

Procedures for Ordering and Receiving NIROPS/Aircraft3 Infrared Data Products in Alaska

Due to the distances between incidents and distance from agency IR aircraft in the lower 48, Alaska fires may be supported by Aircraft3, a DoD asset, rather than NIROPS planes. **Be aware that in the best-case scenario, there may be a 36-hour time lag between request submission and when you receive your data.**

To receive IR data, there are two crucial steps which create two separate requests. The first request is processed through IROC (Incident Resource Ordering Capability) and the second request is processed through NIROPS (National Infrared Operations). If either request is missing or incorrect, you will not get your data!

Procedures for Ordering

IROC request:

Contact your local dispatch and place an aircraft request for Infrared Flight in IROC. The needed date and time for the request should be for the following night (see below for details). These requests **MUST** be placed through the ordering chain to the NICC (National Interagency Coordination Center). The wisest course is to ensure that all requests are placed by your local dispatch the previous evening.

You will need your local dispatch to provide you with the following information: incident name, incident order # and A # used in IROC (for example – Sheep Creek AK-UYD-000533 A-21). Note that the last three digits of the incident order # match the sequential fire #. This is important information because it is possible for multiple fires to have the same name.

NIROPS request (aka scan order):

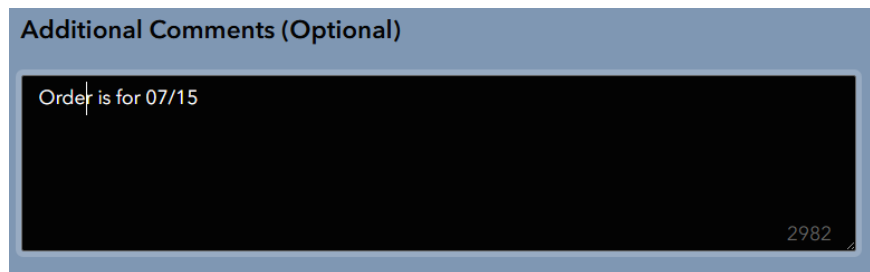
Call the Alaska Interagency Coordination Center Aircraft Desk @ 907-356-5681. They will be able to provide you the current IR coordinator's information if one is assigned, and they will also be able to tell you which asset will be providing the IR data products. You will need to provide the IROC request information (Sheep Creek AK-UYD- 000533 A-21) and your sequential priority number (if your submission has more than one request) to the IR coordinator as well as the areas that need to be covered by the flight. For large fires it may not be possible to delineate the entire fire perimeter, so it is important to identify the specific area of interest (e.g., the NE quadrant or leading edge in SW portion of the fire). The coordinator will enter all this information into the NIROPS/IAA ordering hub (<https://iaa-nifc.hub.arcgis.com/>). If there is no IR coordinator assigned; the local unit is responsible to ensure the NIROPS request is entered properly.

Cutoff Times for Ordering

1800 AKDT - Cutoff time for submission of scan order for fires to be supported with Aircraft3 the following day. To meet the scan order submission time, the Incident must provide the IR coordinator with the IR requests by 1800 AKDT the night before a flight so that the AICC can prioritize incidents for assignment to Aircraft3 and submit them prior to the ordering cut off at 0730 AKDT the following morning.

Aircraft3 requests submitted the evening of Day 1 (1800 AKDT) will be collected Day 2 and delivered the morning (0900 AKDT) of Day 3.

Due to our advanced ordering schedule, please request that your SITLs, enter the date of the requested flight in the User Comments box which helps NIROPS distinguish between requests. See example below.



Data Product Delivery

Product delivery time

Products from Aircraft3 are posted to the NIFC FTP site (<http://ftp.nifc.gov/nirops/Aircraft3/> by 0900 AKDT. Earlier postings may be possible for IMTs with early morning briefings. If the fire is supported by NIROPS planes, the data will be posted at http://ftp.nifc.gov/incident_specific_data/alaska/ this location is also updated by Aircraft3 is timelines allow. No password is needed for either location to download files.

IR Data Products

Regardless of which IR resource supports your incident, following data products will be provided:

IR Log/Readme file - Text file with notes from the interpreter. **PLEASE NOTE THE DATE AND TIME OF THE PERIMETER.**

Shapefiles** –When applicable, the incident will receive all the listed shapefiles. The activity of any given incident will influence the shapefiles produced, e.g., possibly no intense heat shapefile during mop up:

- Heat Perimeter (polygon)
- Intense Heat (polygon)
- Scattered Heat (polygon)
- Isolated Heat Sources (point)

** Shapefiles are typically delivered in a zip file to make sure all necessary files are transferred.

Map(s) – GeoPDF file(s) displaying all Infrared shapefiles on a topographic map base are produced for each flight. **PLEASE NOTE THE DATE AND TIME OF THE PERIMETER.**

KMZ Files - KMZ files of all IR shapefiles for viewing in Google Earth.