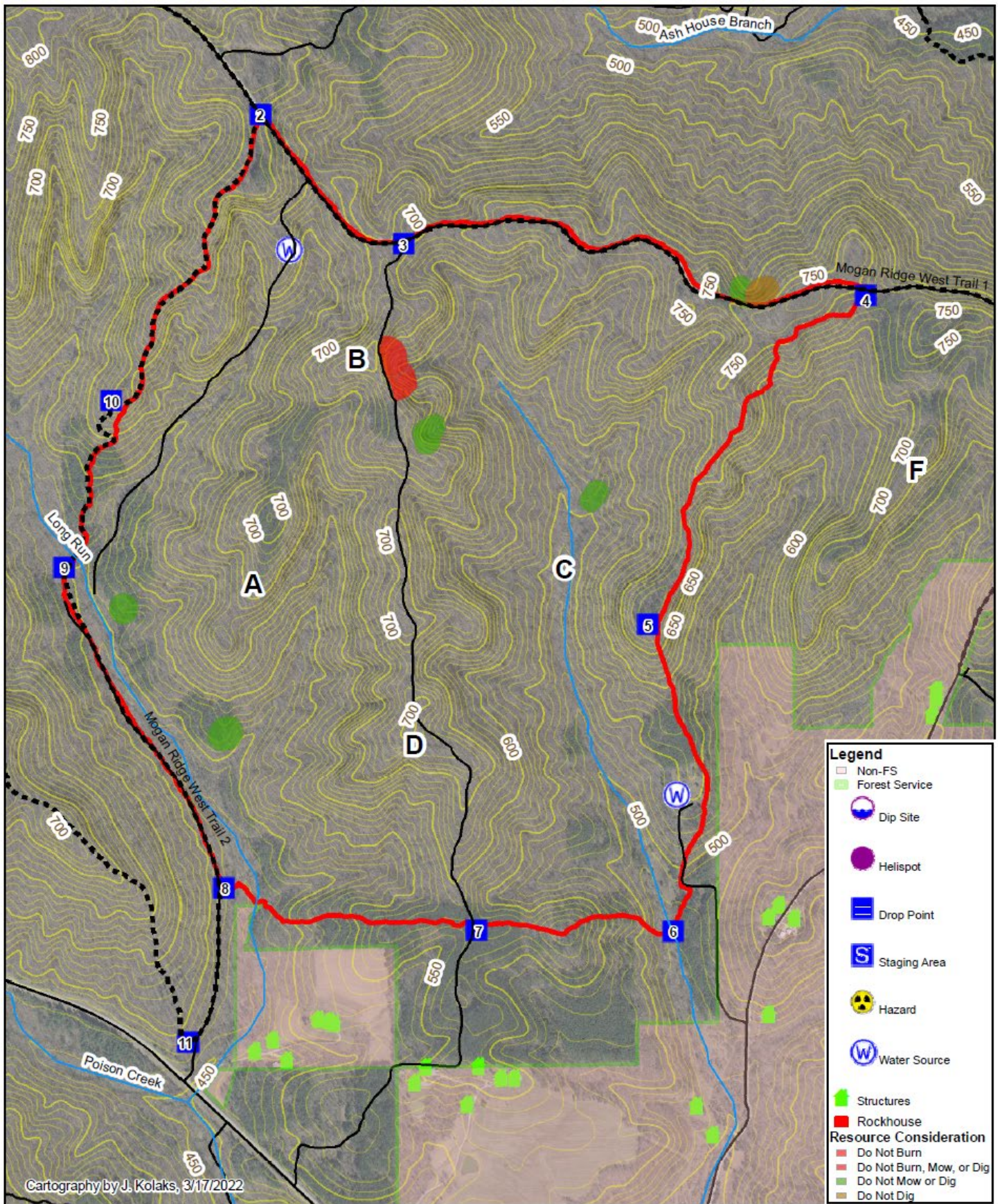
Hoosier National Forest
Tell City Ranger District
Perry County, IN

Legend

- Mogan Ridge Burn Units
- NON-FS
- FOREST SERVICE
- Trail routes
- Roads
- W Water Source

Original data compiled from multiple source data and may not meet National Mapping Accuracy Standards. For specific data source information contact the Hoosier National Forest. No warranty is made to the contents or accuracy of the data.

0 0.25 0.5 Miles



Cartography by J. Kolaks, 3/17/2022



Hoosier National Forest
Tell City Ranger District
Perry County, IN

0 0.125 0.25 Miles
Original data compiled from multiple source data and may not meet National Mapping Accuracy Standards. For specific data source information contact the Hoosier National Forest. No warranty is made to the contents or accuracy of the data.

Rockhouse Rx Burn
605 Acres - 4.5 Line Miles

Medical/Crash Rescue

1. Project Name:	2. Operational Period: Date From: _____ Time From: _____	Date To: _____ Time To: _____
-------------------------	--	----------------------------------

3. Medical Aid Stations:			
Name	Location	Contact Number(s)/Frequency	Paramedics on Site?
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No

4. Transportation (indicate air or ground):			
Ambulance Service	Location	Contact Number(s)/Frequency	Level of Service
			<input type="checkbox"/> ALS <input type="checkbox"/> BLS
			<input type="checkbox"/> ALS <input type="checkbox"/> BLS
			<input type="checkbox"/> ALS <input type="checkbox"/> BLS
			<input type="checkbox"/> ALS <input type="checkbox"/> BLS

5. Hospitals:							
Hospital Name	Address, Latitude & Longitude if Helipad	Contact Number(s)/Frequency	Travel Time		Trauma Center	Burn Center	Helipad
			Air	Ground			
					<input type="checkbox"/> Yes Level: _____	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes Level: _____	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes Level: _____	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes Level: _____	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes Level: _____	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

6. Special Medical Emergency Procedures:

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Post Operational De-brief / After action Review Notes:

Perform a post mission/post project debrief with participants. Capture pertinent feedback that may help in planning for the next project, reinforce those events and actions that made the project a success, and identify areas where improvement can be made to enhance efficiency and safety. Note any additional hazards that may be identified in the Risk assessment section.