

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 [FSM 5700 and FSM 5709.16](#).

Aircraft Mobilization

Protecting Agency Units 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. Typically, 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 interagency 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 DataCard or approved FS/DOI Cooperator letter on board the aircraft and available for inspection.

Pilot Carding

Every pilot must possess a current Interagency Airplane or Helicopter Pilot Qualification Card or approved FS/DOI Cooperator letter 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](#) section.

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. 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., airtankers and smokejumper-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)/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)

The 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 Standards for Resource Mobilization](#), 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.

Flight Management Procedures

Definitions

Point-to-Point Flight – Any flight that originates at one developed airport or permanent helibase and flies directly to another with sole purpose of delivering personnel and cargo and is not mission in nature including:

- Flights delivering overhead, crews, supplies, or equipment to support existing suppression efforts
- Flights supporting remote stations or staging areas
- Administrative flights

For additional information, refer to the [National Interagency Standards for Resource Mobilization](#).

Mission 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. Mission 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

For additional information, refer to the [*National Interagency Standards for Resource Mobilization*](#).

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. 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.

Flight Manager

Refer to the [*National Interagency Standards for Resource Mobilization*](#).

Flight Planning and Flight Following

Flight Plans

For all point-to-point flights, the pilot must submit a flight plan to the originating dispatch 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).

Flight Following

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 usable 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 Automated Flight Following (AFF), the dispatcher will verify to the pilot that the aircraft is “positive” (tracker is actively transmitting to the computer-based map) 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 1312
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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 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. USFS policy requires 30-minute check-ins as well.

Mission flights operate on an interagency basis and use 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 BLV 06/14/00 1619

For additional information on AFF Flight Following refer to the [National Interagency Standards for Resource Mobilization](#).

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.

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.

Interstate Flights

It is the responsibility of AICC, and NICC to flight-follow all aircraft traveling between Alaska and the contiguous states. Any aircraft departing Alaska enroute 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

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

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 [FSM 5700 and FSM 5709.16](#)

National Flight Following Frequency and Air Guard

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

Cooperator Aircraft

Refer to the [National Interagency Standards for Resource Mobilization](#).

Helicopters

Call-When-Needed (CWN) Helicopters

Alaska has been authorized to hire 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 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 dispatch must be forwarded to AICC through normal dispatch channels.

DOF

DOF dispatch offices may charter any aircraft listed on the Alaska State Rental Offer Aircraft list. If helicopters are not available through the Alaska State Rental Offer Aircraft List, DOF will relay the order through normal dispatch channels to AICC. DOF will notify AICC whenever Type 1 or Type 2 helicopters are procured by DOF for a period greater than twenty-four hours. AICC will 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 greater than twenty-four hours. AICC will 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 Standards for Resource Mobilization](#) for further information on federal exclusive-use resources. All exclusive-use and agency-owned helicopters must be ordered through established dispatch channels. See Tables 12 and 13 for lists of all Type 2 and Type 3 exclusive use helicopters in Alaska.

Table 12. Type 2 Exclusive Use Helicopters in Alaska by Agency.

Agency	Type	Registration	Base	Dispatch
BLM-AFS	BH212HP	N83230	FBK	AK-ACC
BLM-AFS	BH212HP	N16920	FBK	AK-YFDC
BLM-AFS	BH205A-1++	N580SH	FBK	AK-YFDC
DOF	BH212	N16930	FAS	AK-NFDC
DOF	BK117	N123SHL	SXQ	AK-ACDC
DOF	BH212	N373PA	MCG	AK-ACDC
DOF	BH212HP	N512PA	TOK	AK-NFDC

Table 13. Type 3 Exclusive Use Helicopters in Alaska by Agency.

Agency	Type	Registration	Base	Dispatch
BLM-AFS	AS-350B3	N911CV	FBK	AK-YFDC
BLM-AFS	AS-350B3	N353M	GAL	AK-YFDC
BLM-AFS	AS-350B3	N405AE	FBK	AK-YFDC
DOF	AS-350B3	N181PL	DAS	AK-NFDC
DOF	AS-350B3	N26HX	CRS	AK-ACDC
NPS	AS-350B3	N31NS	FBK	AK-YFDC
NPS	AS-350B3	N149AE	INR	AK-YFDC

Refer to the [National Interagency Standards for Resource Mobilization](#) for further information.

BLM Type 1 Helicopter

Refer to the [National Interagency Standards for Resource Mobilization](#).

Short-haul

There are no short-haul programs in Alaska. Refer to the [National Interagency Standards for Resource Mobilization](#).

Rappellers

There are no rappel programs in Alaska. Refer to the [National Interagency Standards for Resource Mobilization](#).

Smokejumpers

Initial attack fire suppression is the priority use for smokejumpers. Extended attack and point protection missions are generally a lower priority. 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.

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 section on [Ordering Tactical Resources in Alaska](#).

Once smokejumpers are deployed on an initial attack incident, the local dispatch must place an Aircraft order (A#) for “Load, Smokejumper, Initial Attack” within 24 hours to AICC. AICC will fill the request with subordinate numbers for each smokejumper (SMKJ) deployed. Filling of those initial attack resource orders does not imply permission to retain smokejumpers past initial attack. Per the [Alaska Statewide Operating Plan](#), 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 dispatch to coordinate demobilization of smokejumpers to Ft. Wainwright or the nearest appropriate satellite jump base, as determined by the AICC Coordinator.

Smokejumper Numbers

There are approximately 80 BLM Alaska Fire Service smokejumpers based at Ft Wainwright (FBK) with numbers commonly boosted during times of high activity. During very high activity, the base has the capacity to manage over 200 smokejumpers. Daily availability is published on the TTY as part of the Morning Tactical Report and updated periodically throughout the day.

Smokejumper Aircraft

Table 10. Smokejumper Aircraft in Alaska.

Type	Registration	Base	Call Sign	Dispatch
CASA-212	N112BH	FBK	Jump-12	AK-ACC
CASA-212	N117BH	FBK	Jump-17	AK-ACC
DHC-8	N992BH	FBK	Jump-92	AK-ACC
DHC-8	N990BH	FBK	Jump-90	AK-ACC

For additional information, refer to the [National Interagency Standards for Resource Mobilization](#).

Aerial Supervision

All Lead/ASM pilots, ATGS/AITS and associated aircraft are managed under an interagency “pool” concept. Statewide coordination of tactical missions is managed by AICC.

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 (AITS) in the same aircraft. Call sign utilized is “ASM” plus the national designator of the pilot (e.g., ASM A-4).

Lead Plane

Aircraft with a lead qualified pilot. Call sign utilized is the pilot’s 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).

For additional information, refer to the [National Interagency Standards for Resource Mobilization](#).

Air Attack/ASM/Lead Plane Requirements

Refer to the [NWCG Standards for Aerial Supervision \(PMS 505\)](#).

Tactical Aircraft and Configuration

The aerial supervision configuration (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. See Table 11 for aerial supervision resources in Alaska.

Table 11. Aerial Supervision Aircraft in Alaska.

Agency	Type	Registration	Base
BLM-AFS	BE-200	TBD	FBK
BLM-AFS	AC-690	N690AX	FBK
DOF	AC-840	N840AK	PAQ
DOF	AC-1000	N905AK	FAI

Unmanned Aerial Systems (UAS)

Ordering

Within Alaska, multiple agencies have drones and certified drone pilots which may be ordered on an incident.

When ordering UAS, order the aircraft by type specifying required functions in Special Needs.

Example: Type 3 with Aerial Ignition PSD Machine and IR/EO Camera Sensor. There is no need to place a separate order for the UASP.

UAS personnel are in high demand. Please order trainees to accompany qualified UASPs when possible.

Depending on the type of UAS ordered and location of the fire, there will be additional language required in Special Needs. Call the AICC AC prior to placing the order (907)356-5681.

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 the TTY.

Airtankers

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

Airtankers typically sit unloaded until dispatched. However, airtankers may be prepositioned loaded or unloaded, dependent upon fire danger and protecting agency FMO priorities. AICC 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

Table 12. Current BLM-AFS and DOF Airtankers and Bases in Alaska.

Agency	Type	Registration	Base	Call Sign
BLM-AFS	FB 802	N3083R	FBK	FB-208
BLM-AFS	FB 802	N3085Q	FBK	FB-209
BLM-AFS	FB 802	N825DA	FBK	FB-211
BLM-AFS	FB 802	N779DA	FBK	FB-214
DOF	Q-400	CFFZJ	PAQ	T-544

DOF	Q-400	CFFQG	FAI	T-542
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Additional Alaska Airtanker Base Locations

Whenever airtanker bases are opened or closed for the season, notification will be published via TTY. For more information, see the current [NWCG Airtanker Base Directory \(PMS 507\)](#).

Table 13. Additional Alaska Airtanker Reload Locations

Location	Designator
Kenai	ENA
McGrath	MCG
Tanacross	TSG

Ordering Tactical Resources

Ordering Tactical Resources within Alaska

All requests for shared tactical resources (airtankers, aerial supervision aircraft, smokejumpers and smokejumper aircraft) 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 for tactical resources must provide the following information:

- Resource(s) requested
- Latitude and Longitude of incident origin or fire # if existing fire
- Charge code if new incident
- Air to Air frequency if NOT primary 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 64 55 X 161 40
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 06/15/00 1418

Existing fire:

AICC
REQUEST AIR ATTACK, 1 LOAD RETARDANT, AND 1 LOAD
SMOKEJUMPERS RESPOND TO FIRE 489
CONTACT I.C. MEIEROTTO ON BROWN
GAL CVH 06/15/00 1418

Each time smokejumpers are deployed on an incident, the local dispatch must place an Aircraft Order (A#) for “Load, Smokejumper, Initial Attack” to AICC within 24 hours of deployment. For more details, see previous 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, the established flight plan of a tactical aircraft.

Kneeboards

Regardless of dispatch location, all tankers and aerial supervision resources will be provided with an Alaska standard kneeboard 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
- Flight following frequency

- Other Aircraft on scene

Ordering Tactical Resources from Canada

Canada/United States Agreement

AFS can order Lead Planes and Airtankers for initial attack from the Yukon Territory under the Canada/United States Reciprocal Forest Fire Fighting Resources Arrangement. Refer to the *National Interagency Standards for Resource Mobilization*. 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 Territory 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 AircraftDesk and/or Overhead/Crew desk as applicable. All such requests must be approved by the AICC Center Manager or Acting.

Ordering Procedures for Point-to-Point Flights

These procedures apply to all point-to-point flights for incident support 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.

If an incident or local office receives a request for an aircraft to fly a point-to-point flight 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. See Table 14 for a list of AFS and DOF logistics aircraft.

Table 14. Alaska Fire Logistics Aircraft by Agency.

Agency	Type	Registration	Base	Dispatch
BLM-AFS	TBD	TBD	GAL	AK-YFDC
BLM-AFS	TBD	TBD	FBK	AK-YFDC
BLM-AFS	TBD	TBD	FBK	AK-YFDC
BLM-AFS	Q-K100	N700FW	FBK	AK-YFDC
BLM-AFS	PC-12	N190PE	FBK	AK-ACC
DOF	DHC-2	N904AK	PAQ	AK-ACDC
DOF	C-208	N303GV	PAQ	AK-ACDC

Airborne Thermal Infrared (IR) Fire Mapping

There are no infrared equipped aircraft based in the Alaska Geographic Area.

There are 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 Standards for Resource Mobilization*.

Requesting an IR Mission

Any unit needing IR mapping must place an “A” request in IROC to AICC. The scanner request is entered into the NIROPS site now accessed through the Wildland Fire Application Portal. .

Both the IROC and the NIROPS request are due by 1800 the night before any requested flight. When competition exists, AICC will 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 Standards for Resource Mobilization](#) and the [National Infrared Operations website](#).

Large Transport Aircraft

AICC is the point of contact for large passenger transport needs and will coordinate with NICC for such aircraft. Requests for large transport requires a minimum of 48-hour lead time for planning and scheduling. Refer to the [*National Interagency Standards for Resource Mobilization*](#).

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 Standards for Resource Mobilization*](#).

Airspace

Temporary Flight Restrictions

Ordering Procedures

A temporary flight restriction (TFR) is ordered through normal dispatch 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.

In Alaska there are slightly different ordering channel/processes for TFRs.

DOI - BLM

The AFS Zone dispatch office managing an incident will create an Aircraft request in IROC for aTFR 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

The DOF dispatch office will create and relay the IROC request and completed TFR Request Form for fire related TFRs to AICC through normal dispatch channels.

USFS

The Forest Service 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 \(PMS 520\)](#).

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

Special Use Airspace

This FAA airspace designation is designed to alert users about areas of military activity, unusual flight hazards, or national security needs, and to segregate that activity from other airspace users to enhance safety. 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 at (907) 372-6913 or (800) 758-8723

South:

- Elmendorf 3rd Wing Scheduling at (907) 552-0136/2406
- FAA Anchorage Control at (907) 269-1108

Military Training Routes

The AP/1B Area Planning 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 \(PMS 520\)](#).

Airspace Conflicts

Upon receipt of an initial airspace conflict report; the Aircraft Dispatcher or Airspace Coordinator should contact the Air Route Traffic Control Center (ARTCC) and request a positive identification of the aircraft involved. Reporting should occur within 15 minutes of the incident. If the occurrence involves a military aircraft and there is potential for a recurrence, immediately contact the Military Airspace Scheduling Activity responsible for flight in the area of operations. In addition to the information on the Aircraft Conflict Initial Report, please note the NOTAM # and Fire Name when reporting to the ARTCC. The TFR intrusion should also be documented on a SAFECOM for internal reporting and follow-up purposes. Notify the Interagency Airspace Coordinator via email at airspace@blm.gov Further guidance is available in the [NWCG Standards for Airspace Coordination \(PMS 520\)](#).

The Aircraft Conflict Initial Report can be accessed on the [NWCG Interagency Airspace Subcommittee website](#).

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 (windsocks, 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. If needed, 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 \(PMS 520\)](#).

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 US Air Force 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 a 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](#).