

National Multi-Agency Coordinating Group

3833 South Development Avenue; Boise, ID 83705

NMAC Correspondence 2017-18

July 18, 2017

To: Geographic Area Coordination Chairs
From: National Multi-Agency Coordinating Group
Subject: Aerial Supervision Module/ Leadplane Utilization

The purpose of this memo is to clarify the appropriate use of Aerial Supervision Module/ Leadplane (ASM/LP) resources. ASM/LP resources are very limited and in high demand. The Forest Service and the Bureau of Land Management are the primary provider of ASM/LP resources. Proper utilization of ASM/LPs will ensure ASM/LPs are utilized for their intended missions and facilitate having ASM/LP coverage on the highest priority fires.

Nationally, there are 19 federal qualified ASM/LP pilots. Four additional pilots are in various stages of ASM/LP training. Ten of the 19 are FS Washington Office, BLM National Office or Regional employees who have other program responsibilities, which limits their availability. There are 3 state (one Alaska and two California) qualified ASM/LP pilots who are generally restricted to their state.

Currently, the national system has 8-10 ASM/LP pilots available on any given day.

The primary mission of ASM/LPs is to ensure the safe, efficient and effective use of airtankers. ASM/LPs are required for VLATs, MAFFS, non-IA carded large airtankers, and when IA airtankers request an ASM/LP. All federally contracted large airtanker pilots are currently IA carded. Air Tactical Group Supervisors (ATGS) can manage all other air operations. Congested area flight operations require an ATGS or ASM to be on scene with a LP on order.

Key points:

- Federal ASM/LP should not be used as a replacement for an ATGS. The primary mission of ASM/LPs is for the management of airtankers and complex aerial resource environments.
- Utilize the closest available resource, irrespective of GACC boundaries, in order to minimize long ASM/LP transits.
- Airtankers that require an ASM/LP should be co-located to maximize the available ASM/LP.
- ASM/LP commitment/prioritization should take into consideration aerial resource complexity over any incident and potential special emphasis on emerging/urban interface fires (Aerial Supervision span of control) and support for VLAT and MAFFS utilization.
- GACCs should determine where ASM/LP crews should remain overnight based on proximity to actual or predicted fire activity. This will reduce flight time and duty day.



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- ASM/LP pilot cumulative flight times need to be closely monitored and communicated by pilots with the GACCs and the National Fixed-wing Coordinator.

/s/ **Dan Buckley**
Chair, NMAC

CC: GACC Center Managers

