

AVIATION MANAGEMENT PLAN

SAN LUIS VALLEY PUBLIC LANDS CENTER

USDA Forest Service

Rio Grande National Forest

USDI Bureau of Land Management San Luis Valley Field Office

2004



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05/01/2003

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In May 2004, the Service First agreement combined the Rio Grande National Forest and San Luis Valley BLM into the San Luis Valley Public Lands Center (PLC).

I. INTRODUCTION

A. Purpose

This document is intended to serve as:

1. A statement of Forest Service and Bureau of Land Management policy and procedures.
2. An operational guide for Forest Service and Bureau of Land Management personnel engaged in aviation activities.
3. An expansion, but not a replacement, of material in Forest Service and Bureau of Land Management Manuals and Handbooks.

A copy of the Region 2 USFS Aviation Operations Plan and Colorado State BLM Aviation Plan are in the Appendix.

B. Unit Aviation Officer

Due to the similar responsibilities of a USDA FS Forest Aviation Officer and USDI BLM Unit Aviation Officer, this position will be referred to as the Aviation Officer. Under the Service First arrangement of the Rio Grande National Forest and the San Luis Valley BLM Center this position serves in a dual duty role.

C. Aviation Uses

Prior to any use of aircraft check with the Aviation Officer or Saguache Dispatch to ensure the correct procedures and procurement requirements are being used. The rules for USDA and DOI /BLM are different. They are outlined in the respective regional and state plans in the appendix

The most commonly used aircraft on the Forest are light single and multi-engine airplanes utilized periodically for point to point transportation of passengers and for fire and insect/disease detection flights.

Helicopters and air tankers are used for initial attack on fires. Helicopters are also used for aerial reconnaissance, detection, aerial ignition, seeding, spraying, mapping, and other resource management projects. During part of the fire season, airtankers are contracted and available from Region 2 Dispatch at the Jefferson County Airport (JEFFCO) and Durango Airtanker Base in Durango. Several exclusive use helicopters are available in the region as well as Call-When-Needed (CWN). These aircraft may be ordered through

the Forest Dispatch Center in Saguache to Pueblo Dispatch Center (hereinafter referred to as PBC), who relays the orders to Rocky Mountain Area Coordination Center (RMACC).

The Colorado State BLM will have a Single Engine Airtanker (SEAT) on contract and based out of the Alamosa (ALS) airport for 2004. This three year contract will have a 500 gallon Turbine Thrush available for aerial delivery of retardant from the end of May until mid August. This aircraft will be available for dispatch to incidents through the state.

C. Local Topographic and Climatic Conditions

The elevation of the Rio Grande National Forest ranges from 7,000 feet on the San Luis Valley floor, to over 14,000 feet on the major mountain peaks of the Forest.

The terrain on the majority of the Forest is quite steep and highly dissected with canyons and drainages.

The climate of the Forest is characterized by spring time being frequently having strong and gusty winds. This is followed by the unstable air conditions in July, August, and September with thunderstorms developing over the mountains; these storms generally move to the north and east. Upslope conditions occur in winter and spring where fog or rain and snow conditions form in/over the mountains and settle into the valley floor. It is not uncommon for low visibility and ceilings to occur caused by fog and low clouds.

The air temperature differences across the valley and in the mountains can be extremely variable. These environmental conditions can create potential hazards to aviation safety and requires thorough pre-mission planning. Some specific hazards that may be encountered are:

- a. High density altitudes.
- b. Rapid deterioration of weather conditions.
- c. Turbulence, up and down drafts, strong winds, wind shear, and thunder-storms. These conditions can be especially prevalent on the west side of the Sangre de Cristo Mountains.

D. Aircraft Availability

1. Forest Service

A single engine Cessna T206, and a Beechcraft King Air twin-engine airplane, with Forest Service pilots, are stationed at the Jeffco Airtanker Base, Broomfield, Colorado. These planes are managed directly by the Regional Office in Denver, Colorado. The

status of the two USFS owned Beechcraft Barons for Leadplane missions is unknown at this time due to high time airframe issues.

These aircraft are available and may be scheduled through the Forest Dispatch and PBC when they are not scheduled for higher priority missions. Utilize the Aircraft Flight Request/Schedule form when ordering from Rocky Mountain Area Coordination Center (RMACC). This form can be found in the Rocky Mountain Area Mobilization Guide, or contact Aviation Officer. For administrative flights, assure that documentation and justification procedures are followed.

2. Call-When-Needed Aircraft/Aircraft Rental Agreement/Blanket Purchase Agreement

The Forest Service source list is available on the RMACC web page at the Aviation link. The web page is: www.aviation.fs.fed.us/carding/index.asp The Office of Aircraft Services (OAS) provides aviation oversight for the Department of the Interior. The OAS source list is also available at the same site. These source lists can show make, model, and mission type available in the RMA and nationally. Anyone planning a flight should check with the Aviation Officer or Saguache Dispatch for assistance in determining a suitable aircraft for a particular mission profile. The scheduling and use of these aircraft are arranged through the Forest Dispatch and PBC.

3. Exclusive Contract Aircraft

RMACC has an annual contract for the use of a light helicopter. During the fire season this helicopter is stationed at the Monument Fire Center in Monument, CO. An additional exclusive use helicopter is available through Grand Junction Air Center in Grand Junction and based in Rifle, CO. Both are available for fire and resource project work. A National Type II helicopter is also stationed at Durango (DRC). Request for use of these aircraft is made through the Forest Dispatch and PBC. Also available for use in initial attack fire suppression will be two Single Engine Airtankers (SEAT) on contracted by Colorado BLM for aerial delivery of fire retardant. One will be based at the Grand Junction Air Center and the second will be based at the Alamosa airport.

4. Job Service or End Products Contracts

Aviation activities related to Job Contracts/End product Contracts will comply with agency safety standards, without implying the agency is the operator. Flight Following requirements will be determined on a project by project basis. It is important to note that USDA and DOI requirements differ greatly on the active management of Job Service or End Product Contracts.

II. SAGUACHE DISPATCH ZONE AIRPORTS AND HELIPORTS.

A. Airports

AIRPORT ID	Lat/Long	Elev.	Runway length	Instr. apprvd	Grnd. Serv.	lights	notes
Alamosa ALS	37d 26.5' 105d 51.5'	7,325'	8,800'	yes	yes	yes	+
Monte Vista MVI	37d 31.8' 106d 02.5'	7,600'	5,900'	yes	yes	yes #	#
Center 1V8	37d 47.0' 106d 02.3'	7,598'	7,100'	VFR	yes	yes ##	**
Salida 0V2	38d 32.3' 106d 02.8'	7,489'	7,350'	VFR	yes	yes ++	*
Saguache	38d 05.6' 106d 10.0'	7,826'	8,042'	VFR	no	no	!!
Creede Q39	37d 49.3' 106d 55.8'	8,690'	6,900'	VFR	no	no	Runway fair *

* CAUTION - High Density Altitude in summer, CHECK AIRCRAFT PERFORMANCE.

+ Alamosa has 24 hour weather information. Call 719 589-6993

Monte Vista Airport lights activated by 3,5,7 on airplane microphone at 122.8 frequency. Runway no. 20 is preferred.

Center airport lights activated by 5 clicks/5 seconds on airplane microphone at 122.8 frequency.

** Runway #30 is preferred. Transmission lines located at north end of runway marked by orange balls and 2 strobes.

++ Salida airport lights activated by 3 keys on airplane microphone at 122.8 frequency.

!! CAUTION Saguache runway has some loose rock and gravel, some potholes.

Nearest FAA Control Tower:

31385 Bryan Circle

Pueblo, CO 81001 Phone: 719-948-3374

B. Heliports

There are no established and approved heliports in the Saguache Dispatch zone. When it is necessary to construct helispots, they will be built in accordance with the Interagency Helicopter Operations Guide.

III. ORGANIZATION AND RESPONSIBILITY.

A. Regional Aviation Officer.

The Regional Aviation Officer is responsible for USFS aviation programs within the Rocky Mountain Region. Aviation programs shall include aircraft/pilot inspections and approvals, coordination and assistance in procurement actions for aviation resources, program monitoring and assistance with Forest Aviation Officers during facilities inspections, approvals of Forest aviation plans, aviation technical services, and special projects as assigned or requested. The Regional Aviation Officer is located at the USFS Regional Office in Lakewood, CO, telephone 303-275-5740.

B. BLM Colorado State Fire Management Officer

The State FMO is responsible for the day-to-day oversight of BLM aviation operations. The State Aviation Manager (SAM) works with the SFMO to provide oversight and professional staff support for all aviation matters.

B. Forest Supervisor /Center Manager.

The Forest Supervisor/Center Manager is responsible for all aviation activities within the Rio Grande National Forest/SLV BLM boundaries. With the exception of the operational responsibilities reserved for the Regional Forester/State Director, the Forest Supervisor/Center Manager is responsible for all elements of the Forest aviation program. The Forest Supervisor/Center manager shall:

1. Establish an aviation program responsive to the Forest/BLM's needs.
2. Provide qualified personnel as needed to manage the program.
3. Ensure that projects involving use of aircraft are planned in advance.
4. Approve all aviation operations on the Forest/BLM lands prior to starting.

C. Aviation Officer

The Aviation Officer is responsible for coordinating, training, supervising, and inspecting all phases of aviation activities for the Rio Grande National Forest/SLV BLM. The close supervision required for aviation operations is an important responsibility and function of the assigned Aviation Officer.

The Aviation Officer is located in Del Norte, CO, telephone 719-657-6003.

D. Saguache Initial Attack Dispatch Office (SIDO)

The Saguache Dispatch Office is responsible for ordering and dispatching aircraft requested by units on the Rio Grande Forest/SLV BLM and ensuring that flight plans have been made. Flight following location and procedures will be established. The phone number is 719-655-2721 or 655-2723.

Saguache Dispatch Office is associated with Pueblo Dispatch Center (PIDC) as an Initial Attack Dispatch Office only, under a “four-tiered” operating plan arrangement. Pueblo Dispatch may flight follow on National Flight Follow (168.650) if the aircraft have sufficient altitude.

E. District Rangers/Field Office Managers

1. Supervises aviation operations on the District/Field Office.
2. Keeps the Forest Supervisor or Center Manager and Aviation Officer informed concerning the existing use of aircraft and the need for aircraft services to accomplish District/Field Office work.
3. Requests technical assistance in planning and supervision of aviation operations.
4. Ensures that project aviation plan has been developed and approved for all planned aviation projects (detection, seeding, spraying, etc.).

Agency Line Officers:

Rio Grande National Forest and SLV BLM

Forest Supervisor/Center Manager	Pete Clark
Assistant Supervisor Center Manager	Jim Rhett
Saguache District/Field Office	Tom Goodwin
Divide District/Del Norte Field Office	Tom Malecek
Conejos Peak/La Jara Field Office	Roberto Martinez

Aviation Officer:

Guy Keene Divide District/ Del Norte Field Office DFMO

F. All Forest Service and BLM Employees

1. All personnel are responsible for reporting to the appropriate authority any USFS/BLM aviation activity observed which they believe to be conducted in a hazardous manner.

All personnel requiring aircraft services shall place their order with the Saguache Dispatch Office, who will then order through Pueblo Dispatch (PBC).

2. All accidents, incidents, maintenance deficiencies, and hazards shall be reported to the Aviation Officer or dispatcher, and documented on a SAFECOM form (FS-5700-14, OAS-34). A SAFECOM can be submitted electronically on the

http://www.fs.fed.us/fire/av_safety/safecom/index.html website or www.oas.gov website, depending on which agency is responsible. The SAFECOM will be automatically forwarded to the appropriate Regional or State Aviation Manager. A hardcopy can also be submitted through Saguache Dispatch or the Aviation Officer, who will forward the SAFECOM on to the appropriate Aviation Manager.

A passenger may refuse to fly with any pilot or in any aircraft, or cancel an existing flight, if in the opinion of the passenger, conditions exist which make the flight unsafe. The pilot may refuse to perform in situations which, in their opinion, exceeds either their ability, the capability of the aircraft, or existing environmental conditions. The responsible forest or zone dispatcher shall be contacted immediately and informed of the situation. The circumstances will be documented on a SAFECOM form.

3. The following checklist should be utilized by ALL aviation users:

1. Pilot's Card - Qualified and current for aircraft type and mission.
2. Aircraft Card - Aircraft approved for type of mission.
Forest Service/BLM personnel must check these approval cards prior to each and every aircraft use.
3. Flight Plan/Flight Following - Filed (FAA/Agency/Bureau)
4. Personal Protective Equipment (PPE) - Type required for mission. Will be available and worn by all passengers and pilot(s).
5. Pilot briefed on mission objectives, parameters of flight, and known flight hazards.
6. Pilot briefing to passengers to include:
 - * Approach & departure paths to and from aircraft
 - * Seat belts - Use and adjustment
 - * Smoking rules
 - * Fire extinguisher(s) - Location and use
 - * Emergency exits - Location and use
 - * Survival equipment - Location and use
 - * Oxygen(if available) - Location and use
 - * ELT - Location and use
 - * Other emergency procedures - i.e., Fuel & electric shut-off
 - * Equipment or tool storage - NEVER store under seats while transporting passengers

IV. OPERATIONAL POLICY.

All aviation activities will comply with the pertinent Federal Aviation Regulations (FARS), the Forest Service Health and Safety Code (FSH 6709.11), and the Forest Service Manual (FSM 5700), BLM 9400 manual, Forest Service Handbook 5709.11 (Fixed-Wing Handbook), the Interagency Helicopter Operations Guide (IHOG), and 5709.16 (In-Service Flight Operations Handbook). BLM aviation activities will also comply with all UDSI Departmental Manual 350 DM through 352 DM directives.

The following are a series of key policy statements that should be generally known and understood by all persons involved with aircraft in the Saguache Dispatch zone. If more detailed explanation is required, an appropriate reference is shown.

A. Aircraft Data Cards

No aircraft will be used on official business unless it has displayed a current FS/OAS approved Aircraft Data Card. Flight Managers will need to ensure that the aircraft is carded for the mission.

B. Pilot Qualification Cards

All pilots flying aircraft on official business will carry a current approved FS/OAS Pilot Qualification Card. Pilots will be carded for the specific mission being flown.

C. Pilot Duty Limitations

Will be adhered to except in cases of extreme emergency. Contact the Unit Aviation Officer for all exceptions. Reference FSH 5700, BLM 9400.

D. Instrument Flight

FAR's will be followed. Instrument flight is not allowed in single engine aircraft.

E. Night Flight

Defined as being before 30 minutes prior to sunrise, or after 30 minutes after sunset. Night flight is not allowed in single engine aircraft carrying passengers. Saguache Dispatch can provide official sunrise/sunset information.

F. Transportation of Hazardous Materials

See Interagency Guide on Aviation Transport of Hazardous Materials.

G. Fuel Reserves

FAR Part 35 will be followed. Daytime flights require a 30 minute fuel reserve. Night flights require a 45 minute fuel reserve.

H. Procedures for Requesting Temporary Flight Restrictions (TFR).

Requests for a TFR should go through the Unit Aviation Officer or Saguache Dispatch to RMACC. The Interagency Airspace Coordination Guide provides specific procedures for requesting a TFR from the FAA.

I. Forest Service Employees Not Employed as Pilots.

Reference FSM 5712.15.

J. Flight Hazard Map.

Will be maintained at the Saguache Dispatch office. Requests will be made at least annually for information to update the map. Pilots flying from any base on the Forest will be briefed on flight hazards, which could affect the mission.

K. Pilot Briefings

Will be given to all contract pilots as soon as possible after contract is activated. It will cover all items shown in the pilot briefing checklist. See appendix D.

L. Forest Service or BLM Personnel

Will not travel on any helicopter or fixed wing aircraft while on official duty or while performing official duties without first contacting the Aviation Officer, acting Aviation Officer or Saguache Dispatch.

M. Helicopters or Fixed Wing Aircraft

1. Only approved passengers will be allowed on any aircraft.
2. Non-FS/BLM passengers will be approved in accordance with the agency manuals.
3. Unauthorized personnel will not be carried on any fixed wing or rotary wing aircraft at any time.
4. Guidelines for approved passengers are outlined in the respective agency aviation plan in the appendix.

N. Communications

Will be established between all aircraft and the Dispatch Office or other designated location prior to any Forest Service or BLM personnel flying. Reference Regional Aircraft Communications Plan. Sterile Cockpit procedures will be known and followed. Reference Appendix F.

O. Low Level Flights

Except for takeoffs and landings, no aircraft will be flown below 500 feet above obstruction level. The following exceptions are allowed:

1. Lead plane missions.
2. Paracargo drops using multi-engine aircraft.
3. Aerial ignition, seeding, spraying, fertilizing, where an approved project plan is in effect.
4. Helicopter operations with approved project plan.
5. Retardant missions.

P. Military Training Routes (MTR's)

Two MTR's are located in the Saguache Dispatch Zone: The first parallels north-south along the Sangre de Cristo Range from Poncha Pass to La Veta Pass. The second also runs north-south along the San Luis Valley. The La Veta High Military Operations Area (MOA) is also located north of La Veta Pass. Aerial Observers and Incident Commanders should familiarize themselves with these routes and areas. Questions regarding these routes should be directed to Saguache Dispatch or the Unit Aviation Officer. Extreme caution should be exercised when operations will be within or near this airspace. Consult the Aerial Flight Hazard Map which is available at Saguache Dispatch or the Alamosa SEAT base.

V. ORDERING, DISPATCHING, AND CONTROLLING FLIGHTS

A. Ordering Flights

All requests for aircraft, other than scheduled air carriers, will be requested through the Saguache Dispatch. The Dispatch Office should be advised of the aircraft needs as far in advance as possible. For administrative flights, assure that documentation and justification procedures are followed, per respective agency direction. See Regional/State Plan in appendix for reference.

When requesting a flight, the following information should be provided on RG Form 5100-2:

1. Chief of party.
2. Departure point.
3. Destination.
4. Dates and times.
5. Purpose of the flight.
6. Number, names, and weight of passengers.
7. Weight and bulk of cargo or baggage.
8. Management Code to which the flight will be charged.

B. Dispatching Flights

Depending on point of origin for aircraft, either PBC or Saguache Dispatch will dispatch flights.

C. Controlling Flights

1. Aircraft on point-to-point transportation flights will file FAA flight plans. Aircraft on project type flights in the Saguache Dispatch Zone will maintain radio contact with Saguache Dispatch. Information needed by Saguache Dispatch will be aircraft type and number, names of passengers, type mission, and hours of fuel on board.
2. All flights will be followed (continually monitored and recorded) by the Dispatcher (either Saguache Dispatch, PBC, or District). Position and heading reports will be required every 15 minutes or when a change of direction is made.
3. If longer than 15 minute radio check-ins are mission critical, either Regional Aviation Officer or State Aviation Manager approval prior to the flight will be required.
4. If radio contact with the Flight Following office is lost, the flight will be terminated as soon as possible, and a report made to the Saguache Dispatch or PBC.
5. Dispatchers, pilots, and passengers must be aware of, and follow, the Sterile Cockpit procedures outlined in Appendix F. This document also contains critical information on Air Traffic Guidance and Uncontrolled Airport procedures.
6. Any violations of flight following standards will be reported thru the SAFECOM system.

D. Chief of Party Responsibilities

1. Check aircraft and pilot cards.
2. Ensure passenger/cargo manifest is complete and accurate.
3. Ensure flight plans are filed.
4. Brief the pilot and passengers on mission.
5. Ensure that a Flight Use Report Form 6500-122 is accurately completed and sign it.
6. Have all personnel within weight limitations, assembled, and ready to board aircraft 15 minutes prior to scheduled departure.
7. Have telephone numbers of sending and receiving dispatch offices to call them with explanations when delays of more than 30 minutes occur.
8. Provide for the safety and welfare of each person assigned to the manifest list.
9. Ensure all passengers arrive at their respective destinations.

VI. SPECIAL PROJECTS

Aerial projects that require a special project plan:

- A. Seeding
- B. Spraying.
- C. Logging.
- D. Fertilizing.
- E. Wildlife, timber, and soil surveys.
- F. Aerial ignition - Prescribed and Wildland fires.
- G. Aerial photography on a project basis.

The responsible individual for a proposed special project (not limited to the above) will contact the Forest Aviation Officer to see if a plan is needed. If a plan is needed, the individual will prepare the plan and a Job Hazard Analysis. The plan need be no more complex than necessary to execute the job and ensure a safe operation. The Forest Aviation Officer will submit the plan for approval.

VII. SEARCH AND RESCUE OPERATIONS

A. Responsibility

Initiating searches for the USFS or BLM controlled aircraft rests with the Aviation Officer through Saguache Dispatch. Responsibility for searches of all other aircraft lost in the Saguache Dispatch Zone is with other agencies.

B. Procedures

Any Forest Service employee who knows or suspects an aircraft is down should call the Saguache Dispatch. If the aircraft is not on a Forest Service mission, Saguache Dispatch will call the FAA.

If it is a Forest Service mission aircraft, the dispatching office (Saguache or other district) will immediately initiate the actions outlined in the Rocky Mountain Region Aircraft Crash, Search, and Rescue Guide. All Districts will have a copy of this guide and be familiar with its use. Local phone numbers and other contacts should be entered into the guide prior to its use.

C. Witnesses of Aircraft Accidents

Any Forest Service employee who is a witness to an aircraft accident should follow the procedures outlined in the Guide for Witnesses of Aircraft Accidents, which follows:

GUIDE FOR WITNESSES OF AIRCRAFT ACCIDENTS

This guide has been prepared for Federal personnel who may witness an aircraft accident or arrive on the accident scene before the Accident Investigation Team.

A. Rescue

This is the first action to be taken at the scene. If survivors are in the wrecked aircraft and rescue appears possible:

1. Be alert to the possibility of a post-crash fire.
2. Use care in approaching the wreckage by vehicle, particularly if the approach is along the crash path, as survivors may have been thrown out.
3. Render first aid to survivors until relieved by medical personnel.
4. If there are indications of a spreading post-crash fire or possible explosion from fuel vapor, move survivors a safe distance away; otherwise, do not disturb them except as necessary for first aid. The witness should either request medical assistance for the injured or transportation to the nearest hospital.
5. Keep bystanders or any unauthorized personnel out of the area.
6. Establish a no smoking rule to help prevent possible fire.

B. Searching the Wreckage

If you are the first to arrive at the wreckage scene you may find no one. Several possibilities exist: occupants may have parachuted, may have been thrown clear, or may have survived and gone off in search for help. Look around the crash path. Call out. A survivor you cannot see may hear you. In accidents where the aircraft has disintegrated in flight, both wreckage and occupants may be scattered over a large area.

C. Notification

USFS: Notification of an aircraft crash should be through regular command channels to the Regional Aviation Safety Officer. (Reference: Rocky Mtn. Region Aircraft Crash, Search, and Rescue Guide. In addition: Title 6700 - Safety and Health Program, paragraph 6730.7, exhibits 1 and 2).

BLM: Notification should be made by calling the OAS 24 Hour Mishap Line at **1-888-4MISHAP** or **1-888-464-7427**. The State Aviation Manager should be contacted immediately as well.

The following basic information should be included in the crash notification:

1. Your name and location.
2. Report the time the aircraft crashed and whether or not there is a fire.

3. Give accurate geographical location, road number, distances/or compass directions on how to reach the crash site.
4. Number and extent of injuries.
5. Medical help needed.
6. Report damage to private property.
7. Report the number on the tail of the aircraft and type or model of aircraft.

D. Protect Property

Fire and explosion are always possibilities at a crash scene until the area has been properly secured by firefighters or other appropriate personnel. Fire sources include residual fuel ignited by hot metal or oxygen bottle heat generation.

To fight gasoline and jet fuel fires, high pressure water fog, foam, carbon dioxide, or dry chemical powder can be used.

E. Preservation of the Accident Site

Each and every piece of the aircraft, its location and its exact position is important to investigators in determining the sequence of events, causes of the accident, and injuries involved. Lessons learned from each accident are used to prevent future accidents from like causes and to improve aircraft equipment design.

Nothing should be disturbed other than is necessary to rescue survivors. If there are fatalities, the bodies should not be moved until positive identification is made, since location of bodies may help determine significant facts about the accident. Above all, no part, no matter how small, should be disturbed, for even instrument readings, control positions, and injury patterns can be determined from smashed equipment. Every effort should be made to prevent souvenir hunting, as a small component is often a key factor. Even marks on the ground are important clues, so entry and movement of people and vehicles should be held to a minimum for this reason.

F. Witnesses

Witnesses are extremely important in helping to determine the cause of the accident. Names and addresses of all witnesses should be taken for subsequent interview by accident investigators.

VIII. INCIDENT/ACCIDENT REPORTING

USES

Any accident or incident must be reported to Saguache Dispatch or other official

immediately. Names and phone numbers of Forest Service personnel available for accident/incident notification are:

NAME		WORK	CELL
Carlos Pinto	Regional Safety Manager	303-275-5316	
Guy Keene	Aviation Officer/DFMO/Divide	719-657-3321	719-850-2384
Jim Jaminet	Forest Fire Management Officer	719-852-6292	719-850-2380
Lary Floyd	Assistant Forest FMO	719-655-2547	719-850-2379
Sid Hall	DFMO/Saguache	719-657-2547	719-850-2381
Paul Minow	DFMO/ Conejos Peak	719-274-8971	719-850-2386

In addition, you can contact the Regional Aviation Group Organization:

NAME		WORK	CELL
Ivan Pupildy 517-7498	Regional Aviation Safety Officer	303-275-5711	303-
Tom Landon 886-2124	Regional Aviation Officer	303-275-5740	303-
Hank Dominguez 886-2125	Regional Helicopter Ops Specialist	303-439-0388	303-

BLM:

NAME		WORK	CELL
Cathy Hutton 635-2994	Acting State Aviation Manger	303-239-3809	720-
Bill Wallis 881-2441	State FMO	303-239-3689	303-
Jim Rhett 588-2960	Associate Field Manager	719-852-6274	719-

All persons involved in Federal Agency related aircraft use have a responsibility to complete an Aircraft Incident/Accident Report, or SAFECOM, on any occasion that an incident or accident occurs, regardless of how minor the incident/accident appears to have been. These reports will be promptly submitted to the Aviation Officer to be forwarded to the appropriate State or Regional Aviation Manager.

Examples of incidents would include (but not be limited to) such things as: use of unauthorized planes or pilots, unusually rough landings or take-offs, radio or instrument failures, warning horns or lights activated during flight, observed flight deviations from standard procedures (flying too low, flying VFR in poor visibility, night flying in single engine, near misses with other aircraft, etc.). When in doubt contact the Aviation Officer and discuss it. If you let it go, the next flight may result in an accident. They can be submitted electronically by accessing the Forest Service Aviation homepage at:

<http://205.173.2.4/safecom/index.htm>. Hardcopies can be printed off of the same page at:
<http://205.173.2.4/library/safecom.pdf>.

For accidents/mishaps with injuries or property damage, fill out the Initial Report of Aircraft Mishap form, located in Appendix E.

If there is injury or death involving non-Forest Service personnel, Form FS -6700-8, Report of Incident to Other Than Employees, should be completed.

IX. AIRCRAFT INCIDENT/ACCIDENT AND CRASH, SEARCH AND RESCUE GUIDE

The Rocky Mountain Area Crash, Search, and Rescue Guide establishes the actions to take in the event of an aircraft incident, accident, or search and rescue. It outlines the procedures necessary to activate emergency search and rescue services as well as associated support activities in as rapid and orderly a fashion as possible.

This guide, or plan, will be available on every district and must be COMPLETELY filled out with appropriate contact personnel, telephone numbers, etc., PRIOR TO need or implementation. A completed copy of this guide must also be posted at all fixed-wing or helicopter bases. Only after periodic updating with pertinent information will this guide satisfy the needs of a thorough plan of action. It is recommended that all dispatchers and other potential aviation users/managers become familiar with this guide prior to actually having to use it.

The guide has four major categories:

BLUE- Overdue Aircraft

YELLOW- Missing Aircraft

SALMON- Downed Aircraft Away from Crash/Fire/Rescue equipped airport

GREEN- Downed Aircraft Within Crash/Fire/Rescue Airport's Response Area

Each category lists priorities and actions to follow.

Remember: "Someone's Life May Depend on Your Actions."

X. AERIAL OBSERVER INSTRUCTIONS

A. General Instructions

1. Arrange all flights and aircraft through the Saguache Dispatch.
2. Always check pilot and aircraft cards to ensure that both are approved for Forest Service and OAS use and qualified for reconnaissance flights.

3. Whenever possible, fly standard reconnaissance flight routes developed for Forest. Maps are available at District Offices and in the Saguache Dispatch. If you're only flying part of the Saguache Dispatch Zone, use that portion of the standard flight route that applies to the area that you want to fly.
4. It is the observer's responsibility to instruct the pilot to fly at normal cruise speed unless observer requests slow down due to detection conditions.
5. Detection flights must be continuously flight-followed by Saguache Dispatch, District Dispatcher, or PBC. Observer must check communications at beginning of flight to ensure good communications exist or flight will be aborted.
6. Make regular check-ins with PBC, Saguache Dispatch, or District personnel flight following each time you change course and at least every 15 minutes. When using standard reconnaissance flight route, use the check points on the plan when advising the Flight Following unit where you are.
7. Whenever possible, take the Forest Service radio programmed specifically for aerial recon on all flights, kept at Saguache Dispatch office.
8. Routine check-ins with Flight Following unit will be made on Flight Follow frequency of 168.650 (primary) or Forest Net (back-up). Fire operating traffic will be conducted on Forest Net. Forest Net frequencies are displayed in Chapter 20 of the Forest's Incident Mobilization Guide.
9. Flights should normally be flown at 1000 feet or more above ground, but never below 500 feet above canopy.
10. Fires detected will immediately be reported to the Saguache Dispatch, who will notify the District of the fire.
11. Alterations in detection flights to assist a specific District will be cleared through the Saguache Dispatch before executed.
12. Observer will notify Saguache Dispatch when flight is completed and aircraft is back on the ground.

B. Specific Instructions

1. Avoid flying at right angles to ridges.
2. Avoid flying into box canyons.
3. Avoid flying uphill into higher terrain.
4. Avoid flying into any clouds.
5. Avoid flying below 500' elevation other than take-offs and landings.
6. Avoid flying in sustained strong turbulent air.
7. Avoid unfolding maps in pilot's face.

8. Avoid flying through smoke columns.
9. Avoid smoking in aircraft.
10. Watch out for other aircraft.
11. Watch out for power lines.
12. With any aircraft malfunction - FLIGHT WILL BE TERMINATED (return to base).
13. Help pilot watch wing-tip and taxi way hazards.
14. Ensure all items are secured inside aircraft.
15. Ensure that observer and pilot have been briefed and understand the mission to be performed.

REMEMBER - Aircraft accidents can be hazardous to your health; you may only have one!

QUALIFIED AERIAL OBSERVERS

The following Rio Grande employees are qualified aerial observers having completed Aerial Observer Training and have sufficient experience:

Guy Keene

XI. ACCIDENT PREVENTION CHECKLIST

Crash/rescue planning includes good prevention programs. The following (although not a crash/rescue plan) is a recommended checklist to be used as a daily guide by air tanker base managers, helicopter managers, and helitack supervisors to ensure their facilities are ready to handle an unplanned event.

1. Fire extinguisher - (1 ea. 20 lb. B.C. per A/C) proper type, operational and readily available. Phone number of company who will refill and test extinguishers each year.
2. Crash/rescue plan posted and phone numbers current. The plan should include the authority of local and civil officials.
3. Hazard map posted and current.
4. Airport/heliport diagram or photo.
5. Local hospital helipad diagrammed; also flight direction and miles to more distant hospital.
6. First aid kit, including litter, available and complete.
7. Fixed wing and helicopter parking area well marked.

8. Clean airfield and heliport.

9. "Flammable", "No Smoking", and "Authorized Personnel Only" signs posted.