

SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

MASP INSTRUCTIONS

Pages 1-10 require total completion for regional office review and approval signatures (page 1 through aerial hazard analysis and map). Pages 11-14, which includes, pilot information, flight following, frequencies, MTR's, MOA's, crash rescue and medivac plans, may be completed as information becomes available. Partial completion of these pages is recommended during the submission process and all pages **shall** be completed prior to mission start.

RISK MATRIX INSTRUCTIONS

Risk assessment processes and risk decision approvals follow the guidelines set forth in the 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 5) 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**

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/Forest Aviation Officer 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/Forest Aviation Officer (AO) for line officer approval. MASPs will be submitted as a word document and will be returned in PDF format for the approving official's signature.

All signature boxes up to the Aviation Officer will be signed in typed text:

Example: /s/ John M. Smith

The Regional Aviation Safety Manager (RASM) and the Regional Aviation Officer (RAO) will sign with link pass digital signatures, if possible, otherwise as stated above. Line officer signatures may sign with a wet signature or link pass digital signature at their discretion.


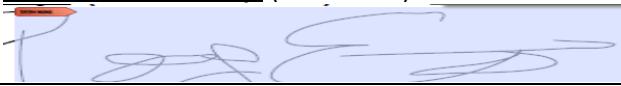
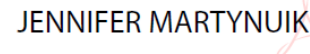
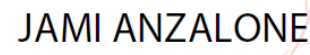
RETENTION AND FILING OF PLAN

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, Unit/Forest Aviation Officers, and select aviation managers. Plans approved by the line officer will be maintained in the dispatch office and referenced during flight. Retention of the safety plan by dispatch shall be one year. Retention of the plan and daily briefing sheets by the mission manager shall be one year.

SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

Unit: Southwest Region, Tonto National Forest	Sub Unit: Washington Office, USFS Region 3 Regional Office, Tonto NF Supervisors Office
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Agency Requesting Mission			Calendar Year		
FS <input checked="" type="checkbox"/> NPS <input type="checkbox"/> BLM <input type="checkbox"/> FWS <input type="checkbox"/> BIA <input type="checkbox"/> STATE <input type="checkbox"/> OTHER <input type="checkbox"/>			2021		
Anticipated Date(s): YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			Calendar Year: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
Aircraft Type			*Use start and end date below only if anticipated date(s) box is selected*		
Fixed	Rotor	UAS	Start Date	End Date	MASP Objectives
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2/22/2021	3/12/2021	Training <input checked="" type="checkbox"/> Resource <input type="checkbox"/> LE&I Mission <input type="checkbox"/> Incident <input type="checkbox"/>

Mission prepared by: John Wood	Title: Choose an item. Fixed Wing Operations Specialist R6	12/11/2020
 Digitally signed by JOHN WOOD Date: 2021.01.13 13:20:00 -08'00'		
Mission reviewed by: (OPTIONAL) Unit Level: Vacant NOT APPLICABLE	Title: Choose an item. AZ State Aviation Manager	Click here to enter a date.
Mission reviewed by: (OPTIONAL) National Level: 	Title: Choose an item.WO Aerial Supervision Program Manager (RJ Estes)	Click here to enter a date.
Mission reviewed by: (REQUIRED) Forest Aviation Officer: Travis Stanfill	Title: Forest Aviation Officer (FAO)	Click here to enter a date.
Mission reviewed by: (REQUIRED) RASM: JENNIFER MARTYNUIK  Digitally signed by JENNIFER MARTYNUIK Date: 2021.01.04 18:52:12 -07'00'	Title: Regional Aviation Safety Manager	Click here to enter a date.
Mission reviewed By: (REQUIRED) RAO: JAMI ANZALONE  Digitally signed by JAMI ANZALONE Date: 2021.01.05 09:41:05 -07'00'	Title: Regional Aviation Officer	Click here to enter a date.
Mission and Risk Assessment approved by: (REQUIRED) - Line Officer:	Title: Forest Supervisor	Click here to enter a date.

SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

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

<p style="text-align: center;"><u>Aviation Manager (IAW IAT Guide):</u> Chris D Tipton 303-898-7128</p>	<p style="text-align: center;"><u>Alternate Aviation Manager (IAW IAT Guide):</u> RJ Estes 520-507-3350</p>
<p><u>Mission Name</u> 2021 National Aerial Supervision Training Academy (Lead Plane Pilot, Air Tactical Supervisor, Air Tactical Group Supervisor & Helicopter Coordinator)</p>	
<p><u>Mission Description:</u> The National Aerial Supervision program will comprise of the following courses: National Interagency Lead plane (LPIL) National Interagency Lead plane Refresher Air Tactical Supervisor(AITS)/Aerial Supervision Module Training (ASM) National Interagency Air Tactical Group Supervisor Academy (ATGS, HLCO)</p> <p>All courses will be conducted at the Phoenix Interagency Fire Center, Mesa Arizona. Fixed and rotor wing aircraft will be used during the National Interagency ATGS Academy only. Contracted fixed wing aircraft may be utilized as the platform for the ATGS trainee if BLM and Forest Service fixed wing aircraft are not available. BLM and Forest Service fixed wing aircraft will be utilized for ATGS trainees as the primary alternative. BLM and Forest Service Lead plane aircraft will be used as role playing platforms such as airtankers. Locally contracted helicopters will be involved in the simulated mission. Lead plane refresher, Lead plane and Air Tactical Supervisor/ASM training, will use fixed wing aircraft from BLM, Forest Service, CAL FIRE, and State of Alaska. The National Aerial Supervision Module and Lead Plane refresher will include flight and ground training. The flight training and check rides will include simulated air tanker drops using other lead plane aircraft, designated as air tanker role players. Topics covered in the flight training will be fire size up, target description, tactical flight training, communications, escape routes, and emergency procedures. The ground training will include safety and airspace briefing, target description, communications, tactics, and ICS. Ground based tactical training using sand tables, and radio labs are integrated to enhance the skills and knowledge that is necessary for the LPIL and AITS trainees, and current ASM crews to perform the mission. Each simulated mission incorporates a qualified LPIL Evaluator or AITS Evaluator to evaluate the crew during the simulation. At the end of the simulation the crew and instructors meet together to discuss and asses the performance of the crew. At the end of each operational period all of the participants take part in an after action review.</p> <ul style="list-style-type: none"> • Live flight simulations, at pre-planned locations, incorporating role players on the ground are used to replicate as closely as possible the conditions of the Lead/ASM mission. • Sand Table exercises are used as a low risk method to gain repition within the aerial supervision mission. Multiple situations can be run through and evaluations provided while covering many operational ares, including: airspace management, CRM concepts and techniques, target description, and Fire Traffic Area procedures. • All participants will have an opportunity to refresh radio skills on Technisonic and Northern Airborne Technologies (NAT) radios. The refresher is facilitated by personnel competent with programming and are able to answer questions and provide assessment. • A facilitated Crew Resource Management simulator is an essential part of the training and it helps crews develop or enhance their CRM. The computerized simulator uses scenarios where aircrews are given a series of commands that they must complete together. At the end, an assessment of the outcome is discussed with the aircrews. 	

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Mission Objectives:

Participants will be able to exercise concepts of Crew Resource Management, assessed through sand table exercises, simulated flight missions, and a CRM simulator.

- Trainees will be introduced to the skills and knowledge necessary to perform critical tasks of the mission required of an Aerial Supervision Module.
- Lead Plane Pilots and Aerial Supervision Module crews will receive currency training and recertification to perform the critical tasks necessary to ensure an efficient and safe environment for all aviation operations.
- Provides standardization training and certification for individuals seeking Evaluator, Instructor and Final Evaluator qualifications.

The National Aerial Supervision program will be comprised of the following courses:

National Interagency Lead plane (LPIL and ATP)

National Interagency Lead plane Refresher

Air Tactical Supervisor(AITS)/Aerial Supervision Module Training (ASM)

National Interagency Air Tactical Group Supervisor Academy (ATGS, HLCO)

Aircraft Justification For Mission:

National Aerial Supervisor Training Academy (NASTA)

The use of aircraft during simulations increases the reality of the training and improves the situational awareness of the student. The Forest Service will contract for two type 3 helicopters and use contracted lead planes for low level operations. The aircraft and pilots used during NASTA, will be carded and approved for the missions they will fly. It is important for the integrity fo the training that it occur in the environment that the mission is flown.

Aircraft Information: (Aircraft may be changed based on fire management needs nationally)

Phoenix Interagency Dispatch will maintain a daily log of aircraft and personnel that will be flying during the training sessions.

Aircraft List (Subject to change):

USFS:

N64GT, N6197V, N904JG, N407CF, N513BT, N7086V, N417SH, N5AE, N6300F, N50HV, H741JR, N556MC, N1542, N600ML, N24HD

BLM:

N618, N42FC, N21CG

CAL FIRE:(Subject to change)

N414DF, N418DF, N421DF

State of Alaska:

N840AK

Vendor rotor wing, two type 3 Helicopters TBD.

A daily preflight briefing will be conducted each morning prior to flight operations. The course coordinator and lead instructor will be responsible for the daily flight operations briefing. Briefing elements will include the following: frequency assignments, weather, flight hazards, flight schedule, initial attack plan, PASP review, fueling, crash rescue, ATC, ramp, and any other relevant topics.

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Aircraft Information:

Check all that apply, if name is unknown, add information as it becomes available

Leave text fields blank if unknown

All cooperators require an annual approval letter onboard except DOJ aircraft

Cooperator: Click here to enter text.

Agency: Click here to enter text.

Vendor: Click here to enter text.

Military: Click here to enter text.

Other: Click here to enter text.

Rotor Wing:

Type One:

Type Two:

Type Three:

***Document additional requirements beyond standard typing in aircraft justification and on the resource order* (performance capabilities, equipment, etc.).**

Fixed Wing:

Single Engine

Twin Engine

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.

UAS:

Fixed Wing

Rotary Wing (VTOL)

Aircraft Make and Model: If unknown, add information as it becomes available. All information shall be filled out prior to mission start.

Unknown CWN:
fixed wing aircraft information

Unknown EU: See Mission Justification section for

Vendor: Click here to enter text.

FAA Registration #:

Make: Click here to enter text.

Model: Click here to enter text.

Carded for Mission: YES NO

Card Expiration Date: Click here to enter text.

Aircraft Color Scheme: Click here to enter text.

**** CWN helicopter information attained after hiring process, ensure CWN inspection sheet has been completed and a copy of the aircraft data card is on file prior to mission start. ****

Procurement and Cost Information: Check unknown if unable to provide accurate or estimated information.

Procurement Type: Choose an item.

Unknown

Estimated Flight Hour Cost: Click here to enter text.

Unknown

Missioned Flight Hours: Click here to enter text.

Unknown

Estimated Miscellaneous Cost(s): Click here to enter text.

Unknown

Charge Code: Click here to enter text.

Unknown

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UAS Missions Only

Crew: Other Than Pilot: Pilot information found on page 12.

UAS Crew Leader: Click here to enter text.

Contact Number: Click here to enter text.

UAS Data Specialist (1): Click here to enter text.

Contact Number: Click here to enter text.

UAS Data Specialist (2): Click here to enter text.

Contact Number: Click here to enter text.

UAS Visual Observer (1): Click here to enter text.

Contact Number: Click here to enter text.

UAS Visual Observer (2): Click here to enter text.

Contact Number: Click here to enter text.

Additional Crew: Click here to enter text.

Contact Number: Click here to enter text.

TFR Information: Click here to enter text.

Airspace Authorization:

Part 107

107/LAANC

SGI Waiver

FAA/DOI MOA

Authorization Comments - Click here to enter text.

Lost Link and Flyaway Procedures-Protocols: Click here to enter text.

Special Consideration-Safety Concerns-Comments Section: Click here to enter text.

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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****

****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 prior to flight. ****

Risk Assessment Matrix		Probability <i>Likelihood of Mishap if Hazard is Present</i>				
		Almost Certain <small>(Continuously experienced)</small>	Likely <small>(Will occur frequently)</small>	Possible <small>(Will occur several times)</small>	Unlikely <small>(Remotely possible but not probable)</small>	Rare <small>(Improbable; but has occurred in the past)</small>
Severity/ Consequences <i>Consequence if Mishap Occurs</i>	Catastrophic <small>(Imminent and immediate danger of death or permanent disability; major property or facility damage; loss of critical system or equipment)</small>	Extremely High	Extremely High	Extremely High	High	Moderate
	Critical <small>(Permanent partial disability, temporary total disability; moderate environmental damage; extensive damage to equipment)</small>	Extremely High	Extremely High	High	Moderate	Moderate
	Moderate <small>(Hospitalized minor injury, reversible illness; minor damage to equipment, property or the environment)</small>	High	High	Moderate	Low	Low
	Negligible <small>(First aid or minor medical treatment; little or no property or environmental damage)</small>	Moderate	Moderate	Low	Low	Low

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Risk Assessment Code	Severity of Consequences
Extremely High	<ul style="list-style-type: none"> • Complete or near complete failure to meet objective • Major property or facility damage • Death or permanent total disability • Severe environmental damage • Loss of major or critical system or equipment
High	<ul style="list-style-type: none"> • Significantly degraded capability for meeting the objective or accomplishing the project/incident/work activity • Injury that results in permanent partial disability, or temporary total disability lasting more than three months • Serious environmental damage
Moderate	<ul style="list-style-type: none"> • Degraded capability for meeting objective or accomplishment of the project/fire operation • Lost days due to injury or illness not exceeding three months • Moderate damage to property or the environment
Low	<ul style="list-style-type: none"> • No adverse impact to meeting objective or accomplishment of the project/fire operation • Little or no medical treatment required • Little or no damage to equipment, systems, property or environment

Risk Decision Authority		
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	Supervisor or Lead
Low	Base Manager	Individual

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SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Live Flight Training Missions		Pre Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Avionics	ATGS or contract pilot (if used) unfamiliar with avionics.	Possible	Moderate	Moderate	Enforce contract specifications. Refresh or release pilot. Train ATGS's to include radio and GPS operation and programming.	Rare	Negligible	Low
Performance Standards-Mechanical	Aircraft performance that would not permit mission completion.	Possible	Catastrophic	Extremely High	Perform pre-flight mission planning, considering high density altitudes. Ensure aircraft is appropriate for the mission. If downloading fuel or other removable equipment, re-consider if aircraft is right for the mission.	Rare	Catastrophic	Moderate
Mission	Environmental conditions, Turbulance,visibility, density altitude, thunder storms, wind shear, airport conditions (Primary, alt.), etc.	Almost Certain	Critical	Extremely High	If adverse conditions exist in the simulation area outside the parameters set cancel the simulation until conditions are within parameters. Have alternate simulation sites. Assess risk versus gain before beginning simulation.	Possible	Critical	High
Mission	Emergency occurs during low level operations	Rare	Catastrophic	Moderate	Train for emergency procedrues. Fly the aircraft, communicate and maintain situation awareness. Pre-plan escape routes, mentally review emergency procedures and do dry runs within the aircrew.	Rare	Critical	Moderate

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SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Live Flight Training Missions		Pre Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Mission	Potential for a mid-air collision while lead plane/ASM operating in close proximity to other aircraft.	Almost Certain	Catastrophic	Extremely High	Establish communication with all aircraft. Build situational awareness. Use information gathering tools (ADSB, TCAS). Establish concise directions enabling simultaneous operations of aircraft. Establish trigger points to modify pace and/or number of aircraft	Unlikely	Catastrophic	High
Mission	Unnecessary risk exposure not appropriate for conditions or non-standard processes are initiated during training, by trainees.	Likely	Critical	Extremely High	Establish goals and objectives for aviation simulations. Evaluate the risk versus gain in starting/continuing the operation, consider environmental conditions, aircraft and human factors. Trainers are onboard during simulations to interpret training success and effectiveness.	Unlikely	Critical	Moderate
Mission	Operations exceeded span of control	Possible	Critical	High	Ensure roles and responsibilities are clear within the aerial supervision aircrew. Make sure it is clear who is supervising tactical aircraft. Assess tempo, hold or delay aircraft to manage tempo. Communicate to participating pilots when span of control is threatened.	Unlikely	Critical	Moderate
Mission Planning	Military Training Routes (MTR) and Operations Areas (MOA) in the area.	Possible	Catastrophic	Extremely High	Coordinate with Dispatch to ensure deconfliction has been done for the mission area. Brief aircrews on the deconfliction information from Dispatch. Brief flight crews about roles and responsibilities.	Unlikely	Catastrophic	High

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SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Live Flight Training Missions		Pre Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Environment	Low level flight profile.	Almost Certain	Catastrophic	Extremely High	Ensure adequate mission planning, have aircrews brief about emergency procedures, including emergency manuevers actions. Perform high and low level recon of the operation area.	Unlikely	Catastrophic	High
Environment	Conflicting Airspace Environment	Unlikely	Catastrophic	High	Local Agency/Dispatch Center will provide a briefing to pilots on complex airspace, that has potential to conflict with simulations, near planned simulation areas. Include deconfliction as part of daily operations breifing.	Rare	Catastrophic	Moderate
Environment	Aircraft avoidance. Simulation area (FTA) incursions.	Possible	Critical	High	Practice see and avoid communication within aircrews. Develop habits and practices around looking for non-participating aircraft or acting on non-participating aircraft information.	Unlikely	Critical	Moderate
Environment	Aerial Hazards (Power lines, towers or natural features).	Likely	Catastrophic	Extremely High	Use Forest Hazard map, FAA Sectionals and breifings to develop awareness about aerial hazards. Develop and use CRM during mission flights. Perfrom high and low level recons prior to beginning low level flight operations.	Unlikely	Catastrophic	High

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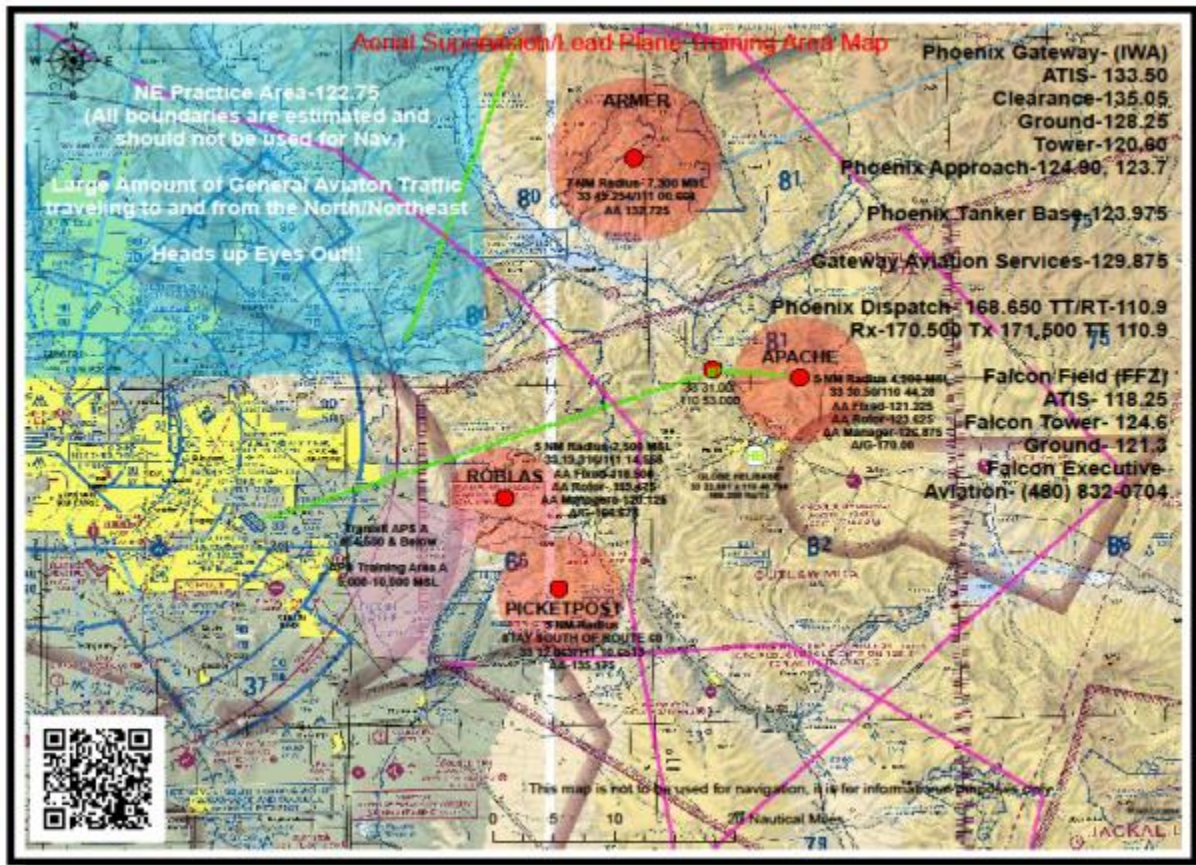
SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Live Flight Training Missions		Pre Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Environment	Mountainous Terrain	Almost Certain	Catastrophic	Extremely High	Ensure pilot is carded for the mission. Perform high and low level recon of the area. Ensure aircraft is appropriate for the mission.	Unlikely	Catastrophic	High
Environment	Low level flight profile	Possible	Critical	High	Ensure through risk assessment and mission planning. Ensure performance of aircraft meets the demands of the mission. Ensure ELSE policy is followed. Ensure aircrews are carded for the mission they will perform. Conduct high and low level recon prior to low level operations.	Unlikely	Critical	Moderate
Human Factors	Lack of Crew Resource Management (CRM)	Possible	Critical	High	Provide CRM training in establishing CRM and recognizing CRM. Encourage aircrews to develop CRM. Use briefings and AAR's to develop communication. Maintain a positive attitude.	Unlikely	Critical	Moderate
Click here to enter text.	Click here to enter text.	Choose an item.	Choose an item.	Choose an item.	Click here to enter text.	Choose an item.	Choose an item.	Choose an item.

SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated:		Pre Mitigation					Post Mitigation	
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Final Assessment: Low <input type="checkbox"/> Moderate <input type="checkbox"/> High <input checked="" type="checkbox"/> Extremely High <input type="checkbox"/>		Extremely High			Click here to enter a date.			
Add Additional Rows to Risk Assessment as Necessary								

SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

Aerial Hazard Analysis and map: All four training courses are based out of the Phoenix Interagency Fire Center in Mesa AZ, Phoenix-Mesa Gateway Airport. All flight operations will be conducted over the Tonto National Forest, Southwestern Region 3. Aerial hazards include: General aviation flight training practice area, military training routes, and Aviation Performance Solutions training airspace. Aerial hazards in and around the operations areas for NASTA are briefed daily with all flight crews by a representative of the Tonto National Forest Gateway Air Tanker Base, briefings include student pilot training areas including an upset training area, MTR's, power lines, towers, and GA traffic. Coordination with the Upset training school will occur prior to training and all simulation pilots will be briefed on transition altitudes to avoid conflicts with the upset training area. Powerlines, towers, and other obstacles are on FAA VFR sectionals, Forest Hazard map, and EFB's. MTR's are deconflicted by Phoenix Interagency Fire Center daily and information is briefed to all participating pilots. All pilots receive a familiarization briefing related to airspace around the simulation areas and the Phoenix-Mesa Gate Way Airport prior to any training operations occurring. General aviation conflicts are mitigated thru NOTAMS (requested by TNF) and by following standard FAA guidance and policy for See and Avoid airspace. Pilots are briefed to call out "knock it off, knock it off" on assigned frequencies during simulations if non-participating aircraft are observed or any issues arises during the sim and the sim needs to be paused or stopped.



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Aircraft Performance Planning:

The pilot is responsible for the accurate completion of load calculations or PPC (military performance planning). Trained personnel shall ensure that aircraft planned for simulation use are capable of performing the missions safely including pilot and aircraft carding. The helicopter or flight manager shall ensure that manifests, load calculations, weight & balance are completed properly using accurate environmental and aircraft data. Reference IHOG chapter 7 or chapter 70 of the Military Use Handbook for additional information.

Personal Protective Equipment: *Always refer back to current ALSE, SHO, and manual direction*

Type of Operation- Check applicable boxes that may apply to mission or mission	Personnel protective equipment requirements
<input checked="" type="checkbox"/> Rotor Wing Ground Operations	Fire resistant clothing, hard hat w/chin strap or SPH-5 flight helmet or other approved model, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. *Refer to the Interagency Aerial Ignition Guide for additional ground operation requirements.*
<input checked="" type="checkbox"/> Rotor Wing	Fire resistant clothing, approved flight helmet, hard hat w/chin strap, fire resistant and/or leather gloves, approved leather or flight boots, eye protection, hearing protection. Additional personnel restraints needed in the helicopter pending type of mission. * Refer to appropriate guides. * Charter flights, (non-agency controlled mission), shall comply with 14 CFR 135 requirements.
<input type="checkbox"/> Doors Off Flight(s)	Personnel will remain seated and inside fuselage during all flights, approved secondary restraint harness for doors off flights (only for PLDO, HRAP, HRSP, Aerial Photography, IR Operator, ACETA Gunner, Cargo Letdown, Short Haul Spotter, Cargo Free Fall Operations in type 3 helicopter) * Refer to appropriate guides*
<input type="checkbox"/> Cargo Free Fall Operations	Fire resistant clothing, SPH-5 flight helmet or other approved model, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. Additional qualifications, compliance with rotorcraft manual and approved restraint requirement apply. * Refer to SHO chapter eleven for additional details. *
<input checked="" type="checkbox"/> Fixed Wing	Refer to current IASG, ALSE and 5700 manual directions for PPE requirements.

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<p>Helicopter or fixed Wing Pilot Information: Fixed wing: use "other" box and state approved mission(s). Any unknown information shall be added after signature approvals. All personnel shall be qualified for mission or designated as a trainee with appropriate oversight.</p>																																																																																																																																								
<p><u>Pilot Name (P1): PIC/Primary</u> Click here to enter text.</p>	<p><u>Pilot Phone Number:</u> Click here to enter text.</p>																																																																																																																																							
<p><u>Pilot Name (P2): Co-Pilot/Relief</u> Click here to enter text.</p>	<p><u>Pilot Phone Number:</u> Click here to enter text.</p>																																																																																																																																							
<p><u>Pilot Carded For Mission:</u> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Charter Pilot <input type="checkbox"/> 135 Certificate and FAR's Apply ** Use of charter pilot requires regional forester approval** Check all boxes that apply to pilot's carding below:</p>	<p><u>Pilot Card (P1) Expiration Date:</u> Click here to enter a date.</p> <p><u>Pilot Card (P2) Expiration Date:</u> Click here to enter a date.</p>																																																																																																																																							
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SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

Flight Following And Frequencies: *Confirm frequencies prior to flight* *FAA Flight Plan (chartered aircraft non-agency-controlled mission) no frequencies required* *Chartered 135 operator is responsible for communications and flight plan*		
Flight Following Method: AFF <input type="checkbox"/> Radio (Local or GACC aircraft desk) <input type="checkbox"/> FAA Flight Plan: (Agency-owned or agency contracted aircraft mission) <input type="checkbox"/> FAA Flight Plan: (Charter aircraft non-agency controlled mission) <input type="checkbox"/>		
FM Receive: Click here to enter text.	FM Transmit: Click here to enter text.	RX: Choose an item. TX: Choose an item.
FM Receive: Click here to enter text.	FM Transmit: Click here to enter text.	RX: Choose an item. TX: Choose an item.
FM Receive: Click here to enter text.	FM Transmit: Click here to enter text.	TX: Choose an item. RX: Choose an item.
AM Receive: Click here to enter text.	AM Transmit: Click here to enter text.	No Tone

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

Military Training Route(s) (MTR'S) or Military Operating Area(s) (MOA'S) <p style="text-align: center; color: red; font-weight: bold;">Aviation Manager shall confirm deconfliction in these routes and areas prior to the flight with dispatch or other approved local methods.</p> <p style="text-align: center; color: red; font-weight: bold;">Deconfliction will be discussed prior to mission start. Add Additional MTR-MOA information to the end of the document if necessary.</p>				
MTR-MOA	Route Legs-Altitudes	Activity	Time	Time Zone
Click here to enter text.	Click here to enter text.	Hot <input type="checkbox"/> Cold <input type="checkbox"/> N/A <input type="checkbox"/>	Start: Click here to enter text. Stop: Click here to enter text.	UTC <input type="checkbox"/> Local <input type="checkbox"/>
Click here to enter text.	Click here to enter text.	Hot <input type="checkbox"/> Cold <input type="checkbox"/> N/A <input type="checkbox"/>	Start: Click here to enter text. Stop: Click here to enter text.	UTC <input type="checkbox"/> Local <input type="checkbox"/>

SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

Crash Rescue/Medivac Plan: Additional medical information attached? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
General Instructions (in the event of an incident): Mission site duties and actions to be coordinated through dispatch in accordance with local search & rescue (SAR) and emergency crash rescue plan(s). These items will be discussed and recorded during the daily safety briefing.		
Specified crash rescue duties will be assigned to ground operations personnel each day before NASTA flights. Crash rescue and first aid equipment will be located near the helicopter operations site, and equipment's location made known to all personnel. Information and instructions will be sent/received through the local dispatch office or communications.		
EMT(s) on site: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
Names: Click here to enter text.		
First responder(s) on site: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
Names: Click here to enter text.		
Available medivac helicopters: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN <input type="checkbox"/> *Unknown: Select if medivac helicopter won't be ordered for the mission or incident prior to need. The helicopter will be ordered on demand through the dispatch process. Dispatch will provide medivac ship call sign or tail number, including capabilities and contact information. *		
Medivac helicopter on site? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Level of care medivac personnel can provide: ALS <input checked="" type="checkbox"/> BLS <input type="checkbox"/> Unknown <input type="checkbox"/>		
FAA Tail #(s) Click here to enter text.	Contact Information: 1-800-321-9522	
Hoist/Rappel/Extraction Capable? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
Check all that apply: Hoist <input type="checkbox"/> Rappel <input type="checkbox"/> Short Haul <input type="checkbox"/>		
MEDICAL FACILITY Banner Ironwood 480-394-4114	Name/Location/Helipad Information 33 12.94/ 111 33.97	Helipad YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
Latitude 33 12.94	Longitude 111 33.97	Contact Freq. Click here to enter text.
MEDICAL FACILITY Maricopa Medical Center 602-344-5411	Name/Location/Helipad Information Click here to enter text.	Helipad YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
Latitude 33 27.41	Longitude 112 01.60	Contact Freq. Click here to enter text.
NEAREST BURN FACILITY Click here to enter text.	Name/Location/Helipad Information Click here to enter text.	Helipad YES <input type="checkbox"/> NO <input type="checkbox"/>

SOUTHWEST AREA MISSION AVIATION SAFETY PLAN

Latitude Click here to enter text.	Longitude Click here to enter text.	Contact Freq. Click here to enter text.
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<input type="checkbox"/> Doors Off or Doors Open Flight(s)	<p>Personnel will remain seated and inside fuselage during all flights, approved secondary restraint harness for doors off flights (only for PLDO, HRAP, HRSP, Aerial Photography, IR Operator, ACETA Gunner, Cargo Letdown, Short Haul Spotter, Cargo Free Fall Operations-type 3 helicopter) * Refer to appropriate guides*</p> <p style="text-align: center;">**Safety Alert IASA 18-03 language**</p> <p style="text-align: center;">“Agency personnel involved in any public aircraft operations mission that require aircraft doors to be removed prior to flight, or open during flight, shall receive hands-on secondary restraint refresher training prior to conducting flight operations”.</p>
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Doors Off or Open Operations checklist: **All items shall be covered and signed for prior to operations**

- Aircraft connection point and secondary restraint configuration (Interagency Safety Alert IASA 17-02)
- Proper donning and adjustment of secondary restraint system.
- Have an understanding of the secondary restraint interaction with FAA approved seat belts.
- Potential of secondary restraint interference with Airbus AS 350 fuel shut off lever if applicable.
- Know location and use of secondary restraint interaction quick- release.
- Perform buddy-check and Pilot in Command check of secondary restraints before flight.
- Practice egress with secondary restraint quick-release mechanism and function of seatbelt.
- Know location and use of rescue knife.

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

Participants Name	Date	Participants Name:	Date

****Use back of this form if needed for additional participants name and date.****