

Chapter 50 - Aircraft

Aviation usage covered within this guide includes preparedness activities, supporting emergency and burned area rehabilitation projects, and prescribed fire. All non-incident projects must have a reimbursable charge code. Refer to local aviation policy/procedures for non-incident related aviation direction. All aviation operations shall be conducted in compliance with agency policy. Refer to the *BLM Alaska State Aviation Plan, DOF Policy and Procedures Manual Chapter 2600* or *USFS Manual 5700*.

Incident Aircraft Use and Mobilization

Areas, Zones, and Forests hire local fixed wing aircraft through their respective established agency aviation procurement procedures. When they cannot meet aircraft needs locally, requests will be processed through normal dispatch channels. All aircraft will be requested using the Aircraft “A” catalog in IROC. See *Ordering Tactical Resources* section of this chapter for additional information on tactical aircraft mobilization.

Pilot and Aircraft Requirements

All pilots and aircraft flying DOI, USFS, or DOF missions, must be approved and certified by either the OAS or USFS. Any non-commercial aircraft transporting federal employees as passengers, regardless of mission, must be approved and certified by either OAS or USFS.

Aircraft Carding

All aircraft are required to have a current and appropriately endorsed interagency Aircraft Data Card on board the aircraft and available for inspection.

Pilot Carding

Every pilot must possess a current Interagency Airplane or Helicopter Pilot Qualification Card authorizing him/her to fly the specific type of mission being requested and for the specific type of aircraft being used for the mission. Operators authorized under Part 121 are exempt from specific pilot carding for point-to-point missions.

Aircraft Sources

Government-owned aircraft

Government-owned aircraft will be requested through normal ordering channels. Any such aircraft assigned to an interagency mission must meet certification and approval requirements as outlined in the above Pilot and Aircraft Requirements sections.

Exclusive-use contract aircraft

Exclusive-use aircraft are privately-owned aircraft that an agency has contracted to be available exclusively for the use of that agency for a specific purpose and a set period of time. These aircraft are approved for interagency use and may be requested from the contracting agency through normal ordering channels. Some of these aircraft (e. g. air tankers and jump-configured aircraft) are only approved for certain types of missions, but most are available for any normal passenger or cargo mission.

On-call contract aircraft (DOI) and call-when-needed contract aircraft (USFS)

The DOI and the USFS may, as the need arises, contract for additional aircraft for short or indefinite periods of time. These aircraft are approved and certified in the same way as exclusive-use aircraft (see above), and may be requested from the contracting agency through normal ordering channels.

The AFS Zones and AICC may charter fixed-wing aircraft for a single mission (point-to-point); AICC may charter aircraft for multiple days (both fixed-wing and rotor-wing). Any aircraft so chartered must be listed on the AQD Aircraft Resource List and the length of hire cannot result in a greater than authorized expenditure.

On-call contract aircraft (DOF)

DOF may charter any aircraft listed on the Alaska State Rental Offer Aircraft list.

Military Aircraft

Military aircraft may be ordered to support an incident, but only when all civilian sources have been exhausted (see the *National Interagency Mobilization Guide, Chapter 20*, and the *Military Use Handbook, NFES #2175*). These aircraft are usually requested through normal ordering channels; however, DOF may order aircraft from the Alaska National Guard through the office of the Governor.

Demobilization

Flight following will be performed for all government-owned or exclusive-use contracted aircraft being demobilized. All chartered aircraft will be released to the vendor without flight following unless government personnel or cargo are on board.

Flight Management Procedures***Definitions***

Tactical Flight – Flight to deliver initial attack resources to a fire, to provide reconnaissance for an existing fire, to search for new fires, to train flight crews and other personnel for these types of missions, or to preposition initial attack forces. Tactical flights include:

- Aircraft delivering smokejumpers, retardant, or initial attack personnel to a fire
- Air attack or lead plane operations
- Pre-positioning smokejumpers, retardant, air attack, or aerial supervision aircraft
- Smokejumper, retardant, or helitack training flights
- Fire detection flights
- Fire reconnaissance flights
- Paracargo flights in support of initial attack operations

Logistics Flight - Any flight that is not tactical in nature including:

- Flights delivering overhead, crews, supplies, or equipment to support existing suppression efforts
- Flights supporting remote stations or staging areas
- Paracargo flights not in support of initial attack operations

- Administrative flights
- All flights not related to fire management

Flight Following – The implementation of a set of communication procedures which allow dispatch centers to determine an aircraft’s current location with reasonable accuracy. The purpose of flight following is to facilitate timely search and rescue operations in the event of a mishap.

Resource Tracking - Resource tracking is similar to flight following and is often accomplished in conjunction with flight following, but it is not safety-related. The purpose of resource tracking is to achieve cost-effective transportation of resources, to maintain positive control of resources in order to modify a mission or divert to another, and to facilitate efficient scheduling of aircraft.

Refer to the *National Interagency Mobilization Guide* for national standards.

Flight Planning and Flight Following

Flight Plans

For all logistics flights, the pilot must submit a flight plan to the dispatching office. This requirement does not release aircraft from adhering to FAA regulations concerning FAA flight plans. The pilot is also responsible for closing the flight plan upon completion of the mission. Each flight plan will include the following:

- Type of aircraft
- Tail number of aircraft
- Estimated time of departure
- Destination(s)/Route of flight
- Number of people (including flight crew) on board
- Amount of usable fuel (measured in hours of flight time)
- Estimated time en route
- Purpose of flight

Pilots may alter their original flight plan by contacting the nearest dispatch office (preferably the office with whom the plan originated).

National Flight Following Frequency and Air Guard

No dispatch center in the Alaska GACC monitors National Flight Following; however, all dispatch centers with the exception of the Chugach and Tongass monitor Air Guard.

Flight Following

Flight following is required for all agency flights. All aircraft must flight follow in accordance with an agency approved method that is mutually agreed upon by the flight crew and originating dispatch office.

Agency VFR Flight Following – Automated Flight Following (AFF) and Radio Check-in

Regardless of method, prior to, or as soon as possible after takeoff, the following information should be relayed to dispatch:

- Actual time of departure (ATD)
- Number of souls on board (SOB), including flight crew

- Amount of useable fuel on board (FOB) in hours of flight time
- Estimated time en route (ETE) to the next destination

The dispatcher communicating with the aircraft will transmit the above information by TTY. If utilizing AFF, the dispatcher will verify to the pilot that the aircraft is positive on AFF. If not positive, radio check-ins will be utilized until a signal is established.

Example:

AICC
 TANKER 97 OFF GAL AT 1310→ FIRE 445
 3 SOB 4+00 FOB 1+20 ETE
 AFF POSITIVE
 GAL CVH 06/14/00 1918

Satellite-based tracking systems are now a requirement in all exclusive-use aircraft contracts and federal on-call contracts. AFF is the preferred method of flight following for contracted and fleet aircraft for DOF and BLM. In Alaska, the USFS uses it as a secondary aid to radio check-ins only. For AFF to be utilized, aircraft must maintain two-way communication with dispatch office in order to resume radio or satellite flight following in the event of AFF signal loss.

Unless utilizing AFF, pilots of all BLM aircraft must contact a dispatch office at least once every 60 minutes, relaying a position report to that office. DOF policy dictates 30 minute check-ins. Tactical flights operate on an interagency basis and use 30 minute check-ins. USFS policy requires 30 minute check-ins. Position reports will include current position of the aircraft (latitude/longitude coordinates) and any other updates or changes to the flight plan. When following via AFF, dispatchers will utilize the program to obtain this information at 30 minute intervals. Landing reports to include the actual time of arrival and estimated time on the ground are required to be made via radio or telephone regardless of flight following method utilized. As outlined above, the dispatcher flight following the aircraft will transmit both position reports and landing information as a TTY message to all involved offices.

Example:

GAL
 TANKER 97 ON FBK
 AICC CVH 06/14/00 1918

FAA IFR Flight Following

Regardless of filing an IFR plan with FAA, agency aircraft should contact a dispatch office with the same information (ATD, SOB, FOB, ETE) as when filed VFR to accomplish resource tracking. Additionally, aircraft should monitor agency dispatch frequencies and/or have means of receiving satellite phone calls in case of redirection.

Overdue Aircraft

Any aircraft missing an established check-in will be classified as overdue, and the responsible dispatch office will initiate appropriate procedures detailed in the unit Interagency Mishap Response Plan. A current Interagency Mishap Response Plan must be located at each dispatch center where flight following occurs.

See individual agency aviation policy for expanded information on flight following procedures. *BLM Alaska State Aviation Plan, DOF Policy and Procedures Manual Chapter 2600 or USFS Manual 5700.*

Ordering Tactical Resources within Alaska

All requests for shared tactical resources (tankers, aerial supervision, and smokejumpers) within Alaska are made to AICC via the TTY. (Requests from ongoing incidents for tactical resource support must be placed through the local dispatch office. Direct calls from incident management teams to AICC will not be accepted).

All requests must provide the following information:

- Resources requested
- Latitude and Longitude of incident origin or fire # if existing fire
- Charge code if new incident
- Air to Air frequency if NOT statewide air-to-air
- Other aircraft on-scene or inbound

Additional information is helpful especially if there are competing requests:

- Fire size, behavior, and fuel type
- Any other resources responding or requested
- Ground contact name and radio frequency

Examples:

New fire:

AICC
 REQUEST FIRE NUMBER FOR 6455 X 16140
 FULL, NCA
 5 ACRES RUNNING IN TUNDRA AND SCATTERED SPRUCE
 HELICOPTER 8EH RESPONDING WITH HELITACK
 REQUEST 1 LOAD SMOKEJUMPERS, 1 LOAD RETARDANT AND AIR ATTACK
 GAL CVH 06/14/00 1918

Existing fire:

AICC
 REQUEST AIR ATTACK, 1 LOAD RETARDANT, AND 1 LOAD SMOKEJUMPERS
 RESPOND TO FIRE 489
 CONTACT I.C. CROWE ON BROWN
 GAL CVH 06/14/00 1918

Every time smokejumpers are deployed on an incident, the local dispatch must place an A# for Load, Smokejumper, Initial Attack to AICC within 24 hours of deployment. For more detail, see following section on Smokejumpers.

AICC tracks all tactical aircraft and must be notified of aircraft departure and arrival. AICC must be notified of status/position every 30 minutes, and shall also be immediately notified of any deviation from, or alteration of, a tactical aircraft's established flight plan.

Kneeboards

Regardless of dispatch location, all tankers and aerial supervision resources will be provided with an Alaska standard kneeboard upon dispatch completed with basic fire information. The form is available on the AICC website.

The following fields are required:

- fire #,
- charge code(s),
- Lat/long,
- departure base with distance and bearing to incident,
- air-to-air frequency,
- air-to-ground frequency, and
- flight following frequency.

Ordering Tactical Resources from Canada

Canada/United States Agreement

AFS can order Lead Planes and Airtankers for initial attack from Yukon Territory under the Canada/United States Reciprocal Forest Fire Fighting Resources Arrangement (refer to the *National Interagency Mobilization Guide*). The AICC Coordinator will place a resource order with NICC and forward a copy to YFCC. NICC will assign a reimbursable project code to the incident.

Northwest Wildland Fire Protection Agreement (Northwest Compact)

DOF can order resources for initial attack and extended operations from the Yukon Territories under the Northwest Compact agreement. The AICC DOF Coordinator will place a resource order directly to YFCC. Note: Canadian Lead Planes ("Bird Dogs") and Airtankers are dispatched in group configuration.

Orders for resources to or from Canada should contain the following information for flight following and U.S. Customs tracking:

- Type of aircraft
- Tail number or aircraft identifier
- Departure time and place
- Destination and route
- Estimated time en route
- Estimated time of arrival, (ETA time zone of destination)
- Souls on board (includes pilot)
- Hours of fuel on board

- Specific mission information
- Frequencies to utilize
- Names of all on board the aircraft

Aircraft crossing the International boundary need not clear Customs provided they do not land in the foreign country. Flight plans of aircraft intending to land must be coordinated through AICC/YFCC so that Customs may be notified well in advance, and a location and time of inspection established prior to aircraft arrival.

Ordering Tactical Resources from the Lower-48

Orders for tactical resources from the Lower-48 will be placed to NICC via the AICC Aircraft Desk and/or Overhead/Crew desk as applicable. All such requests must be approved by the AICC Center Manager or Acting.

Airtankers

AFS and DOF each administer their respective airtanker contracts (DOF: two Type 2 airtankers, AFS: four Type 3 water-scooping SEATs). The aircraft are managed under a statewide interagency “pool” concept. Coordination of tactical missions is managed by the AICC Coordinator.

Airtankers typically sit unloaded until dispatched. However, airtankers may be pre-positioned loaded or unloaded, dependent upon fire danger and FMO priorities. The AICC Coordinator will make the final determination.

Each Airtanker Base Manager manages the daily rotation schedule for his/her base and tracks flight hours. AICC may override the rotation for reasons including but not limited to:

- Canadian Airtankers in the lineup
- Canadian requests for DOF Airtankers
- When speed, volume, or other operational capabilities are a legitimate concern
- When a benefit to the government would be realized

AFS Resources

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Call Sign</i>
FB 802	N3083R	FBK	FB-208
FB 802	N3085Q	FBK	FB-209
FB 802	N825DA	FBK	FB-211
FB 802	N779DA	FBK	FB-214

DOF Resources

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Call Sign</i>
CV-580	CFKFA	PAQ	T-52
CV-580	CFHKF	FBK	T-42

Alaska Airtanker Base Locations

<i>Location</i>	<i>Designator</i>
Ladd Field/Ft Wainwright	FBK

An * indicates a re-load base.

Location	Designator	An * indicates a re-load base.
Kenai	ENA*	
McGrath	MCG*	
Palmer	PAQ	
Tanacross	TSG*	
Fairbanks International	FAI*	

Note: When airtanker bases are open or closed for the season, notification will be published via TTY.

For more detail, see current *Interagency Air Tanker Base Directory (NFES #2537)*.

Aerial Supervision

All Lead/ASM pilots, ATGS/ATS and associated aircraft are managed under an interagency “pool” concept per the *Alaska Statewide Annual Operating Plan*. Statewide coordination of tactical missions is managed by the AICC Coordinator.

Aerial Supervision Module (ASM)

The ASM is the predominant aerial supervision configuration utilized in Alaska. An ASM consists of a Lead Plane Pilot (LPIL) and Air Tactical Supervisor (ATS) in the same aircraft. Call sign utilized is “ASM” plus the national designator of the pilot (e.g. ASM A-4). Refer to the link for a listing of pilots: https://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

Lead Plane

Aircraft with a lead qualified pilot. Call sign utilized is the pilots’ national designator (e.g. Lead A-4).

Air Attack

A piloted aircraft platform with qualified ATGS onboard. Call sign utilized is “air attack” plus last three digits of the aircraft’s tail number (e.g. Air Attack 7DL).

Air Attack/ASM/Lean Plane Requirement

Alaska Refer to *NWCG Standards for Aerial Supervision*.

Tactical Aviation Configuration

How the following resources are configured (Lead, ASM or Air Attack) is determined based on daily staffing and is published by AICC every morning in the Statewide Tactical Resource Availability via the TTY.

AFS Resources

Type	Registration	Base	Dispatch
BE-200	N618	FBK	AICC
AC-690	N690AX	FBK	AICC

DOF Resources

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Dispatch</i>
AC-840	N840AK	PAQ	MSSC
AC-1000	N905AK	PAQ	MSSC

Air Tactical Avionics Typing

Refer to the *National Interagency Mobilization Guide*.

Smokejumpers

Initial attack fire suppression is the priority use of smokejumpers. Dispatch of smokejumpers for any other purpose will generally require a resource order to the AICC Overhead Desk and approval of the AICC Coordinator or AICC Center Manager.

Smokejumper Aircraft

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Call Sign</i>	<i>Dispatch</i>
CASA-212	N112BH	FBK	Jump-12	AICC
CASA-212	N107BH	FBK	Jump-07	AICC
CASA-212	N117BH	FBK	Jump-17	AICC
DO-228	N266MC	FBK	Jump-66	AICC
Dash 8	N990BH	FBK	Jump-90	AICC

Mobilizing Smokejumpers for Initial Attack

Use of smokejumpers for initial attack within Alaska is coordinated by AICC. Requests for initial attack smokejumpers are placed via the TTY as are other shared tactical resources in Alaska. See earlier section on *Ordering Tactical Resources in Alaska*.

Once smokejumpers are deployed on an initial attack incident, the local dispatch must place an A# for Load, Smokejumper, Initial Attack within 24 hours to AICC. AICC will fill request with subordinate numbers for each SMKJ deployed. Filling of those initial attack resource orders does not imply permission to retain smokejumpers past initial attack. Keeping smokejumpers into extended attack still must be negotiated as they are shared statewide tactical resources. If permission is granted to retain, local dispatches may reassign resources to overhead requests as appropriate.

Initial Attack Paracargo

The preferred method for delivery of additional IA supplies is through the standard ordering process detailed in *Chapter 40 - Paracargo Delivery of Supplies and Equipment*. However, in exigent circumstances when paracargo from Fairbanks is not feasible or time efficient, the smokejumper spotter can pick up crucial supplies at a nearby outstation for delivery to the incident where jumpers were just deployed. This situation is uncommon and must be coordinated with both local dispatch and AICC.

Demobilization of Smokejumpers

The AICC Coordinator will determine the appropriate return location for smokejumpers based on current resource priorities. It is the responsibility of the ordering area or zone dispatch to

coordinate demobilization of smokejumpers to Ft. Wainwright or the nearest appropriate satellite jump base, as determined by the Coordinator.

Helicopters

Call-When-Needed (CWN) Helicopters

Alaska has been authorized to hire DOI- or USFS- approved Type 1 and 2 helicopters stationed within the region without relaying the order to NICC. AICC will notify NICC whenever a Type 1 or Type 2 helicopter is hired within the region for a period of time greater than twenty-four hours; NICC will also be notified when these aircraft are released. The ordering process varies by agency:

DOI - BLM

AICC is the only BLM dispatch office in Alaska authorized to procure helicopters for incident needs. All orders for helicopters not already assigned to the ordering zone must be forwarded to AICC through normal dispatch channels.

DOF

All orders for helicopters not already assigned to the ordering area will be forwarded through normal dispatch channels to SLC. If SLC is unable either to assign a DOF-controlled helicopter or to procure an approved helicopter to fill the order, SLC will forward the order to AICC to fill. SLC will notify AICC whenever Type 1 or Type 2 helicopters are procured by DOF for a period of time greater than twenty-four hours; AICC will also be notified when these aircraft are released.

USFS

An individual forest may charter any locally based approved helicopters. If helicopters are not available locally, the forest will relay the order through normal dispatch channels to AICC. AICC will be notified whenever Type 1 or Type 2 helicopters are procured within the region for a period of time greater than twenty-four hours; AICC will also be notified when these aircraft are released.

Exclusive Use Contract Helicopters

All Alaska DOF exclusive-use helicopters are contracted by the DOF State Aviation Manager. Refer to the *National Interagency Mobilization Guide* for further information on federal exclusive-use resources. All exclusive-use and agency-owned helicopters must be ordered through established dispatch channels.

Type 2 Exclusive Use Helicopters

AFS Resources

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Dispatch</i>
BH212HP	N215KA	FBK	AICC
BH212HP	N16920	FBK	YTDC
BH205A-1++	N580SH	FBK	YTDC

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Dispatch</i>
BH205A++	N66HJ	GAL	GADC

DOF Resources

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Dispatch</i>
BK117	N117AM	PAQ	MSSC
BH205A-1++	N120SH	FAF	FASC
BK117	N990SL	SXQ	KIDC
BH212	N83230	DAF	DASC
BH212	N374PA	MCG	MSSC
BH212HP	N373PA	TOK	TASC

Type 3 Exclusive Use Helicopters**AFS Resources**

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Dispatch</i>
AS-350B3	N911CV	FBK	YTDC
AS-350B3	N359EV	GAL	GADC
AS-350B3	N405AE	FBK	YTDC

Ordering Procedures for Logistics Flights

These procedures apply to all logistics flights (including administrative flights) except for:

- Aircraft transporting government passengers flying as ticketed passengers on scheduled commercial airlines
- Aircraft transporting government cargo shipped as air freight on a certified air carrier

Ordering Aircraft

If an incident or local office receives a request for an aircraft to fly a non-tactical mission and cannot provide the aircraft locally, the request should be passed through established ordering channels.

A separate Aircraft resource order is not required if the sole purpose of the mission is to transport personnel, supplies or equipment that have already been requested on a resource order. In such a case, a notation should be added to the original request asking the office filling the order to provide transportation. If needed, the filling office can create the Aircraft request as a support request for the transportation.

Logistics Aircraft

Both AFS and DOF have logistics aircraft to support their operations. These aircraft are ordered through established dispatch channels.

AFS Resources

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Dispatch</i>
C-208B	N864SF	GAL	GADC
AC-680FL	N309VS	FBK	YTDC
AC-680FL	N9011N	FBK	YTDC
Q-K100	N700FW	FBK	YTDC
PC-12	N190PE	FBK	AICC

DOF Resources

<i>Type</i>	<i>Registration</i>	<i>Base</i>	<i>Dispatch</i>
AC-500	N909AK	PAQ	MSSC
DHC-2	N904AK	PAQ	MSSC

Interstate Flights

It is the responsibility of SLC, AICC, and NICC to flight-follow all aircraft traveling between Alaska and the contiguous states. Any aircraft departing Alaska en route to the Lower 48 will flight-follow with AICC while in the state. After leaving Alaska, the aircraft will flight-follow with NICC. Conversely, any aircraft traveling from the Lower 48 to Alaska will flight-follow with NICC until entering Alaska, after which time it will flight-follow with AICC.

Pilots flying interstate will check in by telephone with either AICC or NICC at each stop unless prior arrangements have been made. These offices can be contacted at the following numbers:

NICC: (800) 994-6312 toll-free
(208) 387-5400 commercial

AICC: (800) 237-3633 toll-free
(907) 356-5681 commercial

SLC: (907) 451-2681 commercial

Neither toll-free number is available in Canada; all calls made from Canada must be made to the commercial numbers.

Large Transport Aircraft

AICC is the point of contact for large passenger transport needs and will place requests to NICC for such aircraft. Refer to the *National Interagency Mobilization Guide*.

Airborne Thermal Infrared (IR) Fire Mapping

There are no infrared equipped aircraft based in the Alaska Geographic Area. Any order for an IR aircraft will be placed from AICC to NICC (refer to the *National Interagency Mobilization Guide*). When the order is filled, an aircraft will be assigned to AICC. AICC will order an IR interpreter (IRIN) at the same time as the aircraft.

There may be additional means to provide IR data products via National Infrared Operations (NIROPS); however, these requests follow a different timeline than specified in the *National Interagency Mobilization Guide*.

Requesting an IR Mission

If in the state, all infrared aircraft will be assigned to the AICC Intelligence section. IR priorities will be established by AICC. Any unit needing IR mapping must place an “A” request in IROC. The scanner request is entered into the NIROPS website at <https://fsapps.nwcg.gov/nirops/>. Both the NIROPS request and the IROC request are required by 1530 for it to occur that evening.

If no aircraft is available in state but data products are available through NIROPS, both the IROC and the NIROPS request are due by 1800 the night before requested flight. When competition exists, AICC will work with IR COD to establish priorities.

For further information, refer to *Procedures for Ordering and Receiving NIROPS/Aircraft 3 Infrared Data Products* in Alaska posted in the Aviation section of the AICC website, the *National Interagency Mobilization Guide* and the National Infrared Operations website at <https://fsapps.nwcg.gov/nirops/>.

Temporary Flight Restrictions

Ordering Procedures

A temporary flight restriction (TFR) is ordered through normal channels as an Aircraft request in IROC. The request is relayed by an authorized dispatch office to the FAA Anchorage Air Route Traffic Control Center (ARTCC) through the online NOTAM Entry System.

Once a TFR has been granted by the FAA, the corresponding FDC (Flight Data Center) NOTAM number (supplied by FAA) will be used to fill the order in IROC. Once the TFR has been issued, the aircraft dispatcher will put the TFR in its entirety on the TTY addressed to “All Stations”.

The office placing the order with FAA is responsible for canceling the TFR with FAA as soon as it is no longer needed and must relay the cancellation to “All Stations” by TTY.

NOTE: The protection agencies in Alaska have slightly different ordering channels for TFRs.

DOI - BLM

The AFS Zone dispatch office managing an incident will create an Aircraft request in IROC for a TFR and relay to the Anchorage ARTCC through the online NOTAM Entry System. If unable to access the NOTAM Entry System, the IROC request with TFR Request form attached should be placed to AICC for processing.

DOF

TFR requests will be processed by the SLC Aircraft Desk. The TFR Request form should be completed and accompany the respective resource order. SLC may submit the request through the online NOTAM Entry System and fill the order in IROC with the corresponding FDC

NOTAM number. If unable to access the NOTAM Entry System, the IROC request and completed TFR Request Form should be placed to AICC for processing.

USFS

The Forest Dispatch Office will relay the IROC request and completed TFR Request Form for fire-related TFRs to AICC through normal dispatch channels.

For further information, see the *NWCG Standards for Airspace Coordination*.

Special Use Airspace (SUA) and Military Training Routes (MTR)

Special Use Airspace

Special Use Airspace is identified in the AP/1A FLIP “Special Use Airspace” (SUA) publication. All agency aircraft will use the transponder code 1255 while operating in all SUA.

Northern Alaska

Eielson Range Control maintains up-to-date information on Special Use Airspace in Northern Alaska. This includes hours of operation and flight tracking in the Military Operations Areas (MOAs) and Restricted Areas (RAs).

Local dispatch offices will coordinate flights directly with the Range Control Staff and/or with the FAA. It is the responsibility of all flight crews to check with the controlling agency.

Southern Alaska

The Third-Wing Planning Group/Base Operations at Elmendorf Air Force Base is the contact for Special Use Airspace information in Southern Alaska. The Anchorage Control Tower also provides SUA information.

Contacts

North:

Eielson Range Control (907) 372-6913 or (800) 758-8723

South:

Elmendorf 3rd Wing Scheduling (907) 552-0136/2406

FAA Anchorage Control (907) 269-1108

Military Training Routes

The AP/1B “Military Training Routes” provides information and contact numbers in Alaska. The local Unit dispatch offices will deconflict airspace in their area of responsibility.

Other Airspace Closures

The AP/1B and the FAA NOTAM system provide information on Temporary Special Use Airspace (TSUA), Aerial Refueling Routes, Low Altitude Tactical Navigation Areas (LATN) and other areas.

Refer to the *NWCG Standards for Airspace Coordination* for more information.

Airspace Conflicts

Refer to the *NWCG Standards for Airspace Coordination*.

FAA Temporary Control Tower Operations

A temporary FAA Air Traffic Control Tower may be ordered when air operations in support of an incident become too complex or unsafe at uncontrolled airports.

Configuration

In Alaska, a temporary control tower consists of:

- Adequate staffing of certified Control Tower Operators (CTO).
- A portable FM radio base and frequencies for tower and air traffic service.
- Technicians to set up and dismantle the temporary facility.

Supplied by Incident

The incident is required to supply the following:

- A shelter with nearby restroom facilities and a view of the entire airport.
- A power source or fuel for engine generator.
- Base station(s) and/or handheld radio(s) if not provided by FAA.
- At least one phone line.
- Support equipment such as binoculars, pens, and note pads, etc. and weather observation instruments (wind socks, altimeter, thermometer, compass, and anemometer).
- Lodging and food for the Controllers.

Ordering Procedures

All temporary control towers will be ordered as an Aircraft request in IROC from the requesting Zone/Area to AICC. An FAA Temporary Tower Request Form must be filled out and submitted as well. AICC will coordinate directly with the Airspace Coordinator or in the absence of an assigned Airspace Coordinator, the FAA. AICC will also provide transportation for the equipment and staff to the incident. Once released, the incident will provide return travel for the staff and equipment.

FAA will issue an FDC NOTAM concerning the activation of the temporary tower. The NOTAM number will be used to fill the Aircraft request in IROC.

For further information, see the *NWCG Standards for Airspace Coordination*.

Dedicated Radio Frequencies

Incident requests for additional or dedicated frequencies will be placed as an Aircraft request in IROC to AICC through normal dispatch channels. The ordering unit must include the latitude and longitude of the incident to ensure proper frequency coordination. Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from AICC directly to the National Interagency Incident Communications Division (NIICD). AICC will notify the Communications Duty Officer (CDO) of the request.

Refer to the *National Interagency Mobilization Guide*.

Interagency Interim Flight & Duty Limitations

Refer to the *National Interagency Mobilization Guide*.

Unmanned Aerial Systems (UAS)

Ordering

Both AFS and DOF have drones and certified drone pilots which may be ordered on an incident. See *Chapter 20 Overhead and Teams – UAS Overhead*.

Operations

Drone pilots are responsible for coordinating with on scene aerial supervision, helibase and operations personnel as well as completing all necessary project aviation safety planning. Prior to commencing UAS operations on an incident, in addition to deconfliction with onsite aerial resources, the drone pilot will contact the local dispatch in order that a notification may be posted to the teletype (TTY). At the end of operations, the drone pilot will notify their dispatch office so a notification may be posted to TTY.

Search and Rescue/Request for assistance

In Alaska, statutory authority and responsibility for search and rescue is divided amongst the Alaska State Troopers (AST), the National Park Service, and the USAF Alaska Rescue Coordination Center . This does not preclude fire management agencies in Alaska from responding to emergencies involving their respective personnel. Each local office maintains a localized search and rescue plan. Refer to the local dispatch office for more information.

The AST can and do occasionally request assistance from fire management agencies in Alaska. Each agency is responsible for determining the appropriate response, if any, on case-by-case basis, negotiating directly with the AST for reimbursement of costs if deemed necessary.

Any request for assistance directed to AICC from any outside agency, such as the AST, for search and rescue or other atypical mission unrelated to fire suppression, shall be immediately referred to a Coordinator.

For additional BLM guidance refer to the *BLM Alaska State Aviation Plan*.