



Interagency Aviation TECH BULLETIN



No. IATB 2015-02

Date: March 12, 2015

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SUBJECT: Basic Weather Information on Manifests and Use of Belt Weather Kits

DISTRIBUTION: Helicopter Operations

DISCUSSION: Following the Iron 44 accident, one of the recommendations from the NTSB was to add “Basic Weather Information” to the manifest form and document weather conditions at the time for each flight. The Interagency Helicopter Passenger/Cargo Manifest form contains Pressure Altitude (PA) and Outside Air Temperature (OAT) as identified in the IHOG, Appendix A (HCM-9). Wind direction and speed is not on the Interagency Helicopter Passenger/Cargo Manifest form or the Interagency Helicopter Load Calculation form. Wind speed and direction can change so quickly that having this information on the planning forms could be misleading.

Helicopter Crewmembers should provide wind speed and direction to the pilot for all take-off and landings at staffed helibases and helispots. Helicopter Crewmember training must focus on the proper use of belt weather kits and stress the importance of giving the incoming pilots accurate wind speed and direction.

Pilot wind finding techniques are evaluated during flight evaluations but it is important to provide wind conditions and direction at landing sites by personnel on the ground.

This Technical Bulletin is a reminder to review the IHOG Load Calculation requirements and to completely fill out the information from the Load Calculation forms onto the Manifest forms. Pilots must be aware of wind conditions and helicopter crews must be vigilant in updating and continuously providing pilots with wind speed and direction.

Please direct any questions to your agency helicopter operations staff.

/s/ Ralph Getchell

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