



U.S. Department of the Interior
Bureau of Land Management

2025 National Aviation Plan

BLM Fire and Aviation
National Aviation Office



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1.0 Aviation Plan

1.1 Purpose

The purpose of the Bureau of Land Management (BLM) National Aviation Plan (NAP) is to describe National Aviation Office (NAO) leader's intent, authority, role and responsibilities, program objectives, and to provide strategic and operational guidance to each organizational level. The NAO identified the need for a cohesive national aviation management plan that will allow all Bureau personnel from national, state, district/field offices and aviation users to easily acquire the necessary information and policy to manage the BLM aviation program. Each organizational level plan provides the detailed operational procedures pertinent to their organization. This plan is supplemental and does not replace the policy as described in the Departmental Manual or the [BLM Manual 9400 – Aviation Management](#).

1.2 Mission Statement

The NAO is responsible for supporting BLM through an active and professional aviation organization that:

- Develops and coordinates effective aviation policy and management processes.
- Provides guidance for aviation programmatic and operational risk management.
- Leads aviation safety assurance and promotion programs.
- Provides aircraft acquisition support, as specified by BLM management objectives.
- Develops and promotes a skilled aviation management workforce.

1.3 Aviation Program Objectives

The BLM aviation program provides the aviation tools to meet public expectation for efficient and safe management of the National System of Public Lands. Aviation management balances mission goals, environmental considerations, available funding, and safety of involved personnel.

Safety: The priority in all BLM aviation missions is the safety of employees, contractors, cooperators and the public.

- Risk management, as part of Safety Management Systems (SMS), will be integral in all aviation missions and programs.
- Aviation personnel are empowered and expected to manage the risks of aviation operations and make reasonable and prudent decisions to accomplish the mission.
- Aviation personnel must take every opportunity to plan missions thoroughly, in respect to the aircraft and environment in which they operate.
- Individuals will be held accountable for their decisions, which should be based on policy, principles, risk management, training, experience and the given situation.
- The Bureau is committed to ensuring our workplaces are free of recognized hazards. Prior to conducting any mission, all risks will be mitigated to the lowest acceptable level possible.

Professionalism: BLM personnel performing aviation functions must be service oriented and meet all qualification requirements of the Departmental and Bureau manuals, handbooks and guides.

Innovation: Management at all levels is responsible for enhancing the aviation program with a commitment to aviation safety and operational efficiency.

1.4 National Fire Aircraft Management Strategy

Aviation resources are one of several tools available to accomplish land management objectives. The proper utilization of aircraft in support of resource management programs serve as a force multiplier when dealing with issues of time, remoteness, terrain, large areas and distances. Fire suppression aviation resources will be mobilized at the earliest opportunity when new starts are detected to maximize the effectiveness of initial attack resources.

This national strategy will:

- Optimize overall aviation capability.
- Apply effective management controls to suppression costs.
- Ensure aviation assets are assigned to areas of greatest risk and/or highest probability of success.
- Maximize operational flexibility and mobility.
- Contribute to interagency suppression efforts.

The BLM national fire aircraft fleet composition is based in part on the National Interagency Aviation Council (NIAC) Aviation Strategy document. Current and out-year appropriations ultimately influence overall year to year fleet configuration. Any changes in aircraft type or capability must be either supported and approved by the Assistant Director of the BLM Fire and Aviation Directorate (FA-100) or reflected in this document. Baseline numbers of aircraft, by category, are derived in part from either the Interagency Aviation Strategy approved by the Fire Executive Council (FEC) and NWCG in 2008. Changes to the BLM fire aircraft fleet shall be determined and approved by the Division Chief, Aviation in coordination with the Assistant Director of Fire and Aviation. If budget constraints dictate a reduction in core aviation assets, these reductions will be absorbed primarily in categories that have the most elastic, On Call component and/or that do not impact aerial delivered firefighter capabilities, such as Single Engine Air Tankers (SEAT), Scooper's, Air Tactical Group Supervisor (ATGS) and Utility Aircraft. When planning tools or strategic plans indicate an increase in aircraft numbers, aircraft will be attained through Call When Needed (CWN)/On-Call procurement and hosted in locations that are best suited to logistically support both the aircraft and personnel associated.

To maximize effectiveness and efficiency, aviation resources should be centrally controlled, and operations must be locally executed. National strategy considers all BLM fire aircraft and assigned personnel to be national resources available for immediate assignment to areas of greatest national need, regardless of their status in the National Dispatching System.

The BLM national aircraft management strategy is predicated on the NAO providing oversight to all BLM fire aircraft acquisition, coordination and allocation of aircraft between states. To the extent possible, the BLM will acquire aircraft that provide the best performance, capacity, speed, technology and safety features that are available and affordable. Government ownership, long-term contracts, multiple-aircraft contracts, sharing of contracts and innovative procurement methods will be explored to achieve economies whenever possible. The NAO will modify contract terms (designated base, mandatory availability period (MAP), etc.) as required to ensure maximum utilization and effectiveness of firefighting aircraft.

The NAO coordinates with State Fire Management Officers (SFMO) and their staff on aircraft needs, availability and re-positioning.

The NAO facilitates aircraft pre-positioning with funding charge codes. During fire season, BLM exclusive use aircraft will be activated and mobilized to meet the BLM's fire needs to the extent possible. Once authorized and acquired, all BLM fire exclusive use aircraft, other nationally funded aircraft (i.e. On-call/CWN contract task orders) and severity funded aviation resources will be considered national resources subject to pre-positioning by SFMOs within their states, and by the national office on a national basis. This includes aviation personnel such as SEAT managers and ATGS. The NAO will coordinate with SFMOs and State Aviation Managers (SAM) prior to any aircraft movements. Supplemental fire aircraft acquisition will be in accordance with BLM NAP 3.10.

Aircraft need and staffing is very dynamic during the wildland fire season. Each aviation facility that hosts wildland fire assets should evaluate minimum staffing and maximum aircraft capacity to meet aircraft surge. The district/unit aviation plan should provide details identifying aircraft capacity, staffing and, as a minimum reference appropriate, NWCG aviation standards. The plan should include proper turn down protocol and be readily available for employees at each identified facility.

1.5 Authority

This plan fulfills the Departmental Manual (DM) requirements outlined in [350 DM 1, Appendix 3, DOI Operational Procedures Memorandum \(OPM\) – 06, DOI National Aviation Management Plan and Project Aviation Safety Plan Requirements](#), and [BLM Manual 9400.3](#) Directives. This plan has been developed to provide policy standardization for all BLM aviation programs.

1.6 Policy

BLM aviation management and operations will be conducted within policies contained in the Federal Aviation Regulations, DOI [350-354 Departmental Manuals, Operational Procedures Memorandums \(OPM\)](#) and Handbooks (HB), and [BLM Manual 9400](#). In addition, the current version of the following HBs, plans and guides constitute BLM Aviation policy as specified in the [BLM Manual 9400](#). 350 DM 1.2(c) provides relief from DM requirements (Except Fleet policy) when operating internationally. BLM personnel involved in international operations should follow bureau policy to the degree practicable when assigned to international operations. In those circumstances where an employee is unable to follow policy they should apply risk management principles to reduce their exposure.

1.6.1 Handbooks

- [Interagency Aviation Life Support Equipment Handbook](#) (ALSE)
- [BLM Wild Horse & Burro Aviation Management Handbook](#) (WH&B)
- [Law Enforcement Short-Haul Policy](#)
- [Military Use Handbook](#)

1.6.2 Plans

- BLM National Aviation Plan
- BLM State Aviation Plans,
- BLM District/Unit Aviation Plans

1.6.3 Guides/Standards

- [NWCG Standards for Aerial Ignition](#) (PMS 501)
- [NWCG Standards for Aerial Supervision](#) (PMS 505)
- [NWCG Standards for Airspace Coordination](#) (PMS 520)
- [NWCG Standards for Airtanker Base Operations](#) (PMS 508)
- [NWCG Standards for Airtanker Operations](#) (PMS 514)
- [NWCG Standards for Helicopter Operations](#) (PMS 510)
- [NWCG Standards for Water Scooping Operations](#) (PMS 518)
- [Interagency Smokejumper Pilots Operations Guide](#) (ISPOG)
- [Interagency Standards for Fire and Fire Aviation Operations](#) (Redbook)
- [Interagency Aviation Training Guide](#) (IAT)
- [NWCG Standards for Fire Unmanned Aircraft Systems Operations](#) (PMS 515)
- [NWCG Standards for Aviation Transport of Hazardous Materials](#) (PMS 513)
- [NWCG Standards for Aviation Risk Management](#) (PMS 530)
- BLM Standards for Remote Pilots and Remote Systems

Exemptions/Waivers: Exemptions/waivers to DOI regulations must be requested in writing to the BLM Aviation Division Chief. Final approval will reside at the Office of Aviation Services (OAS) Director level (reference [350 DM 1.10](#)). The following are standing waivers that have been granted and remain in place as overarching policy will not be changed:

- Waiver for Exemption from 351 DM 1, Interagency [Aviation Life Support Equipment Handbook](#), granted by BLM Director, Office of Fire and Aviation to BLM State Director, Alaska on 05/23/1997. This waiver is approved only for Alaska and allows special use mission operations personnel to wear rubber boots as necessary.
- Waiver for Exemption from 351 DM 1, Interagency [Aviation Life Support Equipment Handbook](#), granted by BLM Director, Office of Fire and Aviation on 05/06/1998 waiving the requirement for flight helmets in all multi-engine airplanes for special use, lead plane and smokejumper operations.
- Waiver to 351 DM 1.9B(1) granted by OAS Director to BLM/BIA on 02/14/2014. This waiver authorizes the applicable SEAT and Single Engine Scooper contracts to specify that flight time will begin when the aircraft begins to taxi to the runway with the intent to take off.

2.0 Aviation Management Organizations

2.1 The Department of the Interior (DOI)

Office of Aviation Services (OAS): The OAS is responsible for Departmental functions related to aircraft services. The OAS provides service offerings that include aviation safety services, aviation technical services, fleet management, fleet property accountability, aviation user training services, and flight scheduling and coordination services (reference 350 DM 1 for a complete list of functions and responsibilities). <https://www.doi.gov/aviation/>

Interior Business Center (IBC) Acquisition Services Directorate (AQD): The Aviation Acquisition Services Directorate provides department-wide centralized contracting for aviation flight services for DOI and DOI customers. Other acquisition management activities include property accountability and small purchase service in support of OAS and Bureau operations including DOI fleet aircraft. <https://ibc.doi.gov/acquisition/aviation>

2.2 National Aviation Groups/Committees

Executive Aviation Board (EAB): The EAB is responsible for the DOI aviation program. The Board provides executive oversight and performance accountability and assures that Department-wide strategies and initiatives are developed collaboratively and implemented consistently. Additionally, the EAB provides final review and approval of policy, when needed. The EAB is chartered under the direction of the Assistant Secretary for Policy, Management and Budget. The EAB has authority over all aviation-related boards/committees/groups within the Department. The BLM permanent member of the EAB is the Bureau Deputy Director.

Executive Aviation Committee (EAC): The EAC is chartered under the direction of the EAB. The EAC follows guidance and directives from the EAB and ensures full collaboration among members to ensure that EAB and Department objectives are met. The EAC also provides Bureau and Department-level aviation program performance measurement metrics to the EAB. The EAC is responsible for establishing a Bureau aviation managers working group to be the primary surrogate of the EAC to engage in all DOI aviation-related issues at the operational Bureau level. The BLM permanent member of the EAC is the Assistant Director, Fire and Aviation.

Executive Aviation Sub-Committee (EAS): The EAS is an advisory group for the EAC. The BLM representative to the EAS is the Division Chief, Aviation.

National Wildfire Coordinating Group (NWCG): The NWCG coordinates programs of the participating wildfire management agencies to avoid wasteful duplication and to provide a means of constructively working together. Its goal is to provide more effective execution of each agency's fire management program. The NWCG provides a formalized system to agree upon standards of training, equipment, qualifications and other operational functions. Agreed upon policies, standards and procedures are implemented directly through regular agency channels.

- **Membership:** NWCG is made up of the United States Department of Agriculture (USDA) Forest Service; four DOI agencies: BLM, National Park Service (NPS), Bureau of Indian Affairs (BIA), and the Fish and Wildlife Service (FWS); National Association of State Foresters, International Association of Fire Chiefs, U.S. Department of Defense, Intertribal Timber Council and the U.S.

Fire Administration, Federal Emergency Management Agency. Membership is limited to one individual organization representative, except the USDA Forest Service (USFS) which is represented by two representatives – one from fire and aviation management and one from fire research. <https://www.nwcg.gov/>

National Interagency Aviation Committee (NIAC): The NIAC serves as a body of resident aviation experts, assisting the NWCG with realizing opportunities for enhanced safety, effectiveness and efficiency in aviation related operations, procedures, programs and coordination. NIAC is chartered under the Equipment and Technology Branch of the NWCG.

Membership: Committee membership will reflect a mix of personnel who are knowledgeable in the subject area and who are from NWCG member agencies and organizations, including representation from OAS.

<https://www.nwcg.gov/committees/national-interagency-aviation-committee>

NIAC Sub Committees:

- [Interagency Aerial Supervision Subcommittee \(IASS\)](#)
 - ATGS Cadre
 - Lead plane Cadre
 - ASM Cadre
- [Interagency Airspace Subcommittee \(IASC\)](#)
- [Interagency Airtanker and Scooper Operations Subcommittee \(IASOS\)](#)
 - [Airtanker Base Operations Unit](#)
 - [Airtanker Operations Unit](#)
 - [National Aerial Firefighting Academy Unit and Steering Committee](#)
 - [Water Scooper Operations Unit](#)
- [Interagency Airtanker Board \(IAB\)](#)
- [Interagency Fire UAS Subcommittee \(IFUAS\)](#)
- [Interagency Aviation Training Subcommittee \(IATS\)](#)
- [Aviation Risk Management Subcommittee \(ARMS\)](#)
- [Smokejumper Aircraft Screening and Evaluation Subcommittee \(SASES\)](#)
- [Interagency Helicopter Screening and Evaluation Subcommittee \(IHSES\)](#)
- [Interagency Helicopter Operations Subcommittee \(IHOpS\)](#)
 - Aerial Capture Eradication and Tagging Animals Unit (ACETA)
 - [Standards for Helicopter Operations Unit](#)
 - [Interagency Aerial Ignition Unit](#)
 - Interagency Helicopter Rappel Unit
 - Rappel Equipment Subunit
 - [Helicopter Short-Haul Unit](#)

BLM Aviation Management Group (AMG): AMG is chartered under the BLM Fire Leadership Team (FLT) to provide BLM leadership and expertise in all areas of aviation management. The AMG promotes aviation safety, standardization and efficiency in support of fire management and non-fire activities and provide representation in the development of aviation policy, acquisition plans and operational procedures.

- Membership: BLM; NAO program managers, State Aviation Managers, Liaison from Fire Operations (FA-300) and FLT.

BLM Air Attack Committee: The BLM Air Attack Committee is formed under the authority of the AMG with the concurrence of the BLM FLT to provide national leadership in all areas of BLM air attack operations. The committee promotes and coordinates safe, effective, and efficient fire operations to accomplish BLM fire management objectives. This is done in collaboration with the AMG in coordination with the BLM National Aerial Supervision Program Manager.

- Membership: The AMG designee (Co-Chair), The BLM National Aerial Supervision Program Manager, one liaison from the Fire Operations Group (FOG), one voting representative each from those states with exclusive use air attack aircraft (ID, CO, MT, NV, OR, UT and AK).

BLM Airbase Committee (ABC): The ABC is formed under the authority of the AMG with the concurrence of the BLM FLT. The ABC's mission is to provide BLM leadership expertise in all areas of air base facilities and operations; promote aviation safety, standardization and efficiency in air base operations; and recommend opportunities for improvement in review and standardization of air base facilities. This is done in collaboration with the AMG.

- Membership: AMG representative (Co-Chair), NIFC Ramp Representative, Fire Chemicals Program Lead (FA-500) and one voting member from states with permanent BLM fixed wing air bases (AK, AZ, CA, CO, ID, MT, NM, NV, OR/WA, UT and WY).

BLM Helitack Committee: The Helitack Committee has a mission to provide national leadership in all areas of BLM Helitack operations. The committee promotes and coordinates safe, effective and efficient fire operations to accomplish BLM fire management objectives. This is be done in collaboration with and under the direction of the BLM FOG in coordination with the BLM National Helicopter Program Manager and AMG.

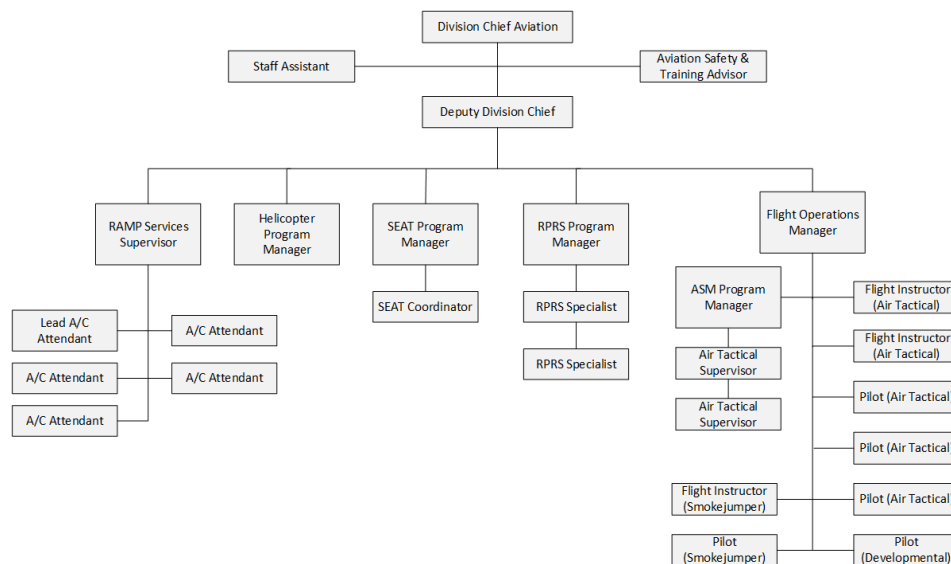
BLM Single-Skid, Toe-In, and Hover Exit/Entry Procedures (STEP) Committee: The BLM STEP Committee is formed under the authority of the AMG with the concurrence of the BLM FLT to provide national leadership and standardization of BLM STEP operations. The committee promotes and coordinates safe, effective, and efficient STEP operations to augment the BLM Helitack capabilities in support of fire management objectives.

BLM Remote Pilot and Aircraft Committee (RPAC): Primary objectives include promoting, coordinating, and ensuring safe, effective, and efficient UAS management for the bureau. Additionally, it will play a crucial role in informing and guiding local and state aviation programs, state UAS coordinators, unit aviation managers, and agency administrators.

2.3 Bureau of Land Management

BLM Director: The Director is responsible for the aviation management program. This responsibility is exercised through the Assistant Director, Fire and Aviation (FA-100).

Assistant Director, Fire and Aviation (FA-100): This position is responsible for aviation policy and program oversight. This responsibility is delegated and accomplished through the Division Chief, Aviation (FA-500).



2.4 National Aviation Office - NAO (FA-500)

(reference BLM NAP Appendix 1 for the NAO Staff contact information)

Division Chief, Aviation (FA-500): This position serves as principal aviation advisor to the Assistant Director, Fire and Aviation (FA-100), and other staff, BLM state offices, and Department aviation programs. This position supervises the Deputy Division Chief, Staff Assistant and Aviation Safety & Training Program Manager. This position also:

- Identifies and develops Bureau aviation policies and procedures, as well as standardized technical specifications for aviation missions for incorporation into the directives system.
- Coordinates aviation-related activities and services between BLM Headquarters (HQ), and states with other wildland firefighting, regulatory, investigative and military agencies.
- Represents the BLM at interagency meetings, on interagency committees developing government-wide aviation policies, requirements, procedures and reports, and at aviation industry meetings and conventions.
- Plans and conducts technical and managerial analyses relating to the identification of aviation organization and resources appropriate for agency use, cost-effectiveness of aviation, other specialized missions, aircraft acquisition requirements, equipment developmental needs, and related areas.
- Provides oversight of aircraft acquisition and fleet management, contract administration, aviation operations, aviation safety, security and risk management, reviews, and evaluations of state aviation programs.

Deputy Division Chief, Aviation: This position serves as the Deputy to the Division Chief and has responsibility for direction of all phases of the Aviation Division's program of work. This position supervises and provides program guidance and technical direction to the Flight Operations Manager,

Helicopter Program Manager, SEAT Program Manager, SEAT Coordinator, UAS Program Manager and Ramp Services Supervisor. This position also:

- Develops the BLM National Aviation Plan.
- Prioritizes and coordinates national allocation/reallocation of BLM fire aircraft.
- Manages the BLM NAO operations, labor and fire exclusive use contract budgets.
- Coordinates contracting and cooperator aircraft requests with AQD/OAS.
- Reviews states' aircraft severity and preposition funding requests; coordinates with BLM Fire Operations.
- Serves as the standing Co-Chair of the AMG Committee.
- Serves as the aviation liaison to the Fire Operations Group.

Flight Operations Manager: This position provides oversight and supervision for the Flight Operations and Smokejumper programs and standardization of all BLM flight operations. This position also:

- Is primary Contract Officer Representative (COR) for flight operations program.
- May function as a qualified pilot.
- Coordinates with senior pilot to develop guidance for BLM aircraft and pilot standards.
- Provides oversight for flight operations program budget (054R, Fleet, 038R, 182's, etc.)
- Is primary point of contact (POC) for management of BLM Fleet (WCF) aircraft.
- Coordinates agency owned fleet replacement.
- Assigns BLM representative on the Smokejumper Aircraft Screening Equipment and Evaluation Subcommittee (SASES) and Interagency Smokejumper Pilots Operation Guide Steering Committee.
- Coordinates primary relief for the Fleet Smokejumper aircraft.
- Supervises the Aerial Supervision Program Manager, Pilots and Development Pilots located within FA-500.

Aviation Safety & Training Program Manager: This position provides leadership and technical expertise for aviation SMS, risk management and accident prevention programs. Has oversight of aviation training for BLM, providing training/certification guidance (curriculum, course materials and instruction) for BLM fire and resource management aviation personnel. This position also:

- Serves as the BLM investigation team member and/or liaison to National Transportation Safety Board (NTSB) and OAS accident investigation teams.
- Oversees the BLM SAFECOM System and Management Roles.
- Compiles BLM aviation safety statistics and analysis.
- Serves on accident review boards.
- Develops and/or coordinates aviation training in support of BLM aviation programs.
- Serves as a member of the Interagency Aviation Training Subcommittee (IATS).
- Serves as a member of the Interagency Aviation Risk Management Subcommittee (ARMS).
- Coordinates the development of web-based training for both vendor and government communities.
- Manages Aviation Leadership Development Initiative (ALDI) supported by the NAO.
- Is primary POC for OAS Aviation Program Evaluations.

Helicopter Program Manager: This position provides oversight of the BLM helicopter program and:

- Reviews requests for exclusive use contracted helicopters and coordinates with AQD, OAS and State Aviation Managers.
- Develops and establishes agency helicopter operational standards.
- Develops helicopter position requirements and training.
- Conducts site visits, reviews and inspections.
- Serves as a member of the Interagency Helicopter Operations Subcommittee (IHOpS), Interagency Helicopter Screening and Evaluation Subcommittee (IHSES) and BLM Helitack Committee.
- Coordinates movement of BLM EU helicopters from AK to L-48 and L-48 to AK.
- Is NAO POC for end product contracts that potentially have an aviation component.

Single Engine Airtanker (SEAT) Program Manager: This position provides oversight and guidance to the SEAT and Scooper programs. This position also:

- Develops and coordinates requirements and training for the SEAT program.
- Assists in development and review of contract specifications for National SEAT and Single Engine Scooper On-call contracts.
- Performs site visits and inspections of SEAT operating bases.
- Develops contract specifications in coordination with both AQD and industry representatives.
- Co-Chair of the Interagency Airtanker and Scooper Operations Subcommittee (IASOS).
- Serves as BLM representative to the Interagency Airtanker Board.
- Develops the SEAT Operations Section of the NWCG Standards for Airtanker Operations.
- Coordinates with the BLM State Aviation Managers on SEAT contract activation and allocation of aircraft.
- Functions as national liaison with state SEAT programs.
- BLM advisor to the Interagency Airtanker Base Subcommittee (IABS).
- BLM national lead for fire chemicals development and implementation. Maintains and updates fire chemicals policy, plans and direction. National COR for fire chemical contracts, blanket purchase agreements (BPA), and emergency equipment rental agreements (EERA). Wildland Fire Chemicals Systems interagency technical contact and DOI liaison. DOI (except BIA) representative on the Fire Chemicals Subcommittee. Organizes and conducts national level training in fire chemical application and use.

SEAT Coordinator (SECO): This position is responsible for coordinating the allocation and reallocation of SEATs nationwide, management and oversight of the BLM fire chemical program, and is the primary focal point for BLM airbase standardization. The SECO also:

- Advises the NMAC and the NICC of the status, location and utilization of federal and state-contracted SEATs throughout the nation.
- Makes best value determinations when hiring aircraft to meet field requirements.
- Is primary subject matter expert (SME) on fire retardants/suppressants and is responsible for overseeing the Bureau fire chemicals program.
- Provides leadership for the use of fire chemicals by developing and implementing procedures to assure safe, environmentally appropriate, and effective retardant and suppressant operations.

- Functions as the BLM representative on the Interagency Fire Chemical Board.
- Functions as the BLM representative on the Interagency Airtanker Base Operations Unit.
- Works in coordination with the USFS as the BLM COR on the long-term retardant contract.
- Provides technical expertise and assistance to BLM fire and aviation management for development of policy, guidance and direction regarding the establishment, management and utilization of airbases.
- Coordinates with SMEs in the fields of environmental compliance, airfield design and aviation experts to assess current conditions of BLM airbases to establish a baseline understanding of the scope and nature of existing issues.
- Establishes standards that ensure Bureau airbase compliance with all federal and state requirements while creating and implementing best management practices.
- Serves as the National Office representative to the BLM Airbase Committee

Remote Pilots and Remote Systems (RPRS) Program Manager*: This position provides national guidance, strategy and oversight for BLM Uncrewed Aircraft Systems (UAS). This position also:

- Serves as the national POC for BLM RPRS Program.
- Identifies and develops program need, growth and capacity commensurate with evolution of UAS and Bureau-wide efficacy.
- Develops, coordinates, and manages RPRS budget projection and utilization.
- Communicates, collaborates and coordinates with internal and external partners.
- Communicates, coordinates and collaborates with aviation leadership on UAS initiatives, standards and performance expectations.
- Provides programmatic strategy and oversight to the growth of RPRS in the Bureau, including RPRS procurement, standardization and staffing.
- Coordinates Bureau remote pilot training requests, pilot candidacy and fleet requests.
- Provides BLM input to the [NWCG Standards for Fire Unmanned Aircraft Systems Operations \(PMS 515\)](#).
- Serves as a primary member of the Interagency Fire Unmanned Aircraft Systems Subcommittee.

*The interagency name for UAS is Unmanned Aircraft Systems. The DOI name for UAS is Uncrewed Aircraft Systems. The BLM program is called Remote Pilots and Remote Systems (RPRS).

UAS Specialist - RPRS Fleet: This position supports the RPRS Program Manager in the implementation of the BLM RPRS program and:

- Is responsible for the BLM remote systems and payloads testing, evaluation and approvals.
- Coordinates the acquisition of agency owned/operated UAS in conjunction with State Aviation Managers (SAM) and OAS/AQD.
- Collaborates with OAS and USFS on exclusive use and on-call UAS contract specifications.
- Responsible for inventory of BLM-owned UAS.
- Manages systems and payloads including maintenance, warranty and repair.
- Coordinates Bureau RPRS safety and evaluation for remote systems aircraft performance and mishaps.
- Supports Bureau programs in the planning and execution of incident and resource UAS projects; reviews project plans which require UAS, as appropriate.

- Develops Project Aviation Safety Plans (PASP) to support national, state and local UAS projects/missions. These plans are developed and implemented in accordance with DOI and BLM policy.
- Develops and evaluates sensor and data collection/processing equipment/techniques.
- Develops and/or advises UAS training curriculum to support DOI/BLM aviation programs.

UAS Specialist: This position supports the RPRS Program Manager in the implementation of the BLM RPRS program and:

- Coordinates BLM Remote Pilot Standards and Performance.
- Observes and monitors field applications of UAS to ensure compliance with Bureau policy. This will require field assignments to wildland fire suppression or resource management activities.
- Conducts fire UAS operations as a UAS Pilot (UASP), UAS Module Leader (UASL) or UAS Manager (UASM).
- Conducts non-fire UAS projects as required.
- Completes missions/projects safely, effectively and efficiently in accordance with mission/project goals and objectives.
- Collaborates and guides standardization for sensor and data collection/processing equipment/techniques.
- Develops UAS training curriculum to support DOI, Interagency and BLM aviation programs.
- Coordinates and leads the presentation of UAS training programs in accordance with FAA, DOI and BLM policy.
- Maintains a roster of qualified BLM RPRS personnel.
- Develops and leads reporting, data collection and geospatial program.
- Coordinates with interagency partners

Aerial Supervision Program Manager: This position provides national guidance and standardization for the BLM Aerial Supervision program and:

- Develops and reviews exclusive use and on-call Air Attack contracts specifications, coordinates with Flight Operations Manager, AQD, OAS and SAMs.
- Coordinates the BLM national ATGS training program (National Aerial Supervision Training Academy (S-378), CRM and associated flight training) in conjunction with interagency partners.
- Develops, coordinates and implements strategic and tactical utilization of aerial supervision aircraft, and associated personnel in conjunction with SAMs, Geographic Area Coordination groups and interagency partners.
- Provides BLM direction for the [NWCG Standards for Aerial Supervision](#) and relevant policy/operations documents.
- Coordinates with Geographic Area Coordinating groups regarding the activities of the ATGS Cadre and the BLM Air Attack Committee.
- Serves as a qualified AITS/ATGS Evaluator/Final Evaluator.
- Serves as a member of the Interagency Aerial Supervision Subcommittee (IASS).
- Provides oversight of BLM Air Attack program (ATGS)
- Provides oversight of BLM Aerial Supervision Modules (ASM) / Air Tactical Supervisors (AITS)

Air Tactical Supervisors (AITS): These positions serve as Air Tactical Supervisors on Aerial Supervision Modules and:

- Serve as qualified AITS/ATGS Evaluator/Final Evaluator.
- Develop and review ASM procedures and make recommendations to the Aerial Supervision Program Manager.
- Instruct NWCG S-378 ATGS and AITS courses and mentor trainee ATGS and AITS personnel.
- Track ASM and ATGS currency.
- Serve as SME for aerial supervision, airspace coordination, SEAT and airtanker operations.

Air Tactical Pilots (ATP): These positions serve as ASM and/or Lead plane (LPIL) pilots and:

- Serve as a contract project inspector for the BLM contracted ASM planes.
- Serve as a SME for aerial supervision, airspace coordination, SEAT and airtanker operations.
- Develop and review ASM/Lead plane procedures and make recommendations.
- Provide aircraft and mission training for tactical resources as assigned.

Smokeyjumper Pilots: These positions serve as smokejumper pilots and:

- Serve as an SME for smokejumper pilot operations, smokejumper operations and back country airstrip operations.
- Develop and reviews smokejumper pilot procedure and make recommendations.
- Provide aircraft and mission training for tactical resources as assigned.

Aviation Staff Assistant: This position provides a full range of administrative support to the national aviation staff and:

- Prepares and approves travel authorizations and vouchers, processes payroll, monitors budget reports and credit card statements to ensure expenditures are correctly made.
- Works with the Financial and Business Management System (FBMS) to create purchase requisitions for interagency agreements, contracts and requisitions.
- Prepares all formal office correspondence, including memorandums, Instruction Memorandums and Information Bulletins.
- Coordinates meetings and conferences for local and national-level events.

Ramp Services Supervisor (FA-510): This position oversees and directs aircraft ramp operations providing ground aviation management and ground support services to based and transient aircraft, air crews, transient personnel and cargo on the NIFC Aircraft Ramp. This position also:

- Ensures compliance with FAA, OSHA, EPA, BLM, OAS and airport aviation and security regulations.
- Develops the NIFC Ramp Services Operation Plan.
- Manages interagency flight helmet repair service through the NFES for participating agencies and cooperators.

Assistant Aviation Management Specialist/Pilot: This position is developmental and provides the incumbent with the skills and background to compete for vacancies at the state and national levels, GS-12 and above. This position works under the guidance of national program managers, as assigned, but is supervised by the Flight Operations Manager. This position also:

- Provides assistance to program managers within the National Aviation Office.
- Serves as a Developmental Pilot functioning as a Pilot Trainee and Pilot-In-Command of single and multi-engine reciprocating and turbine powered airplanes under visual and instrument flight rules.

2.5 BLM State/District/Field Office Organizations

Assistant Directors, State Directors, Center Directors, District/Field Manager: Aviation responsibilities are outlined in [350 DM 1 Appendix 4](#).

- Assistant Directors, State Directors, and Center Directors are responsible for all aviation activities within their respective jurisdiction.
- Each Assistant Director or Center Director that have aviation responsibilities or personnel involved in aviation activities will at a minimum assign an aviation point of contact that will have responsibilities equivalent to that of a Unit Aviation Manager.
- Each state will assign a SAM. The SAM position provides oversight of the state aviation program and support to the state/district/field offices on all aviation matters.
- District/Field Managers are responsible for all aviation activities within their respective jurisdictions.
- Each District/Field Manager will assign a Unit Aviation Manager (UAM) to provide oversight and staff assistance on all aviation matters.
- District/Field Managers are responsible for review and approval of Project Aviation Safety Plans, when required, for aviation activities within their respective jurisdictions*.

** During wildland fire incident management, may be delegated to Fire Management or Incident Commander per authorities in Redbook Chapter 2.*

State Fire Management Officer (SFMO): The SFMO is responsible for providing oversight and approval of the acquisition and use of BLM fire aircraft within their state. SFMO also:

- Provide state strategic direction and guidance.
- Has the authority to prioritize the allocation, reallocation, pre-positioning and movement of all fire aircraft assigned to the BLM within their state.
- Coordinate with Districts/Units, Geographic Area Coordination Centers (GACC) and NAO to maximize the utilization of Exclusive Use aircraft assigned to their state.
- Ensure all state assigned aerial resources are managed to maximize initial attack effectiveness.

State Aviation Manager (SAM): The SAM serves as the principal aviation professional for the State Director and is responsible for providing aviation program management, oversight and support to district/field office aviation operations within the state. The SAM has functional responsibility in the following areas:

- Develops and implements the state aviation management plan and establishes aircraft safety and accident prevention measures.
- Reviews all Project Aviation Safety Plans (PASP) with final risk assessment ratings of “Extremely High”, or the highest rating of the associated risk assessment utilized, prior to implementation of the project.

- Establishes statewide procedures to coordinate with BLM state realty specialists on the approval for Right of Way permits for towers. Ensures to the degree practical that the standards of [AC-70-7460-1M](#) are required for towers, regardless of height, and that these standards are incorporated into permit standards.
- State Aviation Managers will report all cooperator use to the appropriate OAS Regional office on an annual basis. Reporting will occur no later than January 15th of each year via process established by OAS. Co-operator reporting is a requirement of 351DM4 F(1)
- State Aviation Managers will establish internal state policy requiring the use of data collection program FLIGHT by BLM airbases for those aircraft operating from BLM bases.
- Serves as the COR on all BLM aviation exclusive use contracts assigned to the state.
- Nominates candidates to the Contracting Officer (CO) for potential appointment as Alternate CORs (ACOR) and assigns Project Inspectors (PI) for all BLM Exclusive Use aviation contracts in their state.
- Authorized to order aircraft and ensures all aircraft ordering and dispatching occurs via a dispatch office.
- Provides aviation training support to the state office, field/district offices and other cooperative agencies.
- Provides statewide statistical analysis and [A-126](#) reporting.
- Coordinates with the NAO specialists regarding aviation issues.
- Coordinates with other interagency partners on regional and state levels.
- Is a member of a geographic area(s) coordinating group aviation committee.
- Establishes an “Aviation Point of Contact” or designates an acting SAM when needed. Ensures that an acting SAM meets all training requirements and is informed of responsibilities of the position (reference BLM NAP Appendix 7).
- Reviews all potential end product contracts that could conceivably utilize aircraft (reference BLM NAP 3.9).
- Collects annual BLM aviation statistics for the state to include all fire and resource flight hours and associated costs with a desired delivery to the NAO by November 1, annually.
<https://www.nifc.gov/about-us/our-partners/blm/aviation/administration>
- Reference the [NWCG Standards for Airspace Coordination](#) (Chapter 2, Roles and Responsibilities) for specific airspace coordination responsibilities.
- Revise State Aviation Plan (SAP) annually to include updates to BLM Standards for RPRS.
- Submit SAP and RPRS Supplement annually to the NAO by April 1st.
- Reviews request for UAS projects to ensure agency compliance.
- In the absence of State UAS Coordinator (UASC), ensures that UAS responsibilities are completed.
- Completes SAFECOM management and oversight duties in accordance with Appendix 4.

State UAS Coordinator (UASC): The UASC serves as the principal UAS professional for the state and is responsible for providing UAS program management, oversight and support to district/field office aviation operations within the state. The UASC has functional responsibility in the following areas:

- Maintains awareness and expertise of national airspace and coordination.
- Adheres to FAA, DOI OPM-11, PMS515, BLM Standards for RPRS and other applicable policies.

- Develops and implements the UAS supplement consistent with DOI OPM-11 and BLM Standards for RPRS in the state aviation management plan.
- Reviews UAS Project Aviation Safety Plans (PASP).
- Coordinates with NAO to develop and implement a statewide UAS strategy.
- Coordinates, manages and implements remote pilot training requests, need, proficiency, currency and readiness.
- Coordinates, manages and implements remote system aircraft requests, need, inspections and readiness.
- Coordinates, develops and implements remote systems aircraft procurement and utilization strategy.
- Coordinates with interagency UAS specialists, partners, coordinators and aviation managers to ensure safe, effective and efficient use of UAS.
- Serves on BLM Remote Pilot and Aircraft (RPAC) Committee and is party to the development of the BLM Standards for RPRS.
- Coordinates, collaborates and manages Flight By Notification.
- May serve on BLM and interagency UAS working groups and committees.

In absence of a UASC the SAM (or delegate) shall be the principle for these duties

Zone/District Fire Management Officer (FMO): This position is responsible for hosting, staffing, supporting, providing daily management and dispatching all BLM fire aircraft assigned to their unit. The FMO also:

- Is authorized, through a line officer delegation, to request additional fire aircraft; establish priorities; and allocate all fire aircraft assigned to the BLM within their unit or zone.
- Ensures that all BLM Exclusive Use aircraft and affected airbases assigned to their unit are staffed for seven-day coverage throughout the contract period, barring adverse weather conditions and callback provisions.
- Ensures status of all BLM fire aircraft (On-Call and Exclusive Use) assigned to their unit is reported each day to the GACC as either “Committed” or “Available”. Aircraft will not be designated as available “local only”.
- When directed by the state office, will mobilize BLM fire aircraft and assigned personnel as requested.
- Ensures BLM fire aircraft and aircrews are ready for assignments off-unit.
- Ensures that when dispatched off-unit, assigned aircraft managers and aircrew will accompany the aircraft to provide appropriate staffing.
- Designates or performs the function of the UAM when this position is not assigned.

Unit Aviation Manager (UAM): Field offices (district/center/zones) must designate a UAM, either full time or collateral duty, to provide program oversight at the local level. Some units may utilize Service First or similar agreements with interagency partners to fulfill the UAM duties (Unit Aviation Officer (UAO) or Forest Aviation Officer (FAO)). The UAM is the principal local aviation professional and is responsible for managing and supporting the aviation program for the unit. The UAM has functional responsibility in the following areas:

- Ensure district/unit flight compliance with DOI/BLM/state and district policies and regulations.

- Confirm that a qualified flight manager is assigned to all flights as required.
- Ensure that visiting aircrews, pilots and IMTs receive a unit aviation briefing.
- Develop and implement the District/Unit aviation management plan (Interagency aviation management plans if applicable), as well as specific operating plans for other aviation programs (UAS, helitack, SEAT, airbase and air tactical).
- Ensure the unit aviation plan identifies aviation base(s) maximum aircraft capacity and minimum staffing levels to operate safely and efficiently. Shall also include turn down protocol.
- May serve as the ACOR or PI on BLM Exclusive Use aircraft.
- Interagency Aviation Manager may also function as a COR for USFS contracts.
- Authorized to order approved aircraft utilizing agency procurement documents and processes. See NAP 3.8.3 for DOI On-Call and USFS Type 1 and Type 2 helicopter CWN and NAP 3.8.4 for DOI Aircraft Rental Agreement.
- Assist in development, review and briefing the appropriate level of signatory authority for PASPs per BLM NAP 4.3.2
- Ensure that the local dispatch center's airspace coordination procedures, with the military airspace schedulers, are current and that coordination with military airspace schedulers is completed for all flights.
- Identify unit flight hazards and coordinate the creation and annual updating of flight hazard map products (reference Interagency Standards for Fire and Fire Aviation Operations, Chapter 16, NSHO Chapter 3).
- Coordinate with local BLM realty specialists regarding the issuance of special use permits with potential to present a hazard to low level aviation operations, to ensure hazards are identified on flight hazard maps.
- Review unit SAFECOM reports and facilitates corrective actions in accordance with Appendix 4
- Ensure units' Aviation Mishap Response Guide and Checklist is updated in accordance with NAP 5.12 and is functional.
- Facilitate, tracks unit aviation training and coordinate with unit training manager and SAM.
- Conduct reviews and inspections of aviation facilities, aircrews and field operations.
- Coordinate arrangements for land use agreements/leases of aviation operations facilities.
- Ensure Aviation Security Plan is current and implemented.
- Collect and compile aviation activity statistics and makes reports. <https://www.nifc.gov/about-us/our-partners/blm/aviation/administration>
- Coordinate with SAM on all Senior Executive Service (SES) flights, and use of cooperator aircraft.
- Coordinate with SAM on any aircraft flight service contracting needs.
- Designate an acting UAM when needed. Ensure that acting UAM meets all training requirements (reference BLM NAP Appendix 7).
- Coordinate with SAM on all potential end product contracts that could conceivably utilize aircraft.
- Reference the NWCG Standards for Airspace Coordination (Chapter 2, Roles and Responsibilities) for specific responsibilities.
- Review request for UAS projects to ensure agency compliance.
- If a Storm Water Prevention Pollution Plan (SWPPP) is in place at their facilities, UAMs will ensure that the SWPPP is current and being followed by BLM personnel.

- Ensure that procedures are in place so that in the event of an aviation mishap or accident involving aircraft, UAM/SAM is notified in a timely manner.

First Line Supervisors of BLM Pilots: (Includes UAS Pilots) Duties for this position are outlined in [350 DM 1 Appendix 4](#). Duties include:

- Maintain currency as a Supervisor in accordance with [OPM-4](#).
- Ensure employee pilots meet training requirements set forth by the Bureau as well as those outlined by [351 DM 3](#) and [OPM-22](#).
- Ensure employee UAS pilots meet training requirements set forth by the Bureau, as well as those outlined in [OPM-11](#).
- Ensure employee pilots maintain personal documentation of required training.
- Maintain an employee pilot training file.
- Pilot training records documentation will be submitted to the Alaska SAM for BLM Alaska pilots and to the BLM NAO for all other BLM employee pilots by May 15, annually.

BLM Pilot – Fleet (2101, 2181 position series) & Incidental/Dual Function: The pilot is in command of the aircraft and has ultimate responsibility, under both Federal Aviation Administration (FAA) and DOI policy, for the safety of the aircraft and personnel onboard. Other responsibilities include the following:

- Duties outlined in 350 DM 1 Appendix 4.
- Meet training requirements set forth by the BLM as well as those outlined by 351 DM 3 and OPM-22.
- Maintain personal documentation of required training.
- Submit training records documentation to immediate supervisor by May 1, annually.
- Comply with all requirements of 351 DM 3 and any other applicable policy, including pilot qualification carding for authorized missions.
- Incidental/Dual Function pilots must have a letter of authorization (LOA) issued by the BLM state office in coordination with the NAO. The letter describes the pilots' duties and restrictions to include any special use requirements (reference 351 DM 3.2C).
- Operate the aircraft in accordance with applicable federal aviation regulations (FAR) and DOI/BLM guides, policy and procedures, and within aircraft contract specifications.
- Develop, activate and close FAA or agency flight plans.
- Wear and use personal protective equipment (PPE) as required (reference Interagency Aviation Life Support Equipment Handbook (ALSE) and applicable operations handbooks).
- Conduct mission planning, perform a thorough pre-flight inspection of the aircraft, and brief all passengers in accordance to 351 DM 1.5.
- Does not deviate from flight plan or mission profiles unless agency authorization is received or as directed by air traffic control (ATC).
- Complete all flight records (OAS-AURM or AMD-23), complete OAS procedures, as authorized.
- Work with OAS maintenance and help to arrange for aircraft maintenance, as needed.

2.6 Aviation Positions

All BLM employees participating in wildland fire aviation activities will meet position training, experience, physical fitness, currency requirements, and position specific duties

within the NWCG Standards for Wildland Fire Position Qualifications, PMS 310-1, NWCG Position Catalog, the Federal Wildland Fire Qualifications Supplement and the Interagency Standards for Fire and Fire Aviation Operations. The Interagency Aviation Training Guide and OPM-04 contain additional position and training requirements for BLM employees who work with aircraft, or have aviation duties, including managers and supervisors, to accomplish fire and resource (non-fire) missions. See Section 6.0 for specific aviation training requirements.

In accordance with OPM-04 and the IAT Guide, the BLM requires personnel to meet the training and qualification requirements of the following IAT positions as applicable:

- Aircrew Member*
- Aviation Dispatcher
- Aviation Manager*
- Fixed-Wing Flight Manager
- Fixed-Wing Flight Manager – Special Use
- Flight Follower*
- Helicopter Manager – Resource
- Line Manager (DOI Only)*
- Project Aviation Manager
- DOI Supervisor*
- DOI Remote Pilot (UAS)

* Denotes DOI required positions

As authorized within OPM-04 and the IAT Guide, the BLM does not recognize the Helicopter Flight Manager (DOI Only) position.

Additional BLM specific requirements and duties for aviation positions:

Aircrew Members: Personnel (not pilot/passenger) that are required to be on board the aircraft to perform an active mission function during a flight to ensure the successful outcome of the mission. For public aircraft operations, an aircrew member is also defined as a “qualified non-crewmember”. For position equivalency Reference the IAT Guide, Appendix 4, One-Way NWCG Position to IAT Training Position Crosswalk. Aircrew Members include, but are not limited to:

- Designated observers – Spotters
- Personnel conducting surveys or mapping
- Photo/video operators
- Loadmasters and flight attendants

Aircraft Dispatcher: An NWCG qualification for dispatch personnel trained in aviation mission operations, policies and procedures who receive, process and place orders for aircraft and provide flight following and other aviation support services. Duties include:

- Confirms that a BLM Flight Request 9400-1a (or equivalent) is utilized and completed for BLM operationally-controlled non-fire flights (point-to-point and mission flights).
- Provides flight following and coordinates with other agencies on flight following when air operations cross jurisdictional boundaries.

- Maintains a current Aviation Mishap Response Guide and Checklist and initiates emergency search-and-rescue procedures for overdue, missing or downed aircraft. Required to test the plan annually through a simulation exercise. (See also BLM NAP 5.12)
- Follows the procedures established in the Geographic Mobilization Guides and National Interagency Standards for Resource Mobilization.
- Utilizes required boundary plan checklist (reference NWCG Standards for Airspace Coordination Chapter 7) when dispatching any aircraft into identified dispatch boundary zones.
- Provides appropriate notification to assist in airspace coordination and de-confliction and meet any applicable airspace coordination agreements that BLM has with military airspace scheduling authorities (FAA, bordering dispatches and military).
- Authorized to order and/or hire approved aircraft utilizing DOI AQD aircraft contract sources for non-fire and fire flights. Cooperator aircraft (USFS, state and National Guard) can be ordered per fire master agreements and Unit Aviation Plan.
- Reference the NWCG Standards for Airspace Coordination (Chapter 2, Roles and Responsibilities) for specific responsibilities.

Fixed-Wing Flight Manager: A fixed-wing flight manager will be designated for fixed-wing point-to-point flights. The flight manager is a government employee (which may be the pilot) that is responsible for coordinating, managing and supervising flight operations in accordance with DOI/PLM policy. The flight manager is not required to be on board for most flights, however for complex multi segment flights a flight manager is recommended to attend the entire flight. The flight manager will meet the qualification standard for the level of mission assigned as set forth in the [Interagency Aviation Training \(IAT\) Guide](#).

- Reference National Interagency Standards for Resource Mobilization Chapter 50 for specific responsibilities.
- Conducts Mission planning and risk/hazard analysis with the pilot.
- Non-fire Special Use fixed wing missions (as defined by OPM-29) require oversight by a Fixed Wing Flight Manager-Special Use.

Helicopter Manager – Resource: Responsible for coordinating, scheduling, managing, and supervising non-fire resource helicopter operations. The helicopter manager-resource is a government representative who coordinates with the pilot regarding the safety and efficiency of the flight. All BLM helicopter operations must be accomplished in accordance with the [NWCG Standards for Helicopter Operations, \(PMS 510\)](#), unless otherwise waived by the NAO and/or the aircraft contract. Training Requirements involve the completion of the [task book](#) and meeting the training requirements in the [IAT Guide](#), which afford either an A-Course or S-Course training path. Note: A Helicopter Manager – Resource, who will not be conducting transportation of external cargo is not required to complete A-219 – Helicopter Transport of External Cargo, if utilizing the A-Course training path

3.0 Administrative Requirements

3.1 General

This section establishes: definitions, management responsibilities, policies and procedures for administration of the aviation program in BLM.

New program requests involving aerial assets, not already approved by established Bureau or Departmental policy, must be routed through the State Director to the Division Chief, Aviation for approval. (See NAP 3.23)

3.2 Reporting and National Aviation Plan Documentation Requirements

General administration policy for BLM Aviation is found in [350 DM 1](#).

- The approval and documentation of Senior Executive travel in agency and agency-procured aircraft is as required by OMB Circular A-126. States shall forward biannual reports (April and October) to the NAO, who will forward to OAS.
- Documentation requirements for aviation activities shall follow requirements in [BLM Manual 1220](#) Records and Information Management Appendix 2, Combined Records Schedules, Schedule 10/8 and 9.
- Each office will maintain an aviation reference library and aviation files (these may be paper copies and/or electronic documents) per BLM Preparedness Review Checklist #10 “Aviation Management” located at: [BLM Preparedness Review Checklists](#)
- Documents must be retained for at least three years. The designated aviation manager at the unit, state and national levels must be responsible for maintaining and updating all aviation-related references, files and records.

3.3 Aviation Plans: National, State, Unit and Project

[BLM Manual 9400](#), Aviation Management specifies national aviation management policy. The national, state and district/field offices aviation plans describe procedures that implement policy direction in the [9400 manual](#). State and unit plans supplement national policies and procedures. State and field offices must not implement policy or procedures less restrictive than national policy. If a state or unit plan must contain more restrictive procedure, a written request, prior to implementation, is to be sent to the NAO.

National Aviation Plan (NAP): The BLM NAP provides comprehensive information regarding BLM aviation organization, responsibilities, administrative procedures and policy. The BLM NAP is intended to serve as an umbrella document that state aviation plans can follow for formatting and describe procedures applicable to the organizational level. The BLM NAP will be updated and issued annually by the NAO, with a target completion date of March 1 each year. The NAP is approved by the Assistant Director, BLM Fire and Aviation (FA-100).

NIFC Ramp Services Operation Plan: The Ramp Services Operation Plan defines the mission, provides checklists, orientation outlines and instruction for employees and contractors and standardizes operating procedures at NIFC Ramp Services.

State Aviation Plans: Each state must publish an aviation plan that implements national policy and describes protocols specific to each state's aviation program. The state aviation plan serves as an umbrella document for unit aviation plans. However, the state aviation plan may also be designed to serve as an overall unit aviation plan provided that the local unit administrative and operational procedures are incorporated along with the aircraft supplemental plans that are specific to each unit aviation program (see identified procedures listed under Unit Aviation Plans). State aviation plans are approved by the State Director. State aviation plans shall be updated annually and submitted to the NAO for inclusion to the BLM aviation web site: <https://www.nifc.gov/about-us/our-partners/blm/aviation/library>

Unit Aviation Plans: Units (districts/field offices/zones) are required to maintain and annually update unit aviation plans, which implement national and state policy and establish local procedures and protocol. Unit aviation plans are approved by the District/Field Office Manager. The unit aviation plan should provide details identifying aircraft capacity, staffing and, as a minimum reference appropriate, NWCG aviation standards. The plan should include proper turn down protocol in accordance with the [Interagency Standards for Fire and Fire Aviation Operations, Chapter 16](#), the [NWCG Standards for Airtanker Base Operations](#) (PMS 508) and be readily available for employees at each identified facility. Unit aviation plans must address local administrative and operational procedures to include:

- Unit/state organizations
- Aviation facilities
- Radio use
- Repeater locations
- Phone and computer use
- Airspace coordination to include boundary zone deconfliction (reference NWCG Standards for Airspace Coordination Chapter 7))
- Flight hazards
- Aircraft ordering
- Dispatching and flight following procedures
- Administrative procedures
- Identification of typical aviation missions
- Risk assessment and mitigation specific to the Unit or not addressed in state/national aviation plan (reference BLM NAP 4.4)
- Unit aviation plan, supplemental operational plans or project aviation safety plans must address recurring aircraft operations. Examples include:
 - UAS
 - Airbase operations
 - Helitack operations
 - Smokejumper operations
 - Airtanker operations
 - Aerial Supervision
 - Light Fixed Wing (Fire Detection and Recon, Logistical, etc.).
 - WH&B
 - ACETA
 - Law enforcement operations (LE)
 - Non-Fire Aviation Activities

Project Aviation Safety Plans (PASP): A PASP will be developed and approved at appropriate levels depending on project/flight complexity and risk as required for specific non-fire flights/projects (reference BLM NAP 4.3.2 for specific PASP requirements).

3.4 Aircrew Orientation Briefing Package

Each state and unit will create an aircrew/pilot orientation briefing package. Ultimately, the format of this package will be standardized throughout the states. UAMs are responsible for providing visiting pilots, aircrews and Incident Management Teams (IMT) with a briefing. The orientation briefing package serves as a source of information about local administrative and operational procedures (copy of the unit aviation plan, frequency sheets, repeater locations, flight following procedures, hazard map, known landing zones, recommended lodging/dining list, maps, etc.).

3.5 Land Use Policy for Aviation Activities

The regulation of aviation activities on or above BLM-managed lands is typically dependent on resource management plan (RMP) direction, wilderness management regulations and any applicable federal aviation regulations.

Temporary aviation operations on BLM-managed lands may be restricted due to RMP direction. UAMs should coordinate with resource managers to identify areas of restriction when developing district/field office operating plans, unit aviation plan, and PASP. For information regarding implementing invasive species control measures for aviation activities reference BLM NAP 5.14. For information regarding aerial application of fire chemicals, refer to Chapter 12 of the Red Book, additionally, the local resource advisor is the focal point for coordinating the reporting of any fire chemical aerial application in or near waterways.

3.6 Budget

BLM Fire exclusive use contract fire aircraft daily availability is budgeted by the NAO (FA-500). All Exclusive Use availability guarantees and fixed government ownership costs for fire aircraft are held at the NAO.

Non-fire exclusive use contract and fleet aircraft are budgeted outside the NAO through a variety of sources.

3.7 Aircraft Flight Service Ordering

Only flights with a scheduled air carrier on a seat fare basis and with payment utilizing their federal government credit card are initiated by individual BLM employees. Aircraft acquisition and procurement for all other flights are approved to be arranged only by IBC (AQD), (Exceptions - [353 DM 1.2.A](#) & [OPM-15](#)). These flights are scheduled, managed and arranged by qualified aviation and dispatch personnel in their respective BLM offices (see also BLM NAP 3.17.1) and approved at the appropriate management level (reference state and unit aviation plans).

Aviation services under DOI contract or rental agreement are paid through the IBC. Contractors are responsible for final submission for payment, through the processes defined by IBC. Assigned Flight/Aircraft Managers are responsible for input/review and signature of the AMD-23E. COTRs and

CORs are designated by the CO to monitor aviation services contract performance and technical provisions of the contract.

When ordering aircraft, no modification of contract requirements are authorized, except by the CO.

Ratification of Unauthorized Commitments: Unauthorized commitments (orders with vendors without a current and valid DOI ARA or On-Call contract, or commitments on contracts that are not funded by a task order) could be subject to the ratification procedures set forth in the Federal Acquisition Regulation 48 CFR 1.602-3 (reference [353 DM 1.8](#)).

On-Call contracts and ARAs have specific ordering procedures. The procedures are found on the OAS web site: <https://ibc.doi.gov/acquisition/aviation/customer>

An **ordering official** is a person who places an order directly with a contractor. They have the knowledge to conduct and document a cost comparison/ contractor selection rationale. For the BLM, the only personnel that have authorization to order aircraft are qualified aircraft dispatchers, UAMs and SAMs.

Orders for service shall be placed with the contractor who is determined to represent the best value to the Government, using tradeoff analysis. In selecting an aircraft, the ordering official must evaluate contractors by trading-off the differences in capability and price. If one contractor has better capability and lower price, then that contractor is the best value. If one contractor has better capability and higher price, the ordering official will decide whether the difference in capability is worth the difference in price. If the ordering official considers the better capability to be worth the higher price, then the more capable, higher priced contractor will represent the ultimate best value to the Government.

When selecting a contractor with the better capability but a higher price, the ordering official must provide a short explanation to support this decision on the cost comparison.

Criteria evaluated are:

- Aircraft or contractor capability
- Price (flight time, guarantees, mobilization, per diem, service truck mileage)
- Availability of the contractor to meet time frames

Once the selection is made, it is the Bureau personnel's responsibility to ensure the aircraft and pilot offered by the vendor are approved for the mission.

Procedures for placing orders against the DOI On-Call/ARA for all "Non-Fire" and "Non-Emergency" aircraft services: The ordering unit shall complete a DOI Flight Services Request Form ([AQD-91](#)) for all flights and submit the completed form to: aqd91@ibc.doi.gov. If utilizing the ARA and your estimate exceeds \$150,000.00, contact your OAS Flight Coordination Center or the CO.

The ordering official shall document the vendor price analysis on the second tab of the Flight Services Request Form ([AQD-91](#)). Selection of three sources within the local area to compare best value criteria will meet this competition requirement. When selecting a vendor with better capability but a higher price, the ordering official shall include a short explanation to support this decision on the [AQD-91](#). (Reference BLM NAP 3.2 for documentation retention)

3.7.1 Inter-Agency Agreements (IAA)

DOI AQD Contract/ARA aviation services procured by BLM can be funded via an IAA with AQD. This requires a substantial amount of lead time for non-fire aviation services to ensure the agreements for funding are in place before any flight activity takes place. The ordering official of the aircraft must ensure that an IAA has been completed by the BLM and accepted by the DOI prior to placing an order against the contract. That IAA will identify the amount, purpose, period of performance and source of the funding.

DOI AQD Contract/ARA Aviation Services Acquired in Support of Non-Fire Activities: Aviation users must work with local UAM to assure non-fire aviation services are ordered in accordance with State/District protocols to include:

- Identifying the need for a non-fire flight.
- Completing an [AQD-91 Flight Services Request Form / Best Value Comparison](#) to identify a particular aircraft and associated cost.
- Completing a PR request with appropriate funding from benefiting activity.
- Creating a new IAA or modifying an existing IAA as needed and referencing the existing IAA on the [AQD-91](#).

BLM exclusive use contract aircraft can perform BLM non-fire project work without the need to create an [AQD-91](#) specific to that aircraft and mission. If no AQD-91 exists, the Aircraft Manager will include the appropriate charge code for the BLM non-fire costs on their normal payment document and the benefiting activity will be expensed. If an AQD-91 has already been created and the Unit wishes to utilize dollars obligated on the AQD-91 then the Aircraft Manager will need to submit a separate payment document specific to that project that references the Task Order created for the AQD-91. If this process does not occur, the unit could in effect be double billed if the Unit does not de-obligate the AQD-91 prior to year-end fiscal blackout.

DOI Contract/ARA Aircraft Services Acquired in Support of Fire Management Activities: The Department has provided direction to create miscellaneous obligations for IAA with AQD. These obligation numbers will be disseminated by the NAO each fiscal year after the agreements for fire exclusive use availability and BLM fire management activities are executed.

- A National IAA is established for BLM fire management activities (suppression, severity, prescribed fuels, emergency stabilization, burned area rehabilitation, preparedness, and any other federal emergency response).
- A separate National IAA is established for BLM fire exclusive use aircraft availability and BLM NAO Fleet aircraft (N190PE, N49SJ, N618, N162GC and N700FW) monthly rate.

3.7.2 Cross Servicing with AQD for Contract/ARA Aviation Services Acquired in Support of Non-Fire Activities: Cross Servicing functionality in the FBMS affords Bureaus 100% financial transparency of funding from requisition to award by eliminating the need for IAAs as well as the burden of managing the Intra-Governmental Payment and Collections (IPACs). The functionality allows requesting Bureaus to create requisitions in their business area of the Systems, Applications, and Products data processing software (SAP) that flow directly to AQD's area of Procurement Information System for Management (PRISM) for award. When awards are released in PRISM the obligation flows directly to the requesting Bureau's business area of SAP. Aviation users must work with local UAM to assure non-fire aviation services are ordered in accordance with state/district protocols to include:

- Identifying the need for a non-fire flight.

- Completing an [AQD-91 Flight Services Request Form / Best Value Comparison](#) to identify a particular aircraft and associated cost.
- Create a PR with the appropriate funding from benefiting activity.
 - The PR must be completed in accordance with the cross-servicing instructions provided by AQD.
- Document the PR number in the block provided on the AQD-91.

3.8 Aircraft Contracts

Aircraft flight services more than \$150,000 require an exclusive use aircraft contract or the use of: DOI On-Call or USFS CWN contract to include competitive task orders when deemed appropriate. Short-term projects (< \$ 150,000) may utilize the DOI Aircraft Rental Agreement (ARA) or the On-Call contract.

The DOI On-Call and USFS CWN contracts are competitive bid contracts that do not have a \$150,000 limit like the ARA.

3.8.1 Non-Fire Exclusive Use Aircraft Contract Process

- State, district and field offices are required to submit a “Request for Contract Services” Form ([AQD-13](#)) to the SAM for all potential or desired contracted flight services. The SAM will review and approve/disapprove all [AQD-13’s](#). The SAM will work with the appropriate AQD CO and NAO personnel to provide coordination, technical input, solicitation review and decision making for each contract award.
- A “Pre-Validation of Funds for Contract Award/Renewal” Form ([AQD-16](#)) will be authorized by an appropriate budget officer prior to awarding or renewing non-fire aircraft contracts.
- The SAM will provide the NAO program manager with a copy of any [AQD-13](#), [AQD-16](#), “Notice to Proceed” ([AQD-19](#)), Request for Amendment/Modification and/or Request for Contract Extension for any non-fire exclusive use aviation contract at the same time the original request is forwarded to the AQD CO.

3.8.2 Fire Exclusive Use Aircraft Contract Process

- Any changes in aircraft type or capability that would significantly increase fixed costs must be supported and approved by the Assistant Director of the BLM Fire and Aviation Directorate (FA-100).
- The appropriate NAO program manager completes Form [AQD-13](#) in coordination with the SAM for approval of all requested exclusive use aircraft. The NAO program manager will review all [AQD-13’s](#) and work with the appropriate CO in providing coordination, technical input, solicitation review, and decision making for each contract award.
- SAM will provide the NAO program manager with a copy of any [AQD-19](#) and/or Request for Amendment/Modification for any exclusive use aviation contract at the same time the original request is forwarded to the AQD CO.
- All [AQD-16’s](#) will be authorized by the NAO prior to awarding, renewing, or extending fire aircraft contracts.

Changing the Contract Start Date: The aircraft start dates can be changed to accommodate the government work or training schedules. If the start date is altered from that shown on the original [AQD-16](#), the COR will notify the Deputy Division Chief, Aviation (FA-500). The start date of the exclusive use period may be adjusted up to 14 days prior to, or 14 days after the normal start date (as stated in the

aircraft contract). The start date is established by a Notice to Proceed Form ([AQD-19](#)) issued by the COR. Adjusting the start date does not alter the length of the use period.

Funding through the following code: **LLFA540000 LF1000000.HT0000** begins on the new start date and is available continuously for the total number of exclusive use days (excluding contract extension) specified in the contract.

Contract Extension: Mutual Extension - The exclusive use period may be extended on a day-by-day basis after the Mandatory Availability Period (MAP), provided that such extension is agreeable to both parties in writing prior to the extension. An extension on the use period creates use “outside” of the normal exclusive use period and requires early planning, coordination, and a contract modification by the CO. It also requires a dedicated funding source approved by the NAO. Extensions are not guaranteed; they require written mutual agreement (contract modification). They are normally used when additional work is anticipated, and other funding sources are available. Funding for extensions may be through BLM (i.e. suppression, severity, rehab, non-fire, etc.) or from another agency which requires a reimbursable agreement to be in place.

- Funding from **LLFA540000 LF1000000.HT0000** is limited to the number of days specified in the contract and **is not** to be utilized during contract extension.
- Use Rates for Pay Item Codes (FT, SM, PD, EP, ET, SC, etc.) - All Use Rates will be charged to the appropriate office and benefiting activity, but not to the NAO code.
- SAM will make a request for any exclusive use contract extension a minimum of two weeks prior to end of exclusive use period to the Deputy Division Chief, Aviation.
- Contract extension on Severity Funding must be requested by the state and approved by the national office through the standard severity request process.

3.8.3 On-Call/Call When Needed (CWN) Aircraft Contracts

AQD administers the DOI On-Call aircraft contracts and the USFS administers the Type 1 and Type 2 Helicopter CWN contract. Authorized BLM personnel (check procurement on who is authorized to order) can hire aircraft using these contracts through the Interagency Resource Ordering Capability (IROC) as described in the contracts and the National Interagency Standards for Resource Mobilization /Geographic Area Mobilization Guides. Funding for these aircraft is made through specific incident emergency fire suppression, approved severity funding or approved non-fire activity funding. The emergency fire suppression funding is only available until the specific incident is controlled/out. Resource ordering procedures are described in the Geographic Mobilization Guide. The types of DOI On-Call and USFS CWN aircraft contracts available to BLM are:

DOI On-Call Contracts: Reference AQD web site for contract details and ordering procedures:

<https://ibc.doi.gov/acquisition/aviation/customer>

There are separate contracts for:

- Small helicopters (ICS Type 3) – 4 to 6 seat helicopters.
 - Used for Fire Operations and Resource Management Projects.
 - DOI On-Call C27.2.2 NON-FIRE and ONE-DAY FIRE missions can be hired on a daily availability and fixed flight rate basis or a project flight rate basis. Orders placed and accepted based on payment for daily availability and the fixed flight rate will be subject to contract clause C27.
 - Reference DOI On-Call C26.2.1“.....requires a government representative to submit an AQD-91 Flight Request Form with a government estimate to include three contractors.....”

- SEAT – Fire suppression
- Single Engine Scoopers – Fire Suppression
- Air Tactical Fixed Wing – Fire Suppression or Non-fire missions
- On Call Wild Horse & Burro and ACETA – Inventory/Census, Herding, Marking/Eradication/High Velocity Darting, Net-Gunning/Low Velocity Darting, Wild Horse and Burro (WH&B) herding and capture. Census and classification may be accomplished under the DOI On-Call Small Helicopter Contract.

USFS CWN Aircraft Contracts: Contact the appropriate Regional and/or National USFS Program Managers for USFS aviation contract specific details.

There are separate contracts for:

- USFS National Type 1 and 2 Helicopter CWN contract - Medium to heavy lift helicopters. Project flight rates apply for non-fire projects.
- USFS Regional Type 3 Helicopter CWN contracts – Light, multi-purpose helicopters.
- USFS Exclusive Use and CWN contracted aircraft are available for DOI use per requirements of [OPM-39](#).

3.8.4 DOI Aircraft Rental Agreements, Non-Fire – (ARA)

ARA for helicopters in the L-48 has been combined with the DOI On-Call Small Helicopter contract. The ARA must NOT be utilized to obtain direct fire suppression aircraft and tactical fire support aircraft. Non-tactical operations that an ARA aircraft may be used for include: fire monitoring, fire detection, personnel or cargo transportation (non-Initial attack), etc. The ARA is used to procure flight services requested under a BPA and are acquired under the authority of Federal Acquisition Regulations (FAR), Part 13, and BPA. These are not competitive contracts, thus have limitations of \$150,000 total expenditure per ordered project. Project requirements of more than \$150,000 must not be separated into several transactions to avoid expenditure limits. The OAS Regional Offices administer the ARA program through the Flight Coordination Centers. The AQD web site has a link to the Aircraft and Pilot Source List: <https://ibc.doi.gov/acquisition/aviation/customer>

The resource database is searchable by: vendor, type of aircraft and special use qualification. Helicopters are ordered, depending on project needs, from the DOI on-call contracts: Small Helicopter, or the ACETA. The airplanes available on the ARA Source List typically do not have the same level of avionics that on-call contracted planes have. Most ARA aircraft have a minimum flight hour daily guarantee.

The numbers of approved rental aircraft must be consistent with program objectives. Requests from the field to add new vendors must be carefully reviewed at the state and national level. All “Request for Rental Services” ([AQD-20](#)) will be reviewed and submitted by the SAM to the NAO. The appropriate NAO program manager (fixed wing, helicopter) will review the request and, if approved, forward to the OAS for processing. Some criteria for assessing need for additional rental aircraft are:

- Type of aircraft.
- The number of same type of aircraft available locally to the field offices.
- The estimated annual usage of that type of aircraft.
- Special services/equipment provided by the contractor.

3.8.5 Contractor Evaluations

In accordance with Federal Acquisition Regulation 42.1502, past performance evaluations shall be prepared at least annually and at the time the work under a contract or order is completed.

The [AQD-136A](#) Form Evaluation Report on Contractor Performance (Exclusive Use, On-Call, CWN and ARA) is used for documenting contractor performance for aviation services performed in support of DOI customers.

The CO will register each contract by submitting the contract information to the agency's CPARs office. For both exclusive use and on-call contracts, the Project Inspector (PI)/Flight Manager is responsible for completing the contractor evaluation form. The evaluations for the exclusive use contracts will be forwarded to the COR for review and entry into the CPARs system.

On-call includes Small Helicopters, Air Attack, SEAT, UAS and ACETA. The on-call contract evaluations shall be forwarded to the SAM. The SAM will review and forward the on-call evaluations to the respective CO for entry into CPARs.

For the national CWN USFS Type1 and Type 2 helicopter contract, the PI/Helicopter Manager shall complete the USFS Contractor Performance Assessment Report and submit to the USFS CWN CO with a courtesy copy to the SAM.

The CO will review and submit the evaluation to the Contractor for their review and signature. The contractor has 30 days to either accept the rating or provide comments. After agreement of both parties, the evaluation becomes an official past performance record which may be used in future source selections.

The PI / Flight Manager should discuss the evaluation with the contractor's representative before submission, but not provide them a written copy of the evaluation. If during the performance of a contract there are negative performance issues, the PI should attempt to resolve issues with the contractor's representative and inform the UAM and COR of issues. If any issues cannot be resolved locally, then the COR will facilitate contacting the contractor and/or the CO.

3.8.6 Contractor Fueling-Lower 48

DOI / BLM aviation contracts in the lower 48 states require the aircraft contractor to provide fuel for government-contracted aviation operations regardless of the location. SEAT and helicopter contracts require the vendor to have a fuel truck in addition to the aircraft. Aircraft contractors are obligated to provide fuel for their own contracted aircraft and the fuel support vehicles. The aircraft contractors have the discretion to purchase aircraft fuel from commercial sources on site / airport or provide their own fuel for the contracted aircraft. FAA specifically addresses what aircraft owners and associate businesses are permitted to do specific to fueling operations.

The FAA's Airport Compliance Manual - Order 5190.6B 11.2. Restrictions on Self-servicing Aircraft. Grant Assurance 22(f), Economic Nondiscrimination, clearly indicates that an aircraft owner or operator may perform their own self-fueling activities, including bringing fuel to the airport with its own employees in conformance with the airports rules and regulations pertaining to self-service operations. BLM personnel will not direct the contractor on where or how to acquire aviation fuel. Local aviation managers should be familiar with their local airport authority's rules governing self-fueling and any fuel flowage fees that apply to BLM operations. Local aircrew orientation briefings will address the airport's schedule of fees that may be applicable to their BLM flight operations. At a minimum, the briefing shall address the following:

- Airport fees such as landing fees, tie down fees and or fuel flowage fees.
- Identify who the contractor is responsible for paying on site / airport. Identify POC with the airport authority.

- Fees applicable to BLM operations may be paid for by the BLM unit or through the aircraft contract. In instances where the contractor is responsible, units should refer to the aviation contract or the CO for specific information on miscellaneous fees that are permitted for reimbursement.

Contractors involved with aircraft fueling are held to NFPA 407-Standard for Aircraft Fuel Servicing or as otherwise directed by the governing contract.

3.9 End Product Contracts

End product contracts are not aircraft flight service contracts - they are used to acquire a product for the Department (i.e., per-acre, per-unit or per-area, or per head basis). The intent of this type of procurement is for the contractor to supply all personnel and equipment to provide a “service” or “end-result.” Many contractors utilize aircraft (including UAS) to meet the performance objectives of end product contracts for activities such as: animal capture, seeding, spraying, survey, photography, etc. Since these are not flight services contracts, the AQD does not perform any acquisition service. End product contracts are administered from the state office or BLM National Operations Center (NOC) procurement units. All contracts with cost estimates greater than \$100,000 are administered from the NOC.

COs, procurement specialists, Bureau program managers and aviation managers at all levels must be aware of the requirements outlined within [OPM-35](#).

Understanding the differences between end product contracts and flight service contracts is important in order to avoid placing the Department with operational control when it is not appropriate. Attempting to exert any influence on certain aspects of the operation conducted under an end product contract exposes the Department to risks that would be appropriately managed under a flight services contract.

These contracts will be conducted in accordance with OPM-35. OPM-35 aids in determining whether an operation is being conducted as either “end-product” or “flight service” and supplements existing DOI policy regarding end product contracts found in [353 DM 1.2A \(3\)](#). If the provisions of [353 DM 1.2A \(3\)](#) and [OPM-35](#) are met, the aircraft (including UAS) will be operating as a civil aircraft and the aviation management principles normally required for aircraft under BLM operational control do not apply.

3.9.1 End Product Contract Specifications

Specifications in the contract must only describe the desired quantity or quality of the service or contracted end-result. BLM COs and resource specialists must consult with BLM aviation managers if the acceptable language guidelines do not address a specific project requirement or the contract solicitation does not follow the guidelines in [OPM-35](#). End product contracts where contractors could conceivably utilize aircraft (including UAS) must be reviewed by the BLM SAM prior to solicitation to ensure that specifications and language do not unintentionally imply or determine aircraft operation control. Bureau-wide end product contracts (i.e. Wild Horse & Burro) must be reviewed by the NAO prior to solicitation.

The following list describes acceptable contract language for BLM end product contracts.

- No contract language describing aircraft (including UAS) or pilot capabilities, standards, requirements or aircraft specific payment provisions.
- The area of work should be described in terms of: scale of area, general topography, elevation, slope, vegetation, and accessibility by roads or off-road vehicles, land use restrictions for mechanized equipment, etc.

- Aviation Regulations - Acceptable Language: “The Contractor must comply with all applicable federal, state and local regulations and appropriate land use permitting procedures applicable to their operations.”
- Airspace Coordination – In areas of military airspace it is acceptable to describe any BLM coordination agreements with military airspace scheduling or range control authorities and that it is the contractor’s responsibility to coordinate their activities with the scheduling office or Range Control. Close coordination is necessary to ensure compliance with applicable airspace coordination agreements that states have with military authorities.
- Aircraft Equipment Specifications - Acceptable Language: Delete all reference to aircraft/equipment. Suggested example clause: “...Contractor is required to demonstrate to the government that the equipment can capture the imagery and/or data as specified in the project description.”
- Radio/Communication Requirements - Acceptable Language: “Contractor must provide a communication system so that contractor personnel engaged in the project at different locations can communicate at all times with each other, and so that government Project Inspectors may communicate with the contractor at any time to discuss performance matters.” (The government VHF-FM radio system may have to be described.)
- Application validation: Marking/GPS - Acceptable Language: “Application equipment will be capable of physically marking or electronically mapping application routes to ensure that seed/fertilizer is applied evenly and completely and at the specified rates.”
- Transporting, Passengers and Equipment - Acceptable Language: “Only approved contractor personnel, contractor equipment and government-provided equipment required for performance ... will be transported by contractor vehicles, trailers, animals or equipment.”
- Safety Hazards - Acceptable Language: “Any ground or aerial hazards that would pose a danger to Contractor’s personnel or operating equipment must be identified and mitigated by the Contractor prior to commencing operations”.
- Aircraft Use Reporting -: Do not mention or require flight hour/aircraft usage reports.
- Per OPM-35, all end product contracts that could possibly utilize UAS should have a clause that prohibits the use of designated UAS in the fulfillment of that contract. These clauses should:
 - Condition all Department contracts, grants, and cooperative agreements relying on UAS for achieving approved objectives on the requirement that funds will not be expended on Designated UAS.
 - Condition all parties’ operations pursuant to a Department contract, grant, or cooperative agreement on the requirement that Designated UAS will not be **operated** on Department managed lands.

The Department has determined that a “Designated UAS” is one that is either manufactured in China or by a Chinese company or a UAS that contains Chinese componentry.

3.9.2 End Product Project Management

Operational Control: During the performance of end product contracts, DOI will not exercise operational control of the aircraft (including UAS) in any way. DOI will not direct the contractor as to flight profiles, flight following, landing areas (except for areas that are off limits due to land management restrictions), use of PPE, etc. DOI personnel assigned to administer end product contracts will have no aviation management responsibility or authority. Any directions to the contractor must be in terms of the service or end-result being specified, e.g., desired imagery quality, number and disposition of animals surveyed, etc. It is acceptable to inform military airspace scheduling authorities or range control that the contractor plans on performing work during specified time periods and provide the military authorities the

contractor contract information. DOI dispatchers will not perform the airspace scheduling service for the contractor. DOI personnel must not become involved in any way with aircraft ground operations such as take-off and landing areas, loading, fueling, etc. They can, however, be on site for other support activities such as setting ground control, scale bars, etc. or collection of data for ground truthing to aid in the overall data collection aspects.

BLM Passengers or Aircrew: BLM personnel are not allowed to board any aircraft that is being provided by the contractor **during performance of the end product contract**. BLM personnel must not become involved in any way with aircraft ground operations such as take-off and landing areas, loading, fueling, etc.

Aircraft Use Reporting: Since aircraft utilized by the contractor under DOI end product contracts are operating entirely within the applicable 14 CFR as a civil aircraft, and procurement is not through AQD, the Bureau will not submit any billing invoice to AQD in conjunction with end product contracts. Any flight time incurred by the contractor will not be recorded or reported as DOI or Bureau aviation statistics.

Aircraft Incidents and Accidents: Although aircraft utilized by the contractor under end product contracts are operating entirely within the applicable 14 CFR as a civil aircraft, mishaps should be reported in accordance with 49 CFR 830. To continue to promote aviation safety, the Bureau will report aviation incidents or accidents incurred by these contractors to OAS. These events should be noted in the Contract Daily Diary and reported through channels as normally required for end product contracts.

Reconnaissance/Observation Flights: Before, during or after the performance of an end product contract it may be necessary for Bureau employees to aerially survey or inspect the project area. When flights transporting DOI personnel are required, an AQD aviation “flight service” procurement (separate from the end product contract) is required. Aircraft and pilots must have current OAS approvals for the intended mission and a current DOI contract or Aircraft Rental Agreement must be in place. When a DOI procurement is utilized all DOI and Bureau aviation management policy, procedures and requirements must be applied.

Operations within Military Airspace: If an end product contract project using aircraft is being conducted within Military Airspace (MOA, RA, MTR) it is the responsibility of the contractor to coordinate with the Military Airspace Scheduling Office. DOI COs and CORs should inform the contractor of any DOI agreements with the military organizations regarding airspace. The Bureau may contact the Scheduling Office to alert them of the project and general time frames and provide contractor contact information.

3.10 BLM Supplemental Fire Aircraft Acquisition

When existing contracted aircraft cannot meet all demands, supplemental aircraft will be requested and acquired using the following procedures:

Fire Aircraft Needed Immediately for Initial Attack

- Obtain Bureau or cooperator aircraft from adjacent units under existing mutual aid agreements.
- Coordinate with BLM state office to obtain the BLM contracted aircraft from other locations within the state.
- Coordinate with the NAO to reassign BLM contracted aircraft from out of state.
- Hire On-Call/CWN aircraft available locally.

Fire Aircraft Needed to Fill Large Fire Orders: Aircraft will be obtained through normal dispatch procedures. The BLM exclusive use aircraft are primarily initial attack resources. Assignment of these aircraft to ongoing large fires should be the exception and require coordination with the State Office.

Severity Fire Aircraft: Statewide needs will be met with existing aircraft within the state whenever possible. When state offices determine that supplemental aircraft are needed, they may submit a request for fire severity funding to the Fire and Aviation Directorate. Fire severity funding is the authorized use of suppression operations funds (normally used exclusively for suppression operations and distinct from preparedness funds) for extraordinary preparedness activities that are required due to an abnormal increase in fire potential or danger, or to fire seasons that either start earlier or last longer than planned in the fire management plan.

Specific direction is stated in Chapter 10 of the [Interagency Standards for Fire and Fire Aviation Operations](#).

- The NAO will consolidate and adjudicate all state office supplemental aircraft requests and determine the number/type/configuration and procurement method of aircraft. If there is a possibility to re-position a BLM aircraft from other areas, the NAO will coordinate the re-positioning of the aircraft. NAO then will make recommendations of severity funded aircraft needs to FA-300 Fire Operations, which makes final approvals of states' requests.
- Severity funding covers the following costs: aircraft mobilization, daily availability, per diem, proficiency/mission currency, rental vehicle, relief crew transportation, additional aviation management personnel base pay (non-fire personnel), travel and per diem.

National Preposition Funding: Units may request national preposition funding to acquire supplemental fire operations assets. National preposition funding may be used to mobilize resources when BLM units:

- Do not have available preparedness funding
- Do not have available short-term severity funding; or
- Do not meet the criteria for use of national severity funding

Approved national preposition funding may be used only for travel and per diem costs for the duration of the assignment, and overtime labor costs associated with the original move. The Preposition Request Process can be referenced at:

<https://doimspp.sharepoint.com/sites/blm-fa/fire-operations/>

3.11 Cooperator Aircraft

Cooperator Aircraft are an affiliated, military or other government agency aircraft as defined in [350 DM 1, Appendix 2 Definitions](#)

Cooperative aircraft operations and partnerships are encouraged for the purpose of efficiency and standardization in procedure. The NAO and the states shall make a concerted effort to establish cooperative structures to increase capability and avoid duplication and conflicting procedures.

Use of cooperator, affiliate, state/local government, military, or other federal agency aircraft and/or pilots (including UAS) by BLM will require prior approval and may involve inspection before utilization. Approval by OAS is usually in the form of a LOA and/or Memorandum of Understanding (MOU) (reference [351 DM 2.5.\(3\)](#)). When a joint DOI and USFS letter is issued, it may be initiated by either

agency. Proposed use of cooperator aircraft must be requested through the SAM to the NAO, including joint letters initiated by USFS, and include the following:

- Name of cooperator agency and POC to include phone numbers and e-mail address if available.
- Requested aircraft make and model, pilot(s) name and support equipment.
- Intended use.
- If reimbursement through IBC is contemplated, a copy of the document(s) authorizing the relationship (e.g., multi-agency agreement).
- The requesting bureau point-of-contact to include phone numbers and e-mail address if applicable.
- Period of need – single use, single year or repetitive multiyear.
- Military Aircraft Use (if applicable)
 - Coordinate with the appropriate OAS Regional Director to assist in a search for commercial resource availability.
 - Identify and locate military aircraft capable of meeting identified needs.
 - Initiate a written request for non-emergency use to the appropriate OAS Regional Director.
 - Requests shall include statements that clearly demonstrate that the requirement is in the national interest and indicates action taken toward obtaining commercial resources.
 - Military support specifically authorized by statute negates the requirement for a statement concerning national interest. The requesting agency must furnish a reference to the appropriate statute.

Any employee who is considering using or flying on a cooperator aircraft must consult their respective aviation manager to ensure approvals are in place. States are required to obtain necessary letters of authorization in advance of intended use (reference [351 DM 4](#)).

Annual Operating Plans or IAAs specify how re-imbursement for flight services is managed. Note: When using aircraft under USFS contracts reference [OPM-39](#).

3.11.1 Non-Federally Approved Aircraft

Reference Interagency Standards for Fire and Fire Aviation Operations, Chapter 16 for protocols regarding utilization of non-federally approved aircraft in response to federal wildfire:
<https://www.nifc.gov/standards/guides/red-book>

3.12 Senior Executive Service (SES) Flights

An aircraft may be used to transport SES personnel to meetings, administrative activities or training sessions when it is the most cost-effective mode of transportation. Prior approval is required by the solicitor's office for employees above the GS/GM-15 level, members of their families, and all non-federal travelers on the flight. These flights are typically requested through the SAM however some of the responsibilities may be delegated to UAMs (refer to applicable State Aviation Plan for specifics). DOI requirements and procedures are outlined in OMB Circular A-126 and OPM-07. The OPM and OAS Forms may be found at the OAS document library: <https://www.doi.gov/aviation/library>.

- Coordination with the SAM prior to any SES flight activity is mandatory.

- All government aircraft use (including SES flights) must be requested and arranged at the local level (where the flight is to occur) utilizing a BLM Aircraft Flight Request [9400-1a](#) (or equivalent).
- The SES flight requests require a minimum of seven days advance notice.
- All point-to-point SES transportation in government aircraft must be evaluated and approved by the Department of the Interior (DOI) Solicitor's Office.
- All mission flights (non point-to-point transportation), including the SES mission flights, will be approved by a local line manager. Special Use mission flights require the completion of a Project Aviation Safety Plan (PASP) and local line manager approval. Mission flights do not require prior approval from the DOI Solicitor's Office.
- An [AQD-91](#)/Best Value Comparison Form is completed prior to using DOI contract aircraft (reference BLM NAP 3.7).

Reference BLM NAP Appendix 2 for SES Flight Scheduling Guide.

3.13 BLM Law Enforcement (LE) Flights

The state and/or unit plan should describe all procedures related to BLM LE aviation that occur at that level. Non-DOI contracted aircraft and personnel requires prior to use:

- A fiscal agreement for the exchange of funds (reference 351 DM 4 & OPM-39).
- Aircraft that are not approved by DOI-OAS or USFS (DEA, National Guard, etc.) will require a LOA for those missions not identified in current MOU's.

3.14 Search and Rescue (SAR) Flights (see also BLM NAP 3.17.1, 5.6, 5.12 & 5.16)

The use of BLM aircraft and aviation personnel for SAR operations are not normally planned BLM operations. DOI policy ([900 DM 1.10](#) and [BLM H-1112-1.40.C](#)) and the [Federal Land Policy and Management Act](#) (43.U.S.C. 1742) provide authority to incur expenses and to take a temporary lead role in any SAR emergencies in which immediate and quick response can save lives. Request for BLM aircraft to respond to a SAR mission is coordinated through the UAM, FMO/Duty Officer/IC and the responsible Line Officer.

- Documentation of the request can be made on a BLM Flight Request [9400-1a](#) (or equivalent), on a resource order or in WildCad or equivalent dispatch program.
- Sheriff's Office SAR Request for BLM aircraft to assist is typically routed through BLM LE officials to the responsible line officer. If a request for assistance is made directly to the dispatch center, the authority to dispatch BLM aircraft and personnel is at the district/field office manager level.
- Notification to the Air Force Rescue Coordination Center and FAA of BLM aircraft response is required if the SAR involves a missing or downed aircraft (reference [Interagency Aviation Mishap Response Guide](#)).
- BLM exclusive use contracted aircraft should not be released from their contract for non-agency search and rescue operations. If the local unit deems that exigent circumstances exist, and they are unable to provide funding, the COR will work with the CO to facilitate release. The NAO program manager should be notified of any release from contract after the fact.

3.15 National Guard and United States Military Aircraft Flights

U.S. Military – Requests for U.S. military aircraft support is per agreement between the DOI and the Department of Defense (DOD). The NICC is authorized to coordinate for fire and large incident activations. The Military Use Handbook describes procedures. Additionally, there are MOUs for non-fire and LE counterdrug joint missions between DOI and DOD. Proposed use of these aircraft must be requested through the SAM. Refer to OAS website for current MOU's and corresponding IBs: <https://www.doi.gov/aviation/library>

National Guard – Each state typically has an agreement between the state and the National Guard for fire support resources. A request for National Guard aviation support is coordinated with the GACC (reference National Interagency Standards for Resource Mobilization, Geographic Area Mobilization Guides and [Military Use Handbook](#)). A Cooperator Letter of Approval is required to be in place prior to utilizing National Guard aircraft for those missions not identified in current MOUs. Additionally, there are MOUs for non-fire and LE counterdrug joint missions between DOI and DOD. Refer to OAS website for current MOUs and corresponding IBs: <https://www.doi.gov/aviation/library>. Proposed use of these aircraft must be coordinated through the SAM. Requests for approval for those missions not identified in current MOUs must be submitted through the SAM to the NAO.

3.16 Uncrewed Aircraft Systems (UAS) Flights (see also BLM NAP 5.29)

Policy: BLM UAS operations will be conducted in accordance with the FAA Small Unmanned Aircraft Rule ([14 CFR, Part 107](#)) and DOI, [OPM-11](#). UAS operations on incidents will be conducted in accordance with the [NWCG Standards for Fire Unmanned Aircraft Systems Operations](#) (PMS 515). BLM remote system operations will be in accordance with the BLM Standards for Remote Pilots and Remote Systems (RPRS).

- Remote Pilots will possess a DOI Remote Pilot card (OAS-30U) and an FAA Remote Pilot certificate. DOI Remote Pilots are required to maintain their FAA Remote Pilot certificate as required by FAA.
- Agency-owned UAS will be certified by OAS and have a current UAS Data Card (OAS 36-U). Annual inspections are required. Refer to [OPM-11](#).
- UAS flights will have an airspace authorization (FAA part 107, DOI/FAA MOA, COA, or SGI). Refer to [OPM-11](#).
- A signed and approved PASP is required for all non-incident UAS operations. For UAS missions occurring on a routine basis, the required PASP can be rolled into a station/unit aviation plan (i.e. flight by notification) that is reviewed at least annually ([OPM-06](#)).
- All bureau operated UAS flights will be reported and submitted on an OAS-2U form.
- Personally-owned UAS aircraft are not to be used for agency purposes. Agency employees are not authorized to purchase UAS with federal funds or utilize personally owned UAS for agency purposes.
- Additional information: [BLM RPRS SharePoint](#) or [Interagency UAS Website](#) or [NWCG Interagency Fire Unmanned Aircraft Systems Subcommittee](#)

Presidential Memorandum, February 15, 2015, Promoting Economic Competitiveness While Safeguarding Privacy, Civil Rights, and Civil Liberties in Domestic Use of Unmanned Aircraft Systems require that:

- Data not essential to the mission of the BLM should be destroyed within 180 days.

- UAS will only be used to collect data consistent with the authorized mission of the BLM. Any data-sharing agreements or policies, data use policies, and record management policies applicable to UAS shall conform to applicable laws, regulations and policies.
- UAS collected information can only be shared outside of BLM if it helps to meet the authorized mission of this agency.
- It is prohibited to use UAS to collect, use, retain or disseminate data in any manner that would violate the First Amendment.
- Program evaluations, per NAP 4.5.3, will include review of the unit's compliance with UAS policies and regulations.

UAS Training

- An FAA Remote Pilot certificate (Part 107) is a pre-requisite for training.
- UAS Basic Remote Pilot (IAT, A450) is required for all DOI UAS remote pilots.
- Incident Operations require successful completion of the UAS Incident Operations Course (S-373).
- Beyond or Extended Line of Sight Operations require successful completion of A456.
- Training, certification and qualification as standards or policy requires.

UAS Procurement

Requests for the purchase of UAS are routed to the RPRS Fleet Program Manager (or designee) via the SAMs. State leadership should be notified of UAS purchases. The Program Manager will consolidate all requests and forward them to the OAS fleet manager via the Division Chief, Aviation. Purchase requests must be documented and approved with the [OAS-13U](#) and [OAS 93U](#) forms and forwarded to the UAS Program Manager or designee by the SAM.

Recreational UAS Flights

BLM has no national restrictions for flying UAS for hobby or recreational purposes on public lands. People operating UAS for hobby/recreational purposes do not need permission from the BLM to fly on public lands as long as they comply with [FAA policy](#) and do not interfere with official government business or emergency operations, such as wildfire management. Additional state/local office guidance may apply.

Non-Recreational (Commercial) UAS Flights

- Conduct flights in accordance with current [DOI](#) and [FAA policy](#).
- **Additional state/local office guidance may apply.**

Incident Flights

Flights conducted on incidents will be conducted in accordance with:

- FAA Policy
- OPM-11
- NWCG Standards for Fire UAS Operations (PMS 515)
- Interagency Standards for Fire and Fire Aviation Operations

UAS Investigation Flights

Flights for the purposes of mishap investigation involving death or injury shall be authorized and conducted by pilots identified by the NAO RPRS Program Manager in concurrence with the NAO Safety Program Manager and/or NAO Division Chief.

Cooperator Agency UAS Project Coordination

- Any other federal agency operating UAS within BLM jurisdiction will coordinate with the line officer and UAM prior to the commencement of UAS flight operations.

UAS Mishaps and SAFECOMS

- UAS mishaps must be reported as per DOI policy. Refer to BLM NAP 4.5.2.
- Cooperator UAS mishaps on BLM jurisdiction will be reported to the Local UAM and the program manager. DOI mishap reporting policies also apply.

3.17 Dispatching BLM Aircraft - Flight Requests

All flights will be arranged by aviation dispatchers and/or appropriate aviation manager except for:

- Flights with a scheduled air carrier on a seat fare basis (Part 121 or 135 scheduled flights open to the general public on a ticket sale basis). Seat fare is defined as the cost for a DOI employee to occupy one seat between two different airports/heliports when the aircraft is not under the exclusive control of the DOI. It does not include any charter or on-demand operation.
- Transactions to acquire an end product contract.

All BLM flights must:

- Be approved at the appropriate management level.
- Be authorized and documented **prior** to takeoff.
- Use approved pilots and aircraft as directed by the DMs.
- Allow only authorized passengers.
- All passengers shall be given a preflight safety briefing by the pilot or qualified aircrew member as per [351 DM 1.5.B](#).
- For all flights utilizing DOI contract aircraft, the ordering official/user must assure that there is an IAA in place with AQD that includes approved funding for the flight (reference NAP 3.7).

The BLM standard format for aviation operations is Degrees and Decimal Minutes (DDD° MM.MMM'). Reference BLM NAP Appendix 3 for additional details. Utilization of the correct format must be discussed between dispatch and the flight crew to assure accurate navigation.

- Note: The format for the US NOTAM OFFICE for Temporary Flight Restrictions issued by the FAA and in IROC will be in a Degree, Minutes and Seconds, input with NO punctuation (ddmmssN/ddmmssW).

A BLM Aircraft Flight Request [9400-1a](#) (or equivalent) is required to be completed for all non-fire flights that do not require a PASP (reference BLM NAP 4.3.2).

The UAM must review the [9400-1a](#) (or equivalent) Flight Request and obtain approval by appropriate level of authority as determined by the unit's line management and documented in the unit aviation plan.

3.17.1 Categories of Flight with specific procedures regarding Flight Requests:

Life Threatening Emergency Flight Requests (See also BLM NAP 3.14, 5.6 & 5.16)

- Requests for aircraft to meet life threatening emergency needs should be filled with the closest available aircraft with the appropriate capability for the mission.
- Normal protocols associated with ordering/hiring of aircraft can be addressed as time allows after the initial response.
- Local line officers are responsible for all aviation activities within their jurisdiction. The response to a life-threatening emergency must be coordinated with the UAM, FMO/Duty Officer and Line Officer.

Non-Fire Point to Point Flight Requests (see NAP 5.7 Categories of Flight)

- Prior to hiring or arranging for the flight: Complete a cost analysis comparing costs of using a chartered or government-owned aircraft versus commercial airline or driving, time frame requirements and other associated costs. An example Travel Cost Analysis Form ([OAS-110](#)) is located at: <https://www.doi.gov/aviation/library/forms>
- Prior to flight, 9400-1a (or equivalent) is completed. UAM reviews and appropriate approval obtained (state or local unit determination).
- AQD-91 and Best Value Comparison forms are not required for exclusive use aircraft but are required when comparing rentals to fleet, etc. (reference BLM NAP 3.7).
- Flight manager designated when required (reference National Interagency Standards for Resource Mobilization Chapter 20, and BLM NAP 2.6, for specific responsibilities).
- Resource tracking method determined (reference National Interagency Standards for Resource Mobilization and Geographic Mobilization Guide for details).

Non-Fire Special Use Activities (see NAP 5.7 Categories of Flight)

- Lead time for flight request, IAA & task order issuance, as described in unit aviation plan.
- UAM to assess project/mission complexity; determine whether a PASP is required (reference BLM NAP 4.3.2).
- 9400-1a (or equivalent) is approved by the appropriate level of authority for low complexity one-time types of missions.
- If a PASP is required (reference BLM NAP 4.3.2), a 9400-1a Form may be used for dispatch office internal flight tracking purposes.
- AQD-91/Best Value Comparison Form is not required for exclusive use aircraft but is required when comparing rentals to fleet, etc. (reference BLM NAP 3.7).

Fire Point to Point and Fire Training Flight Requests (BLM Operational Control)

- Dispatch office receives a request, completes a resource order per dispatch procedures.
- UAM/Dispatch assures the front page of a [9400-1a](#) Flight Request/Schedule or equivalent Aircraft Flight Strip (per Dispatch SOP) completed.
- The BLM Fire IAA # is used, and the DOI Fire contract Task Order # for the hired vendor is used.
- Flight Manager designated when required (reference [National Interagency Standards for Resource Mobilization](#) Chapter 20, BLM NAP 2.6, for specific responsibilities).
- Resource tracking method determined (reference National Interagency Standards for Resource Mobilization and Geographic Mobilization Guides for details).

- Training: Fire training flight requests are made by the supervisor/manager (Helitack, SEAT, and Aerial Supervision) to the FMO, duty officer, UAM and coordinated with the aircraft dispatcher.
- Contractor directed training flights are coordinated with the PI, airbase manager or UAM. These flights are the responsibility of the contractor.
- The Dispatcher/UAM is responsible for conducting and documenting a cost comparison and contractor selection rationale prior to hiring aircraft. (Reference BLM NAP 3.2 for documentation retention)

Fire Operations Flight Requests

- Requests come from:
 - Incident Commander (IC) or designated incident personnel (i.e., AOBD, ASGS, ATGS/ATS).
 - FMO or duty officer.
 - Per unit dispatching plan.
- Initial Attack aircraft requests can be documented on a Resource Order and/or Aircraft Dispatch form.
- Initial Attack aircraft requests should be ordered on a Resource Order via IROC and/or Aircraft Dispatch Form. Generating and awaiting a Resource Order should not affect the response time for an initial attack mobilization within the host Geographic Area or with neighborhood agreements across Geographic Area boundaries through established dispatch ordering channels. Resource orders through IROC can be provided after mobilization has occurred for initial attack. BLM Initial Attack aircraft may be launched to new incidents with just the location, bearing, distance and flight following frequency. All other pertinent information will be provided to aircrews while en route to include:
 - Destination latitude – longitude coordinates (Degrees and Decimal Minutes (DDD° MM.MMM'))
 - Radio frequencies - air to air/air to ground/flight following
 - Incident name/contact (if any)
 - Airspace hazards and dispatch boundary concerns
 - Other aircraft on scene or en route
- The Dispatcher/UAM is responsible for conducting and documenting a cost comparison and contractor selection rationale prior to hiring aircraft. (Reference BLM NAP 3.2 for documentation retention)
- The BLM Fire IAA # is used and the DOI Fire contract Task Order # is used.

3.18 Aircraft Use Payment Systems

Aviation Information Report Support (AIRS): AIRS is an IBC web-based system utilized by vendors for generating and processing flight use invoices.

- BLM AK currently renders payment to non-fire vendors via the BLM AK Pilot Project.

AIRS training - <https://ibc.doi.gov/acquisition/aviation/vendor> AIRS Help Desk - Email: AIRS_access@ibc.doi.gov Phone: (208) 433-5010

Internet Payment Platform (IPP): The IPP is a comprehensive electronic invoicing and payment information service made available to all federal agencies and their suppliers by the U.S. Department of

the Treasury's Financial Management Service (FMS). IPP centralizes transaction processing in the order-to-payment notification cycle, including purchase orders, invoices and payments: <https://www.ipp.gov/>.

Aircraft Use Report Manager (AURM): The AURM is used within the DOI for government-owned "Fleet" aircraft billing to create aircraft use report data files which are emailed to OASfleetmanager@ios.doi.gov for uploading into the FBMS system. OAS Technical Services has also developed a "next generation" Aircraft Use Report Manager application for iPads.

Forest Service Incident Business System (IBS): Flight time, daily availability and other authorized charges or deductions shall be recorded on a Flight Use Report in IBS for all USFS-contracted aircraft. The data shall be entered and reviewed by the government and the contractor's representative. BLM employees (including BLM AD employees) that are flight or aircraft managers with responsibility to input flight use data into the USFS IBS will need to register with the USFS IBS program. IBS can be found at: apps.fs.usda.gov/ibs (in Google Chrome only).

3.19 Coding for Flight Use Reports

Documentation of all non-fleet flight services is accomplished on an [AMD-23E](#) Aircraft Use Report form, which is then entered by the vendor into AIRS. The form acts as the 'Field Receiving Report' which provides evidence that the flight information is accurate. Until further notice, AIRS will be the government's "Electronic Receiving Report", which supports contractor payments that are invoiced and paid through IPP.

BLM SAMs serve as the COR for exclusive use contract aircraft in their state. As such, they are responsible for ensuring that designated alternate CORs and aircraft managers are informed of all coding requirements and that flight invoices are properly completed. BLM pilots, in coordination with the SAM, are similarly responsible for proper flight invoice coding for fleet aircraft.

The following business rules apply to all BLM-contracted aircraft:

3.19.1 Task "Order" Number: The contract number to be identified on the [AMD-23E](#) forms is the appropriate **order number** that was issued by the CO for the applicable contract.

- Reference <https://ibc.doi.gov/acquisition/aviation/customer> for On-Call Fire Suppression Task Order Numbers for the specific type of contract being utilized.

3.19.2 Billee Code: Billee Codes are a required field, for payment by AQD, on the [AMD-23E](#). The Billee Code is a good method to query reports in FBMS and should continue to be utilized for that purpose.

- For exclusive use contract aircraft, the "Hiring Unit" Billee Code will be used regardless of the operating location for all Pay Item codes when utilizing a BLM Task Order number.

3.19.3 Charge Codes: New direction now allows for simplified coding for aircraft costs associated with suppression-related charges and Fire Exclusive Use Availability. The following outlines new procedures for inputting financial coding on the [AMD-23E](#) form.

BLM Nationally Funded SEAT's: Separate guidance will be provided annually to address coding for nationally funded SEATs.

BLM Fire Exclusive Use contracted aircraft:

Availability during Mandatory Availability Period (MAP):

- FA540 – This is the financial code for entry in the “Charge Code” section of the AMD-23 for EU Availability only during the MAP.
 - Do not use “FA-540” for anything other than “AV” during the exclusive use mandatory availability period.

Availability during Contract Extension:

- Appropriate four-digit only “Fire Code” (suppression/severity/GACC support code) or;
- Entire (Cost Center, Functional Area and WBS) cost string if utilizing Preparedness (LF100), Pre-Positioning (LF561) or other non-fire funds.

All other pay item codes (FT, SM, PD, EP, ET, SC, etc.):

- Appropriate four-digit only “Fire Code” (suppression/severity/GACC support code) or;
- Entire (Cost Center, Functional Area and WBS) cost string if utilizing Preparedness (LF100), Pre-Positioning (LF561) or other non-fire funds.

BLM hired On Call/CWN/ARA fire aircraft:

Availability:

- Appropriate four-digit only “Fire Code” (suppression/severity/GACC support code) or;
- Entire (Cost Center, Functional Area and WBS) cost string if utilizing Preparedness (LF100), Pre-Positioning (LF561) or other non-fire funds.

All other pay item codes (FT, SM, PD, EP, ET, SC, etc.):

- Appropriate four-digit only “Fire Code” (suppression/severity/GACC support code) or;
- Entire (Cost Center, Functional Area and WBS) cost string if utilizing Preparedness (LF100), Pre-Positioning (LF561) or other non-fire funds.

BLM-hired On Call/CWN/ARA non-fire aircraft:

- Entire (Cost Center, Functional Area and WBS) cost string for all charges.
- Additional guidance specific to utilizing non-fire aircraft is referenced in BLM NAP 3.7.1, 3.7.2, 3.8.3, 3.8.4 and 3.17.1

3.19.4 Mission Codes: Mission Codes apply only to [AMD-23E](#) line entries for flight time. (For all non-flight time entries AQD will input a default mission code and are not required to be filled out by either the aircraft manager or the pilot.) Each specific type of flight will have the unique mission use code recorded. Example: A helicopter flies a total of 2.1 hours but does 1.1 hours of bucket work; 0.5 hours initial attack delivery of firefighters, and 0.5 hours of recon. Each type of flight will be shown on its own line entry with the specific mission use codes.

3.20 FEPP

Reserved

3.21 FBMS

All BLM financial activities are managed through the DOI FBMS program. All fire retardant expenditures (full-service contract and bulk purchase) are entered into FBMS by the district or state designated officials (reference state and unit aviation plans).

End of year financial procedures are announced via the Departmental and Bureau Instruction Memorandum (IM) system.

3.22 Aviation Program Reviews

Details about aviation program evaluations and fire preparedness reviews are described in BLM NAP 4.5.3.

3.23 New Program Requests

New program requests involving aerial assets, not already approved by BLM, must be routed through the State Director to the Division Chief, Aviation for approval. Upon NAO approval, new program requests will be forwarded for consideration of approval to the Associate Director, OAS. This request shall include a copy of the NAO approval, and a proposed operations plan. [Aviation Enhancement Application](#) is available on the NAO website.

3.24 International Travel

Refer to DOI IM 2022-037 International Travel Guidance and Procedures (IM 037).

Situations arise where BLM personnel may travel to or through foreign nations in response to emergency incidents, including wildland fires. This emergency travel may qualify for expedited international travel approval processes and can be broken down into two scenarios*.

1. Travel to a foreign nation to conduct operations and/or other business on foreign soil.
2. Travel through Canada between Alaska and the Lower 48 states with stops on foreign soil** for fuel and/or rest while en route.

**Cross-Border Travel* as defined in IM 037 is not considered as part of these scenarios.

**Non-stop flights through Canada airspace for the purpose of transferring aircraft, equipment and/or passengers, is not considered international travel.

All travelers considering international travel need to work with their supervisors, local UAO/UAM, dispatch, and/or state POC for international travel to determine whether their trip may qualify for an expedited approval process. Ultimate approval authority resides with the BLM Deputy Director – Operations (DD-Ops).

If an expedited approval process is not deemed appropriate, please note that a timeline of at least eight weeks prior to anticipated travel date is usually required to obtain all necessary documentation and approvals to conduct any international travel.

If an expedited approval process is deemed appropriate, the following steps, at the very least, will be required to be fulfilled prior to travel:

- Complete and submit form DI-1175 (short form if traveling in Canada)
- Obtain DD-Ops signatory approval via the DI-1175
- Fulfill all standard domestic travel requirements

- Supervisor approval
- District, state, geographic area, and national office approval if aviation asset
- Completed and approved Concur Travel Authorization
- Fulfill other international travel requirements
 - Comply with U.S. and foreign nation COVID requirements
 - Carry valid personal passport or official passport (depending on international travel determination)
 - Comply with DOI policy re: electronics and mobile devices for international travel
 - Comply with any immunization requirements

Requirements other than those listed above may need to be fulfilled: please work with local, state, geographic area, and national leadership to determine specific needs.

4.0 Aviation Safety Management Systems (SMS)

4.1 General

The BLM Aviation Safety program is modeled after the aviation industry and FAA SMS. Each BLM employee and contractor involved with aviation has the responsibility to plan missions thoroughly, conduct missions with a conservative attitude, and respect for the aircraft and environment in which the missions operate. The intent is to improve the aviation culture by increasing hazard identification, reduce risk taking behavior, learn from mistakes, and correct procedures before a mishap occurs rather than after the accident.

The BLM NAO Aviation Safety & Training Program Manager is the focal point for the BLM national level program. SAMs are the focal point for state aviation programs, and the UAM is the focal point for district/field office aviation program.

4.2 Safety Management Systems

SMS serves to structure the BLM existing safety initiatives and provides a review process for how well those initiatives function. SMS is not a safety program; rather it is a system which organizes existing safety processes around the concept of system safety and the four pillars (Policy, Risk Management, Safety Assurance and Safety Promotion). SMS incorporates a proactive approach using hazard identification and risk management to achieve accident prevention. Additional information regarding SMS is available at:

https://www.faa.gov/about/initiatives/sms/reference_library/policy_and_requirements

4.3 Policy

SMS is a critical element of management responsibility in determining the agency's safety policy and SMS also defines how the agency intends to manage safety as an organizational core function.

- Policy guides aviation safety doctrine, philosophy, principles and practices.
- Policy provides framework for aviation plans (reference BLM NAP 3.3).
- Policy assists in the development of local standard operating procedures.
- Policy will foster and promote doctrinal principles and safety management systems within the states.

Aviation management policies describe authorities, responsibilities, acceptable operating practices and administrative procedures. These directives provide the structure for the SMS to effectively function. Safety is a product of effective policy and management processes. All aviation safety standards and policy requirements identified in the BLM NAP 1.6 must be followed.

4.3.1 Aviation Life Support Equipment (ALSE)

All personnel engaged in aviation activities must wear appropriate PPE, depending on the mission (reference NAP 5.4 and [350 DM 1.2.C](#) regarding flights on foreign aircraft in foreign countries). Requirements are listed in [351 DM 1.7](#) and outlined in the [ALSE Handbook](#) and mission specific guides and handbooks. Reference BLM NAP 5.22 and 5.27.1 for additional PPE requirements utilized for helicopter operations and low level (less than 500' AGL) fixed-wing flight operations. Any questions concerning the requirements and procedures for obtaining PPE are directed to the local aviation manager.

Project leaders must ensure that appropriate and adequate ALSE, including PPE, is available and worn by individuals. If required ALSE is not available, all flights will be canceled or postponed.

4.3.2 Project Aviation Safety Planning (PASP*)

Accident prevention is paramount when planning individual aviation projects. Flights may not deviate from Department and Bureau policy and procedures, except for safety of flight considerations. A PASP is required for non-fire special use activities. A [9400-1a](#) (or equivalent) may be completed in lieu of the PASP for a low complexity/one-time non-fire mission flights, but all OPM-06 minimum criteria must still be met. The PASP or [9400-1a](#) must be reviewed by the UAM and approved by the appropriate level of authority per the state/unit aviation plan. Managers must be briefed by the UAM prior to their approval of the plan.

- PASPs with a final risk assessment rating of “Extremely High”, or the highest rating of the associated risk assessment utilized, will require a SAM review prior to line manager approval.
- A courtesy copy of all PASPs will be routed to the SAM prior to implementation. Courtesy copies shall be the final approved version, including signatures and all applicable attachments.
- PASPs may be completed and approved well in advance of an anticipated project date and thus unable to identify specific required elements (example, aircraft registration number, Passenger manifest, participant qualification expiration dates, weight and balance/load calculations). In such instance, the pending elements necessary to meet the minimum PASP requirements must be documented prior to the implementation of the project.
- Implemented PASPs must be retained in accordance with Sec 3.2 of the NAP.

Projects/flights that occur periodically over a season or fiscal year can have one PASP prepared and approved. In this situation a [9400-1a](#) (or equivalent) will be required for each periodic flight. The [9400-1a](#) approval level would be at the UAM level with a courtesy notification to the SAM.

For projects/flights that are conducted by a unit’s aviation operations group (helitack, aerial supervision, smokejumpers, UAS) if the project/flight is typical and routine to the operational group with mission risk assessment documented in the group’s annual operations plan and the state and unit plan allows; then the project/flight can be conducted, without a specific PASP, after completion of [9400-1a](#) documentation.

- PASPs developed for reoccurring projects will be reviewed, updated, and approved each year (not to exceed 12 months).
- Routine, time critical UAS flights may utilize the Flight by Notification in lieu of completing an entire new PASP if the mission falls within the overarching/blanket PASP identified within the unit aviation plan. (Reference BLM NAP 5.29)

Required elements of a PASP (per [OPM-06](#)) include:

- Project name/objectives/supervision
- Justification
- Project date and location
- Projected cost of aviation resources and funding code(s)
- Desired aircraft, make/model, pilot skills (Included if available and/or specific N# and pilot to be noted on [9400-1a](#))
- Communication plan, flight following an emergency search and rescue plan
- Flight routes/areas and altitudes
- Hazard identification (e.g., weather, takeoff or landing weights, landing areas, wire hazards, etc.)
- Wire Strike Prevention ([352DM1.9.D](#))

- Flight Environment Considerations: Bureau projects often dictate that flights be conducted in close proximity to the ground where wires are prevalent.
- Risk Assessment/Hazard Maps: To reduce wire strike potential, it is critical that a risk assessment be conducted prior to all low-level flights. A low-level flight hazard map must be constructed for the local operational area. All preplanned low-level flights require a thorough map reconnaissance of the route to be flown.
- Description of take-off and landing areas
- Pre-flight briefings/After Action Reviews
- Participants: List individuals involved in flights, their qualifications (HMGB, Aircrew Member, Passenger, etc.) dates of last aviation training and include individual's project responsibilities
- Aircraft and equipment approval
- Airspace Coordination and Aerial hazard identification
- Risk assessment utilizing the SMS worksheets, as appropriate
- Personal protective clothing/equipment (if required)
- Load calculations and/or weight and balance information requirements
- UAM's review and signature (not to exceed 12 months if reoccurring project)
- Project Lead Supervisor's and line officer's approval signature (not to exceed 12 months if reoccurring project). See NAP 6.2 for Management Responsibilities and training requirements.

A good resource for aviation project planning can be found in the [NSHO Chapter 3](#). Personnel needing assistance with mission flight or project planning requirements should contact their unit/state aviation manager. Risk assessments of the relevant project hazards can utilize maps, aerial photos, Google Earth photos, and [SkyVector.com](#) maps to help identify and map out where the hazards are located. Particular attention in the risk assessment is essential when determining how to mitigate the risk by reducing exposure to hazards in flight profiles, method of operations, external load operations, winter weather, and high/hot/heavy operations. The NWCG [Standards for Aviation Risk Management](#) (PMS 530) and [NWCG Aviation Risk Management Workbook](#) (PMS 530-1) are useful resources for completing risk assessments.

*USFS uses the title Mission Aviation Safety Plan (MASP) to meet the same objective.

4.3.3 Aircraft Accident Investigation Process

The National Transportation Safety Board (NTSB) has the responsibility to investigate all aviation accidents except for military (49 CFR Parts 830 and 831, Public Law 106-181, and Federal Management Regulation 102-33.185). OAS Chief of Aviation Safety is typically invited by the NTSB to be a party to the investigation but the NTSB is still the controlling authority. Policy, including responsibilities and procedures concerning DOI aircraft mishaps are contained in [352 DM 3](#) and the [DOI Aircraft Mishap Notification, Investigation, and Reporting Handbook](#). Two Bureau positions may be established to assist the DOI Investigation Team: 1) as a selected member of the investigation team working directly for the OAS Safety Investigator-In-Charge (IIC), or 2) as the Bureau-designated on-site liaison to coordinate with the OAS Safety Investigator-In-Charge. NOTE: In many cases, the Bureau will provide only one representative to the investigation team and that individual will perform only as a liaison, or as both a team member and a liaison. OAS Chief of Aviation Safety, as the Department's representative to the NTSB, will determine who will participate. The NTSB IIC will then either accept or deny the individuals proposed by the Chief, or OAS IIC.

The BLM investigation team member:

- Must be requested by OAS to be an investigation team member.

- Will be appointed by the BLM Aviation Division Chief (FA-500).
- Will normally be BLM NAO staff members or SAM.
- Must not have a personal interest in the mishap.
- Will work directly with the OAS Safety Investigator-In-Charge (IIC).
- Is bound by confidentiality regarding all aspects of the investigation and preliminary findings and conclusions.
- Will at no time express opinions of their own or recite opinions of others on the team.

The BLM Liaison:

- Will be appointed by the BLM Aviation Division Chief (FA-500).
- Will provide on-site coordination and support to the OAS Safety IIC for personnel, resources, transportation, office space, communications, etc.
- Will coordinate and facilitate in and out-briefings with local BLM management.
- Will serve as liaison between the investigation team and local BLM management, BLM specialists and/or incident management team.
- Will provide the IIC with technical expertise and Bureau organizational information.
- Will make arrangements for interviews, site visits, document review, etc.
- Will **not** conduct interviews or investigative actions unless requested by the IIC.
- Will be bound by confidentiality regarding all aspects of the investigation and preliminary findings and conclusions.
- Will at no time express opinions of their own or recite opinions of others on the team.
- Must not have a personal interest in the mishap.

4.4 Risk Management

Risk management enables personnel at all levels to do exactly what the term implies: manage risks. The process of risk management applies to programs and operational missions. The risk management process is designed to mitigate risk to acceptable levels by the identification, assessment and prioritization of risks followed by coordinated application of resources to minimize, monitor and control the probability and/or impact of unfortunate events.

These basic decision-making principles must be applied before any anticipated job, task or mission is performed:

- **Accept no unnecessary risk:** Unnecessary risk does not contribute to the safe accomplishment of a task or mission. The most logical choices for accomplishing a mission are those that meet all the mission requirements while exposing personnel and resources to the lowest possible risk.
- **Make risk decisions at the appropriate level:** Making risk decisions at the appropriate level establishes clear accountability. Those accountable for the success or failure of a mission must be included in the risk decision process. Supervisors at all levels must ensure subordinates know how much risk they can accept and when they must elevate the decision to a higher level.
- **Accept risk when benefit outweighs cost:** Weighing risks against opportunities and benefits helps to maximize unit capability. Even high-risk endeavors may be undertaken when there is clear knowledge that the sum of the benefits exceeds the sum of the potential costs.
- **Integrate risk management into planning and execution at all levels:** To effectively apply risk management, leaders at all levels must dedicate time and resources to incorporate risk management principles into the planning and execution phases of all operations. Integrating risk

management into planning as early as possible provides the decision maker with the greatest opportunity to apply risk management principles.

Risk assessment can be divided into three levels:

- **Time Critical:** This method is an “on-the-run” mental or verbal review of the situation using the risk management process without necessarily recording the information. The process is used to consider risk while making decisions in a time limited situation. Rapid risk assessment requires effective training of personnel, effective operational practices and a thorough understanding of objectives of the mission.
 - Note that “time critical” does not mean “hasty” or “uninformed.”
- **Deliberate:** This method is used when planning time permits. It involves systematic risk identification, risk assessment/analysis, consideration of control options and risk decision making, implementation of controls, and supervision. Note that all of these may be applied to time critical risk management; however, the time frame in which the rapid examination is performed is extremely compressed by the urgency of the situation. This will involve documentation of the process and actions.
- **Strategic:** Strategic risk management is conducted at the highest levels of the organization and is typically applied to multiple systems type complexity and requires professional reviews. This method should be used in instances of new technology, change or development of new programs or activities. It involves an analysis of cost/benefit of mitigations. The strategic process produces a more permanent record of findings and decisions used for long term planning, organizational decision-making and as authoritative training resources.

Risk Management Process: The process by which risk is managed is ongoing throughout the mission. It starts in the planning stage, continues to the approval and scheduling phase, is evaluated and adapted during the execution phase and is analyzed and collected as lessons learned in the post flight phase.

Reference NWCG [Standards for Aviation Risk Management \(PMS 530\)](#).

- **Identify Hazards:** The first step in risk management is to identify hazards. The hazards are the potential sources of danger that could be encountered while performing a task or mission. Hazards include, **but are not limited to**, weather, time of flight, terrain, equipment, training and proficiency level of personnel.
- **Assess Hazards:** Hazard or risk assessment is part of the risk management process. Risk assessment can range from simple to complex but must be detailed. The process of assessing hazard causes personnel to analyze the degree of risk associated with each threat, and place these in perspective relative to the objectives of the mission and organization.
- **Develop Controls/Make Risk Decisions:** Starting with the highest threat, identify the risk control options that reduce exposure to the threats for all of those identified in the previous steps that exceed an acceptable level of risk.
- **Implement Controls/Execute and Monitor:** Implement the plan and ensure that the risk controls are known by all and are utilized. Ensure that people know and do what is expected of them. A high level of risk that cannot be effectively controlled should be reported to the person supervising the operation. Continually evaluate the effectiveness of the controls and ensure that the risk remains in balance with the benefits.
- **Supervise and Evaluate:** Note any changes to the operation, equipment, environment and/or people and how they may affect your plan. It is important to remember that risk management is a continuous process! Adjust to changes in the situation in real time by remaining vigilant and

maintaining your situation awareness to identify unexpected as well as planned threats. Track your progress by taking note of intermediate accomplishments that will denote and add up to the completion of your objective. Additionally, after action reviews are a good way to assure that the supervision and monitoring of the mission are effective and that lessons learned are captured for the future.

Risk Assessment Tools: As discussed previously, the second step of risk management is assessment of the threats/hazards. There are several tools that may be used to document the risk involved in the operation. A good source for a variety of risk assessment tools can be found on the [BLM NAO Safety](#) site.

4.5 Assurance

The safety assurance component involves processes for quality control, mishap investigation and program reviews. Assurance emphasizes:

- Continuous monitoring and evaluation
- Standards for evaluations
- Internal/external audits and evaluations
- Investigations
- Emergency preparedness and response
- Reporting and feedback

Quality assurance (QA) techniques can be used to provide a structured process for achieving objectives. Current BLM efforts have shifted with more emphasis being placed on the assurance pillar which consists of annual review of BLM contracted aviation resources during the field season.

4.5.1 Aviation Safety and Technical Assistance Team (ASTAT)

During high levels of aviation activity, it is advisable to request an ASTAT to enhance risk management, efficiency, effectiveness and provide technical assistance while reviewing aviation operations. If an ASTAT cannot be filled internally, the request may be placed with NICC through established ordering channels using individual overhead requests. An ASTAT should operate under a Delegation of Authority from the appropriate state/regional aviation manager(s) or multi agency coordinating group. Formal written reports shall be provided to appropriate manager(s) as outlined at the in-brief. A team should be developed to fit the need of the requesting unit and may consist of the following:

- Aviation Safety Manager
- Operations Specialist (helicopter and/or fixed wing)
- Pilot Inspector
- Maintenance Inspector (optional)
- Avionics Inspector (optional)
- Aircraft Dispatcher (optional)

4.5.2 Aviation Safety Communiqué - SAFECOM

The SAFECOM system is used to report any condition, observance, act, maintenance problem or circumstance which has the potential to cause an aviation-related mishap. **The SAFECOM system is not intended for initiating punitive actions.** Mission personnel are encouraged to collaborate on SAFECOM development prior to submission to avoid any punitive implication, submission duplication and to increase the narrative accuracy of events. Submitting a SAFECOM is **not** a substitute for “on-the-spot”

correction(s) to a safety concern. It is a tool used to identify, document, track and correct safety-related issues. All personnel involved in aviation activities are encouraged to submit SAFECOMs. A SAFECOM can be submitted via:

- Website: <https://www.safecom.gov/>

Incidents which result in aircraft damage or injury must be reported to 1-888-464-7427 (888-4MISHAP) and the BLM National Aviation Safety and Training Program Manager. Personnel in doubt about completing a SAFECOM should contact their UAM. Reference the BLM NAP Appendix 4 for BLM SAFECOM management roles.

- Elevated SAFECOM's will not be made "public" until a determination/ investigation has been completed. The National Aviation Safety and Training Program Manager (FA-500) will assign a liaison to OAS-Safety on a case-by-case basis.

Upon discovery of any mechanical issue, safety of flight issue, or mishap, notify your supervisor/aviation manager (notification via, radio, land line, cell phone, SAT phone, etc.). Notification to appropriate OAS inspector must happen prior to returning an aircraft to flight operations (fleet aircraft) or contract availability (contracted aircraft) per contract and applicable NWCG Standards (i.e. NWCG Standards for Airtanker Base Operations). A SAFECOM should be submitted soon after notification(s) have been made, within five business days.

4.5.3 Program Evaluations, Readiness Reviews, Site Visits

Aviation program evaluations/reviews are an integral part of the System Safety Assurance program.

BLM aviation program reviews are conducted at two levels within the department to ensure that safety standards, policy compliance and Bureau efficiency objectives are being met.

BLM Fire Preparedness Reviews: Aviation functional operations and facilities are reviewed as part of the total fire preparedness review of field/district operations. Reviews are conducted every four years by a national level review team. District or state level fire readiness reviews are conducted annually. The SAM will be responsible for coordinating annual readiness reviews of the state's aviation crews/personnel, project and base site visits, and developing guidelines for UAM oversight of district/field office aviation activities. The SAM has the responsibility to ensure the reviews are being conducted for aviation operations within the required time frame and to identify well qualified individuals to conduct the review (reference [Interagency Standards for Fire and Fire Aviation Operations](#), Chapter 18 for information).

OAS Aviation Program Evaluation: OAS will administer an aviation program evaluation of each BLM state and the NAO every five years. The purpose of these evaluations is primarily to review non-fire aviation activities as they relate to administration, operations, safety, training and security. The NAO will identify qualified individuals to assist with the review (reference BLM NAP Appendix 5 for schedule). The SAM will assist with the review and provide scheduling and logistical support. Additional reviews may be conducted if a need is identified by the aviation division chief.

4.5.4 National Fire and Aviation Operations Alert System

The BLM Office of Fire and Aviation has established an "Operation Alert" system designed to provide field units and personnel with critical ground or aerial operational information in a timely manner. The system is intended to respond to emerging issues as identified through such means as SAFECOMs, SAFENETS, investigation reports, after action reviews, etc. This system is not a replacement for any existing formal notification and alert system such as Interagency Safety Alerts or Aviation Accident Prevention Bulletin. In fact, the intent is for the operations alerts to complement these existing systems in

those instances where it is appropriate. These alerts will also complement the Department and Bureau manual process. The operations alert system will provide time sensitive information to state and unit FMOs and aviation managers. It is anticipated that these individuals will provide the information to appropriate parties through established channels and processes. The Office of Fire and Aviation, Operations (FA-300) and Aviation (FA-500) groups manage the program.

4.6 Promotion

The BLM must promote safety as a core value with practices that support a positive safety culture. BLM aviation managers are encouraged to promote aviation safety and accident prevention at every opportunity, within all fire and non-fire programs. Line managers play a critical role in establishing a just safety culture at the state and field levels. Safety promotion can be accomplished through:

- Training
- Communication
- Reporting and feedback
- Safety and mishap information
- Safety awards

4.6.1 Lessons Learned

National and state level aviation program managers are responsible for providing input into training curriculum development, lessons learned messages, development of new procedures and operational methodologies.

SAMs are responsible for disseminating pertinent aviation safety information and actively engaging resource and fire managers during annual work plan development.

Additional information regarding Lessons Learned are available at the [OAS Aviation Safety Library](#) and the [Wildland Fire Lessons Learned Center](#).

4.6.2 Aviation Safety Awards Program

Aviation safety awards are a positive part of the aviation program and are provided to all organization levels. National awards are given following the guidelines in [352 DM 4](#) for pilots and employees. Airward recommendation narratives are submitted through the SAM to the NAO Safety and Training Program Manager.

5.0 Aviation Operations

5.1 General

As a Bureau, we are often challenged with working in high-risk and dynamic environments that are not always predictable. It is the responsibility of each employee, cooperator and contractor to conduct aviation operations that have been planned properly, approved by management, that utilize the correct equipment and personnel and are carefully executed per SOP to minimize risk. Safety is the first priority and leadership at all levels must foster a culture that encourages employees to communicate unsafe conditions, policies or acts that could lead to accidents without fear of reprisal. The four components of SMS (policy, risk management, assurance, and promotion) are critical to the success of safe operations.

State and local units are required to staff exclusive use aircraft assigned to their jurisdiction throughout the contract period and any extensions. Additionally, local units will ensure that support functions (i.e.; airtanker bases and local dispatch centers) necessary for the mobilization of national assets (i.e.; large airtankers, Lead planes, SEATs, ASMs and fire helicopters) are staffed to support local dispatch as well as GACC to GACC and national mobilization.

5.2 Policy, Operational Guides and Handbooks

A list of all of the BLM aviation policy documents can be found in the [BLM 9400 Manual](#) and BLM NAP 1.6.

5.3 Public/Civil Aircraft Operations

DOI aviation activities include both “civil” and “public” operations. Civil aircraft operations must comply with 14 CFR (Federal Aviation Regulations) in the operation and maintenance of public aircraft with the few exceptions outlined in [DM 350-353](#). Operators under contract to DOI are bound by that contract to conduct operations in accordance with their FAA-approved commercial operator or airline certificate specifications, unless otherwise authorized by the CO.

Standard Flight and Duty Limitations (Reference Redbook Chapter 16 for Interim Duty Limitations): Interagency standards for pilot duty days and flight time are:

- 14-hour maximum duty day;
- 8 hours maximum daily flight time for mission flights;
- 10 hours for point-to-point, with a 2 pilot crew;
- A maximum of 42 hours flight time during any consecutive 6-day period. When a pilot acquires 36 or more flight hours in a consecutive 6-day period, the pilot shall be given the following day off. A new 6-day cycle shall begin upon return from any day off;
- Minimum of 10 hours uninterrupted time off (rest) between duty periods; and
- Two days off within any 14-day period.

If these standards are exceeded, the following time off requirements will be followed:

- 11 consecutive hours of rest if the duty day or flight time limitations are exceeded by no more than 30 minutes.
- 12 consecutive hours of rest if the duty day or flight time limitations are exceeded by more than 30 minutes, but not more than 60 minutes.

- 16 consecutive hours of rest if the duty day or flight time limitations are exceeded by more than 60 minutes.

BLM Remote Pilots will adhere to flight time and duty day standards outlined in OPM-11.

There will be no impact to the contractor's daily availability for these additional time-off requirements. Notification through the contracting chain of command shall occur and a SAFECOM shall be submitted.

Maintenance Test and Ferry Flights by Government Pilots on Contracted Aircraft: Government pilots may perform functional maintenance check-flights and ferry aircraft to and from the contractor's maintenance facilities when it is in the best interest of the government and the following conditions are met:

- Flights are not being paid for by the government and the operational control remains with the contractor.
- The test flight does not follow any installation, overhaul, major repair, or replacement of any engine, propeller or flight control system.
- The aircraft is operating under an approved and current OAS inspection.
- Notification and approval from OAS and the NAO.

5.4 BLM Employees on Non-BLM Aircraft

All agency employees will comply with Bureau and DOI aviation policies when performing agency-related duties on board any organization's aircraft and/or aircraft operated under any other organization's operational control. These policies include, but are not limited to: approved aircraft and pilot (by carding or cooperator letter of approval), project aviation safety plans, flight following, PPE, appropriate flight management, etc. (reference [351 DM 4](#)).

Exceptions are:

- Flights in foreign countries ([351 DM 4.1.E.\(4\)](#)), ([350 DM 1.2.C](#)). Parts 350 - 354 of the DM do not apply to international DOI operations (except for fleet operations). However, BLM employees are expected to use good judgment and should attempt to follow DOI aviation policies to the extent practical.
- Undercover LE missions ([351 DM 1.6.D](#))
- Flights with a scheduled air carrier on a seat fare basis (Part 121 or 135 scheduled flights open to the general public on a ticket sale basis). Seat fare is defined as the cost for a DOI employee to occupy one seat between two different airports/heliports when the aircraft is not under the exclusive control of the DOI. It does not include any charter or on-demand operation ([353 DM 1](#) & [OPM-15](#))

5.5 Passengers

A passenger is any person aboard an aircraft, when traveling on official BLM business, who does not perform the function of a flight crewmember or aircrew member. Unauthorized passengers will not be transported in any DOI aircraft. For official, unofficial and unauthorized definitions, reference [350 DM 1.8](#).

All passengers will:

- Use appropriate PPE (reference [ALSE Handbook](#)).
- Report aviation incidents, operations deviating from policy to the UAM and/or through the SAFECOM system.
- Emphasize personal safety as well as the safety of others involved in the flight.
- Meet the requirements of DOI [OPM-04](#) as appropriate.

Agency employees in off duty status: Federal employees cannot utilize annual leave/LWOP or “volunteer” to circumvent agency policy. If any aspect of the employee’s activity is related to their official duties, they are conducting agency business, irrespective of their pay status.

Reference the regulations regarding off-duty activities in accordance with the Standards of Ethical Conduct for Employees of the Executive Branch (5 CFR. Part 2635.802-803).

Non-Federal Passengers (not covered by established agreements): (reference [350 DM 1.8.A\(3\)](#) and [OPM-07](#))

- General: A qualified helicopter manager or flight manager must be assigned to the mission. All requirements regarding use of PPE, flight following, load calculations and hazard analysis must be followed.
- Resource/Project Missions: If the mission is special use, a project aviation safety plan is required and must be approved by line management prior to the flight. It must show that the carriage of non-federal passengers aboard the aircraft is of an official nature and is advantageous to the agency. Since the non-federal passengers are designated official passengers, no flight release waiver is necessary
- Incident Missions: As a general rule, the IC on Type I or II IMTs may authorize all flights with non-federal passengers on board. On local unit fires, the line manager or their designee is usually the approving authority. Flights on government aircraft with non-federal passengers aboard must be in the interest of the government. No flight release waiver is required. This general guidance may be further restricted by agency local unit policy. The air operations staff should check with the local area to ascertain any additional restrictions or necessary approvals.
- Restricted Category Helicopters: Carriage of passengers aboard restricted category aircraft is specifically prohibited.
- The local unit aviation manager and state aviation manager shall be notified prior to any flights with non-federal passengers aboard.

Volunteers: Volunteers when traveling on official business, are official passengers, within the terms of 350 DM 1.8.A.(3) and BLM 9400.67.A. Volunteers are not permitted to operate aircraft or serve as an aircrew member on any DOI aircraft. Volunteers aboard DOI aircraft performing mission flights must be pre-approved by the appropriate BLM line manager. During fire mission flights, the IC with delegation of authority or the local line officer are the appropriate levels of approval. OMB 0596-0080 requires use of Volunteer Service Agreement Form [OF301a](#).

5.6 Emergency Exception to Policy:

Federal employees who are involved in an event in which there clearly exists an imminent threat to human life, and when there is insufficient time to utilize approved methods, may deviate from policy to

the extent necessary to preserve life (reference [350 DM 1.3.B](#)). The following provisions and follow-up actions apply:

- Personnel involved are expected to use good judgment.
- Personnel involved in the decision-making associated with deviating from policy must weigh the risks versus benefit.
- Notification to aviation management (UAM/SAM) should occur immediately following event.
- Any deviations must be documented on a SAFECOM.

5.7 Categories of Flight

The following terminology is used throughout this section under these definitions.

A **“Point-to-Point”** flight is one that originates at one FAA-designated airport, seaplane base or permanent helibase (identified in the FAA Airport/Facilities Directory, FAA Sectional Aeronautical Charts or FAA supplement for the geographic area) and flies directly to another developed airport, seaplane base or permanent helibase with the sole purpose of transporting personnel or cargo (this term does not apply to flights with a scheduled air carrier on a seat fare basis). These types of flights are often referred to as “administrative” flights and require the aircraft and pilot to be only carded and approved for point-to-point flight. A point-to-point flight is conducted higher than 500 feet above ground level (AGL). Point-to-point flights, when flown in Department-owned or contracted aircraft, shall be considered civil aircraft operations and must be flown in full compliance with applicable provisions of 14 CFR.

“Special Use Activities” involve the utilization of airplanes and helicopters in flight operations which do not meet the definition of point-to-point flight (see 350 DM 1) and which require special considerations due to additional equipment and/or the increased complexity inherent in such operations. Point-to-point missions, when flown in Department-owned or contracted aircraft, shall be considered civil aircraft operations and must be flown in full compliance with the applicable provisions of 14 CFR. Regardless of any status as a public aircraft, pilots must comply with the applicable provisions of 14 CFR and deviate only as authorized by published Department policy. [OPM-29](#) Special Use Activities for Crewed Aircraft.

5.8 Flight Planning

Unless exempted by [351 DM 1.4](#), all flights will be conducted with an approved flight plan. (See also [National Interagency Standards for Resource Mobilization](#) Chapter 20.)

Point-to-Point flights will be tracked by a FAA - visual flight rules (VFR) or instrument flight rules (IFR) flight plan or on an International Civil Aviation Organization (ICAO) flight plan; or in accordance with a Bureau-approved flight plan program; or in accordance with an OAS Director approved vendor flight program specified in a DOI procurement document. FAA flight plans may be supplemented by agency flight plans and the administrative tracking and notification procedures specified in the national and geographic area mobilization guides. A qualified fixed-wing flight manager or Helicopter Manager (per [OPM-04](#)) will be assigned (as appropriate) to perform the administrative functions and assure a briefing is given to the pilot and a pre-flight safety briefing is given to the passengers (reference [National Interagency Standards for Resource Mobilization](#) Chapter 20 for specific responsibilities). A [9400-1a](#) Form or other Aircraft Flight Strip (per Dispatch SOP) will be utilized to provide dispatch with the appropriate aircraft and pilot information, a passenger manifest, and an estimated time of departure and arrival.

Special Use Activities: Agency flight plans for fire/emergency mission flights will be documented on the Aircraft Flight Strip (per Dispatch SOP) and/or Resource Order. Agency flight plans for non-fire/non-

emergency mission flights will be documented on the [9400-1a](#) Flight Request/Schedule or equivalent Aircraft Flight Strip (per Dispatch SOP) and/or PASP. The flight manager and the pilot will plan the mission together. Approval to conduct non-fire/non-emergency mission flights is required prior to flight (see NAP 4.3.2). Elements to be considered are:

- Type of mission
- Environmental conditions – departure point, route, destination
- Time frames
- Logistics – fuel, landing areas, equipment, support crew
- Communications
- Airspace, flight hazards
- Aircraft and/or Pilot carding requirements (i.e., ACETA, Low-Level, etc. reference [OPM-29](#))

5.9 Flight Following

(See also [National Interagency Standards for Resource Mobilization](#) Chapter 50 and [Interagency Standards for Fire and Fire Aviation Operations](#) Chapter 16.)

Sterile Cockpit All Aircraft: Sterile cockpit rules apply within a five-mile radius of the airport. The flight crew will perform no radio or cockpit communication during that time that is not directly related to safe flight of the aircraft from taxi to five miles out, and from five miles out until clearing the active runway. This would consist of reading checklists, communication with ATC, flight service stations, Unicom, or other aircraft with the intent of ensuring separation or complying with ATC requirements. Communications by passengers or air crew members can be accomplished when the audio panels can be isolated and do not interfere with flight operations of the flight crew.

Exception: When conducting firefighting missions within five miles of an uncontrolled airport, maintain sterile cockpit until departing the traffic pattern and reaching final altitude. Monitor CTAF frequency if feasible while engaged in firefighting activities. Monitor CTAF as soon as practical upon leaving the fire and returning to the uncontrolled airport. When conducting firefighting missions within Class B, C or D airspace, notify dispatch that ATC communications will have priority over dispatch communications.

Point-to-Point Flight following is accomplished by an authorized flight plan as outlined in NAP 5.8. Aircraft on FAA IFR flight plans are continuously tracked via radar. Radar tracking for VFR traffic is not guaranteed, but is available when requested if the controller workload, terrain and operating altitude allow coverage. The designated flight manager will confirm that the pilot has filed and activated an authorized flight plan and performs several functions associated with the agency flight plan. When utilizing an FAA VFR flight plan or agency flight plan, the pilot or flight manager will notify dispatch upon departure, arrival at any interim stops, and arrival at the final destination to close out resource tracking. The flight following method is documented on the Flight Strip or [9400-1a](#) Form.

Mission Flight Following is accomplished by flight crews and agency dispatchers using positive two-way communication (agency radio systems, satellite telephones, satellite texting), via the internet-based Automated Flight Following (AFF) system, or by agency personnel on the scene of an incident or project where the aircraft is operating.

The method of flight following for fire incidents is documented on an aircraft resource order or in a dispatch center's mobilization/operating guide. The method for flight following non-fire missions will be documented in a PASP and/or [9400-1a](#) (or equivalent).

Agency Flight Following begins with providing the departure time, souls on board (total personnel on the aircraft), quantity/duration of fuel, and heading to next check-in point. Position reports during a mission normally include the aircraft call sign, latitude, longitude and heading. The default standard check-in for flight following is 15 minutes. If this is not possible, reporting frequency must be established and briefed prior to the mission and position reporting shall not exceed one hour intervals under normal circumstances (reference [351 DM 1.4.B](#)). If the 15 minute time limitation is to be exceeded, prior approval by the SAM is required (reference [9400.45.C.2.a](#)).

- In certain circumstances, a position report may be given by some other descriptive location, such as reference to a mission grid-square map, a prominent known landmark, etc.
- Flight following may be conducted by FAA ATC if the mission flight is operating within Class B, C or D airspace, and with prior notification to dispatch.
- Position reports and tactical radio transmissions should not be given when operating within five miles of an airport in the “sterile cockpit” environment.

The BLM standard format for aviation operations is Degrees and Decimal Minutes (DDD° MM.MMM’). Reference BLM NAP Appendix 3 for additional details. Utilization of the correct format must be discussed between dispatch and the flight crew to assure accurate navigation.

Local/On-scene Flight Following: Local flight following by incident or project personnel may be implemented and utilized only when certain requirements are met and in place:

- Local flight follow procedures pre-identified and approved in the [9400-1a](#) or PASP for project operations and in conjunction with dispatch for tactical operations.
- Flight following procedures and responsibilities have been addressed in pre-flight briefings.
- Methods of flight following are in place and tested, including mandatory communication between designated flight following personnel and dispatch before flight operations begin. Positive communication with dispatch must be maintained continuously during the operational period.
- A positive, clean “hand-off” must occur between dispatch and the project site when local flight following begins and ends.
- Backup/alternate communication devices are in place, available and tested.
- A reporting interval not to exceed 15 minutes (or continuous visual contact) is maintained, and the location/status documented on a field radio log.
- Emergency accident and lost communication procedures must be briefed and understood by project flight following personnel, the pilot, flight manager, and dispatch.

Automated Flight Following (AFF): AFF is the preferred method of agency flight following by dispatch centers since the aircraft N-number/identifier, position, speed, and heading of each AFF-equipped aircraft is graphically depicted every two minutes. The ability to resume radio flight following will be maintained and utilized in the event the AFF system ceases to function (i.e. agency network internet connection failure or aircraft AFF transmitter failure). Reference the [National Interagency Standards for Resource Mobilization](#), Chapter 50 for specific direction regarding AFF.

5.10 Radio Frequency Management/Communications

BLM policies for radio communications are found in manual sections: [MS-1291 Radio Frequency Authorization Manual](#), and [MS-1292 Radio Communications](#).

Do not transmit on a frequency without formal approval from the authorized radio frequency management personnel at the local, state, regional or national levels.

5.11 Overdue, Missing or Downed Aircraft

An aircraft is considered “overdue” when it fails to arrive within 30 minutes past the estimated time of arrival (ETA) and cannot be located. An aircraft is considered “missing” when its fuel duration has been exceeded, it has been reported as “overdue” to the FAA and the FAA has completed an administrative search for the aircraft without success. If an aircraft is overdue, missing or downed, initiate the [Interagency Aviation Mishap Response Guide and Checklist](#) (PMS503). It is critical that the response plan is implemented, followed and documented throughout the duration of the event.

5.12 Mishap Response

The [Interagency Aviation Mishap Response Guide and Checklist](#) (PMS 503) outlines appropriate response to a loss of flight following, or an aircraft incident or accident. The plan describes procedures and requirements, including initiation of SAR, fire and medical response, notification of OAS Safety (1-888-4MISHAP) and BLM management. This guide (or equivalent) is specific to each unit and shall be available in all dispatch offices (reference [352 DM 3.5](#)). The guide must be updated annually by the date established in the state aviation plan. Dispatch centers are encouraged to augment the [Interagency Aviation Mishap Response Guide and Checklist](#) with additional local protocols and notification procedures and are required to test the plan at least annually through a simulation exercise.

- Timely upward reporting of any confirmed or potential accident or incident is critical. If there is any doubt on how any occurrence might be classified contact your: SAM, National Aviation Safety Program Manager or the National Division Chief, Aviation (in that order) for clarification.

The Interagency Aviation Mishap Response Guide and Checklist is available at:
<https://www.doi.gov/aviation/library/guides>

5.13 Transportation of Hazardous Materials

Transportation of hazardous materials aboard agency fleet and contracted aircraft must meet the requirements set forth in the [NWCG Standards for Aviation Transport of Hazardous Materials](#).

Transport of hazardous materials aboard commercial aircraft must be in accordance with that company’s policy.

5.14 Invasive Species Control

Aquatic invasive species are easily transported in a variety of ways (i.e., helicopter buckets, scoopers, fixed tank helicopters and SEATs utilizing open water sources, fire engines and water tenders, and other water handling equipment). Agency personnel should become knowledgeable in the preventive measures associated with mitigating the spread of aquatic plants and invertebrates. Aviation managers should consult with local unit resource advisors to acquire information associated with contaminated water sources, approved water sources, cleaning of equipment exposed to contaminated water requirements, and other pertinent information.

Work is underway to develop additional guidance and procedures in the cleaning of equipment that has been exposed to aquatic invasive. Additional operational guidelines for aquatic invasive species can be

found in the [Interagency Standards for Fire and Fire Aviation Operations](#), Chapter 12 and [Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations](#)

5.15 Fire Chemicals, Aerial Application Policy Near Waterways

Interagency policy only allows the use of a product that is qualified and approved for intended use. A qualified products list (QPL) is published for each wildland fire chemical type and maintained on the Wildland Fire Chemical Systems ([WFCS](#)) website.

Products must be blended or mixed at the proper ratio by approved methods prior to being loaded into the aircraft by authorized personnel, [Long-Term Fire Retardant Characteristics and Mix Factors](#).

Personnel involved in handling, mixing and applying fire chemicals or solutions shall be trained in proper safe handling procedures and use the PPE recommended on the product label and safety data sheet ([SDS](#)).

For operational guidelines on use of fire chemicals and the Policy for Delivery of Wildland Fire Chemicals near Waterways, reference the [Interagency Standards for Fire and Fire Aviation Operations](#), Chapter 12.

5.15.1 Stormwater Pollution Prevention Planning

Airtanker bases shall have appropriate spill containment measures in place. Bases should refer to the Stormwater Pollution Prevention Plan (SWPPP) for best management practices (BMP's) and procedures for their specific base. Consult with the local hazmat specialist on requirements. SWPPPs will need reviewed/updated annually and SWPPP training conducted for airtanker/SEAT base personnel.

SWPPP example can be found at: <https://www.nifc.gov/sites/default/files/blm/aviation/BLMseat/MRB-SWPPPtemplate.pdf>

5.16 Search and Rescue (SAR) (See also BLM NAP 3.14)

Agency line officers, managers or an IC may direct agency personnel to participate in SAR aviation missions on or over public lands.

- All personnel involved with SAR operations should remain within the scope of their employment.
- Proper planning, risk assessments and briefing the mission prior to an event will significantly reduce risk and improve the odds of success.
- SAR operations could lead to actions in conflict with DOI policy (reference BLM NAP 5.6 Emergency Exception to Policy).
- DOI policy ([900 DM 1](#) and BLM [H-1112-1.40.C](#)) and the [Federal Land Policy and Management Act](#) (43.U.S.C. 1742) provide authority to incur expenses and to take a temporary lead role in any SAR emergencies in which immediate and quick response can save lives.

5.17 Large Airtanker (LAT), and Very Large Airtanker (VLAT) Operations

Airtankers are a national resource and their primary mission is initial attack. GACCs mobilize these aircraft according to national and geographic area mobilization guides. In addition to federally-contracted airtankers, military airtankers with the Modular Airborne Fire Fighting System (MAFFS) and cooperator aircraft may be utilized to supplement the federal fleet through established agreements.

Operational considerations concerning LAT and VLAT operations can be referenced in the [NWCG Standards for Aerial Supervision \(SAS\)](#), and airtanker contract currently hosted by the USFS. Additional airtanker operations information can be found in the [Interagency Standards for Fire and Aviation Operations](#), Chapter 16.

5.18 Airtanker/SEAT Base Operations

The airtanker/SEAT base manager supervises fixed wing ground and retardant operations in accordance with the [NWCG Standards for Airtanker Base Operations](#) (SABO). The SABO standardizes operations and procedures at interagency airtanker/SEAT bases to ensure safe, efficient and effective operations in support of interagency goals and objectives.

An airtanker/SEAT base manager and required minimum staffing must be identified and in place prior to conducting operations.

Airtanker base manager (ATBM), SEAT manager (SEMG) and base support personnel responsibilities, training and currency requirements are outlined in the NWCG Standards for Wildland Fire Position Qualifications, [PMS 310.1](#).

Airtanker/SEAT base staffing requirements are located within the appendices of the [SABO](#) staffing levels must consider ramp operations, risk management and seven-day staffing. An airtanker/SEAT base may have operational limitations; refer to the appropriate base operations plan.

Airtanker/SEAT bases must develop and annually update their airtanker base/SEAT base operations plan (ABOP/SBOP). Additional administrative requirements (examples: FLIGHT/duty day logs/inspection) are located in the [SABO](#) or on the [NIFC–SEAT website](#).

5.19 SEAT Operations

Nationally Funded Preparedness SEATs (EU) as well as National On-Call SEATs are national resources. Their primary mission is initial attack. Mobilization is managed by dispatch centers with support by a national SEAT coordinator and aviation managers. The BLM is currently the host for the National On-Call SEAT Services Contract.

Operational considerations concerning SEATs can be referenced in the [BLM Nationally Funded SEAT SOP's](#), [NWCG Standards for Airtanker Base Operations](#) (PMS 508), [NWCG Standards for Airtanker Operations](#) (PMS-514), and the [NWCG Standards for Aerial Supervision](#) (PMS-505)

5.20 Foreign Airtanker Operations

The [National Interagency Standards for Resource Mobilization](#) identifies procedures for ordering foreign airtankers. Requests for foreign airtankers will be ordered through the GACC and forwarded on to NICC. In accordance with [351 DM 2.3.C](#) all airtanker make and models, regardless of nationality, must be approved by the Interagency Airtanker Board. Each aircraft and pilot(s) will be issued LOAs per the procedures outlined in [351 DM 4.1](#) and [351 DM 4.4](#) and the [National Interagency Standards for Resource Mobilization](#). Operations of foreign airtankers will be consistent with the procedures outlined in the [SAS](#).

5.20.1 Water Scooper Operations

Scooping operations may be conducted by single engine or multi engine water scoopers. Operational considerations can be found in the [NWCG Standards for Water Scooping Operations](#) (PMS-518) and appropriate water scooper contract. Currently the USFS is the host for the Multi Engine Water Scooper Contract, with the BLM as the host for the National On-Call Single Engine Water Scooper Contract.

Local units and states should incorporate water scooper planning into local unit aviation plans and state aviation plans.

Coordination of water scoopers is done at the national, geographic, state, and local units.

Both multi engine and single engine water scoopers must have an aircraft manager identified. Multi-engine water scoopers must be managed by a qualified Amphibious Water Scooper Manager ([AWSM](#)). A SEMG, ATBM, or AWSM may administratively manage up to four single engine scooper aircraft if co-located out of the same location.

5.21 Air Attack, ASM and Lead plane Operations

These air tactical resources conduct operations in accordance with the [SAS](#) and the policies and procedures prescribed in the [Interagency Standards for Fire and Fire Aviation Operations](#). Dispatch and ordering procedures are accomplished in accordance with the geographic area and [National Interagency Standards for Resource Mobilization](#).

The [SAS](#), Aerial Supervision Logbook and associated forms are located on the NWCG website: <http://www.nwcg.gov/publications>

Aerial supervision resources will be dispatched, when available, for initial and extended attack to enhance efficiency and safety of ground and aerial operations. The rapid response speed of aerial supervision aircraft is critical to maximizing initial attack safety, effectiveness and efficiency. This includes responding to incidents outside of the dispatch zone and GACC boundaries.

The IROC status of BLM exclusive use air attack aircraft and personnel will be updated daily as GACC available. Aircraft and personnel will be released from incident at the end of each day to be available for IA the following day.

In accordance with NAP 2.5 (FMO Duties) BLM exclusive use aircraft will be staffed for seven-day coverage throughout the contract period. Regular agency employees should be prioritized ahead of casual (AD) employees to staff the aircraft in the event the assigned agency employee is not available (days off, etc.).

Air tactical aircraft must meet the avionics typing requirements listed in the [SAS](#) and the pilot must be carded to perform the air tactical mission.

The BLM Air Attack Program is managed by the BLM Aerial Supervision Program Manager. This position will provide oversight for operational and strategic movement of nationally-funded exclusive use ATGS aircraft in coordination with the National/GACCs to optimize response efficiency and effectiveness during all planning levels.

- The BLM Aerial Supervision program manager or designated fixed wing coordinator GACC representative shall be consulted on all orders outside of the hosting GACC.

- Factors that should be considered include but are limited to:
 1. Closest resource
 2. Days off schedule
 3. Continued GACC and local coverage
 4. Scheduled maintenance
 5. Pilot schedules
 6. Weather and fire behavior forecast
- Closest resources apply to all immediate fire responses. This does not include GACC aviation preposition orders on regional support codes.

5.21.1 Aerial Supervision Personnel

Personnel associated with aerial supervision will be trained to the standards in NWCG PMS [310-1](#) and the Standards for Aerial Supervision ([SAS](#)). Training and qualification requirements for ASM crewmembers are defined in the [SAS](#). Individuals performing duties as an AITS or ATP must be certified and authorized by the BLM NAO. AITSs will match days off with the ATP on the aircraft they are an aircrew member on. This is for the purpose of maximizing aircraft and crew availability.

ATGS training and currency requirements are contained in NWCG [PMS 310-1](#). However, additional currency requirements for BLM ATGS are defined in the [SAS](#). The ATGS Cadre monitors and coordinates ATGS personnel and training at the GACC level and coordinates with national program managers, SAMs, GATRs, and the ATGS Cadre Chair.

Personnel who are performing aerial reconnaissance and detection will not perform aerial supervision duties unless they are fully qualified as an ATGS and the aircraft is equipped and carded for air tactical operations (reference BLM NAP 5.27.2&3 for additional information on aerial observation).

5.22 Helicopter Operations

All BLM helicopter operations must be accomplished in accordance with the [NWCG Standards for Helicopter Operations, \(NSHO\)](#), unless otherwise waived by the NAO and/or the aircraft contract.

All helicopter personnel responsibilities are outlined in the NWCG Position Catalog. CWN personnel training and currency requirements are contained in the NWCG PMS 310-1 to include the Federal Wildland Fire Qualifications Supplement.

The applicable hover out of ground effect (HOGE) chart will be used to determine payload limits for all BLM helicopter operations for the first-time landing into remote landing sites, or when the pilot deems that environmental conditions warrant use of HOGE chart.

Helicopters operations must meet the daily minimum staffing levels defined by [NSHO](#) (Chart 2-1). Exceptions to minimum daily staffing are noted in the Helicopter Minimum Staffing Exceptions section of the NSHO.

Utilization of the Robinson R-44 helicopter shall be addressed in the state aviation plan. Additionally, the aircraft user shall review OAS Safety [Information Bulletin NO. 05-02](#) “R-44 Helicopters” prior to ordering.

5.22.1 Helitack Crews

BLM exclusive use (EU) contracted helicopters will be managed and staffed with EU helitack crews. EU helitack minimum crew staffing, training and currency requirements are contained in the [Interagency Standards for Fire and Fire Aviation Operations](#). Each unit hosting an exclusive-use helicopter is responsible for providing essential management, overhead, equipment, facilities and the resources necessary to fully support the helitack crew.

Fire Helicopter Crew Position Descriptions and Selective Placement Factors:

Guidance for utilization of DOI standard position descriptions and selective placement factors when recruiting and filling positions on BLM exclusive use helitack crews can be found at [BLM Fire 0456 Series Toolbox](#). The DOI standard position descriptions (SPDs) and the National Wildfire Coordinating Group (NWCG) qualification requirements will be utilized when recruiting and filling positions on exclusive use helitack crews. Human resources specialists should first consult FMOs for questions on NWCG qualifications or the Interagency Fire Program Management (IFPM) position standards.

All EU helitack crew are considered primary initial attack and extended attack resources and are staffed to support local dispatch response areas as well as GACC to GACC and national mobilization. Crews are responsible to ensure safe, efficient and effective operations in support of agency and interagency goals and objectives.

Hoverfill operations are authorized for BLM exclusive use helicopter crews and aircraft. Before an exclusive use helitack program utilizes hoverfill operations; training, risk management and operational procedures must be outlined and approved within their unit aviation/helitack operations plan.

Helicopter Emergency Longline Last Option (HELLO):

The HELLO mission is defined as transporting a critically injured person from an otherwise inaccessible location using a helicopter longline. HELLO is considered a last resort option, when other methods are unavailable or cannot respond in the necessary time frame for life preservation. HELLO can be considered, utilizing available resources in the field, to perform such a rescue, when faced with this type of life-threatening situation. HELLO should be performed by exclusive use helicopter programs if possible. The ultimate goal is to get a critically injured patient to definitive care (hospital) by the quickest means available. HELLO supporting documents can be referenced at: [BLM Helicopter Web Page](#).

National BLM approval is required for new program requests to host the following:

- Cargo Letdown
- Short-Haul
- Rappel
- Fast Rope
- Single-Skid, Toe-In, and Hover Exit/Entry Operations (STEP)

Requests for approval are initiated by a state office to the NAO with the final approval made by the Division Chief, Aviation. The “BLM Aviation Enhancement Application Form” has been developed for these requests (reference BLM NAP 3.23).

5.22.2 Single Skid, Toe In and Hover Exit/Entry Procedures (STEP)

All BLM EU helitack programs, which are approved to conduct STEP, must outline STEP operations in their local aviation plans and adhere to the policies and procedures outlined in [OPM-40](#). Exclusive use helicopter programs interested in implementing a STEP program must follow the steps for new program requests in section 3.23 of the NAP.

5.22.3 Cargo letdown

BLM cargo letdown will be conducted in compliance with the BLM Cargo Letdown Operations. Exclusive use helicopter programs interested in implementing cargo letdown operation must follow the steps for new program requests in section 3.23 of the NAP.

5.22.4 Type-1 Helicopter Program

The BLM Type 1 Helicopter Program has a primary mission of initial attack. While most effective at providing rapid initial response, the crew is well equipped to respond to extended attack incidents and critical need missions on large fires. Extended attack incidents that utilize the crew to fill critical positions, should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned. BLM states may request to preposition the helicopter and crew, either directly to the BLM State Duty Officer hosting the crew, or through the National Duty Officer (208-387-5876) followed by a resource order placed through the established dispatch channels.

5.22.5 Short-Haul Operations

All BLM short-haul operations will be conducted in accordance with [OPM-32](#) and the BLM Short-Haul Operations Plan. Programs interested in implementing a short-haul program must follow the steps for new program requests in section 3.23 of the NAP.

5.23 Aerial Ignition Operations

Aerial ignition operations and projects are accomplished in accordance with the [NWCG Standards for Aerial Ignition](#) (PMS-501).

The DOI On-Call Small Helicopter contract provides for vendor supplied helitorch equipment and mix/load personnel. If a vendor supplied helitorch operation is desired, the CO must be contacted prior to ordering. The CO will negotiate the helitorch services pricing.

5.24 Wild Horse & Burro Operations (WH&B)

Wild Horse and Burro operations will be conducted in accordance with the BLM [WH&B Aviation Management Handbook H-4740-1](#), the DOI OPM-33 and NAP 4.3.2 Project Aviation Safety Planning, if conducted as a flight service contract (reference NAP 3.9 for end product contract procedures).

5.25 Aerial Capture, Eradication and Tagging of Animals (ACETA)

ACETA will be conducted as per the DOI [OPM-33](#) if conducted as a flight service contract (reference NAP 3.9 for end product contract procedures). The DOI On-Call ACETA contract has been established to acquire vendor services for ACETA and WH&B operations.

5.26 Smokejumper Operations

Smokejumper dispatch and ordering is accomplished in accordance with the Great Basin, Alaska and [National Interagency Standards for Resource Mobilization](#).

5.26.1 Smokejumper Personnel

Smokejumpers: Smokejumper operations are performed according to the Interagency Smokejumpers Pilots Operations Guide (ISPOG) and the policies and procedures prescribed in the [Interagency Standards for Fire and Fire Aviation Operations](#).

Smokejumper Pilots: The ISPOG serves as policy for smokejumper pilots' qualifications, training and operations.

5.27 Light Fixed Wing Operations

Fixed wing dispatch, ordering and operations must be accomplished in accordance with state and unit aviation plans. At minimum flights must meet the requirements outlined in NAP 3.17 for flight scheduling/operations.

5.27.1 Low-level Flight Operations (Less than 500' AGL):

The only fixed-wing aircraft missions authorized for low level operations are:

- Smokejumper/para-cargo
- ASM and lead operations
- Retardant, water and foam application
- Seeding/spraying
- Other missions approved by a PASP (i.e., resource recon <500' AGL)

Operational Procedures:

- Fixed-wing aircraft and pilots must be specifically approved for low-level flight operations.
- No passengers are allowed. Non-pilot participants must be qualified as Aircrew Member.
- A high-level recon will be made prior to low-level flight operations.
- All flights below 500 feet will be contained to the area of operation.
- PPE is required for all fixed-wing, low-level flights (reference IALSE Handbook). Flight helmets are not required for multi-engine airtanker crews, smokejumper pilots, leadplane and ASM flight/aircrew members.

5.27.2 Aerial Observer

The purpose of aerial observer is to locate and relay fire information to fire management. In addition to detecting, mapping and sizing up new fires, this resource may be utilized to describe access routes into and out of fire areas for responding units.

Flights as an aerial observer and referenced as "Patrol or Detection" designation should communicate with tactical aircraft only to announce location, altitude and to relay their departure direction and altitude from the incident. Training requirement can be found in the [Federal Wildland Fire Qualifications Supplement](#).

Only qualified aerial supervisors (ATGS, ASM, HLCO and LPIL) are authorized to coordinate aircraft operations in incident airspace and give tactical direction to aviation assets.

5.27.3 Non-Fire Reconnaissance

BLM non-fire fixed wing mission flights require at least one agency person on that flight or at the departure/arrival base meet the IAT requirements for Fixed-Wing Flight Manager – Special Use or NWCG comparable position. Reference the [IAT Guide](#) One-Way NWCG Position to IAT Position Crosswalk.

5.27.4 Single Engine IFR/Night Flight

For single engine night flight reference [351 DM 1.3](#).

5.27.5 Backcountry Airstrip Operations

Reserved

5.28 Law Enforcement Operations (LE)

LE personnel involved in any aviation operation will adhere to DOI and Bureau aviation policy. Local LE personnel that are required to utilize aircraft to support LE operations shall discuss all aspects of the operation with the UAM or SAM, well in advance of operations (exception see Sec 3.14 & 5.6 of the NAP). The BLM SAM must be briefed on all BLM LE involvement in short-haul missions occurring within their state. The UAM will review all LE PASPs prior to commencing operations. Line officers shall be informed of LE aviation activities within their area of responsibility.

LE personnel involved with aviation activities shall receive and be current in required aviation training (NWCG and/or IAT) commensurate with the aviation position they will fill prior to any aviation operations.

LE personnel will utilize aircraft and pilots that have been approved by OAS (carded/LOA/MOU) for the intended use.

Aircraft contracted for fire/resource operations are allowed to conduct non-threatening surveillance and reconnaissance LE missions only.

- Certain LE operations could lead to actions in conflict with DOI policy (reference BLM NAP 5.6 Emergency Exception to Policy).
- Certain exceptions to policy for undercover LE operations are addressed in [351 DM 1.6.D](#).

5.29 Uncrewed Aircraft Systems (UAS) (see also BLM NAP 3.16)

Minimum Operational Requirements: The following requirements must be met prior to any operational use of UAS:

- Approved operations plan:
 - PASP (non-fire/incident, planned project)
 - Flight by notification (non-fire/incident spontaneous flight)
 - Fire/Incident: See below.
- Airspace authorization (part 107, DOI/FAA MOA, COA, or SGI).
- Certified Remote Pilot(s) possessing DOI (OAS 30-U) and FAA remote pilot certificates.
- Certified UAS and current UAS data cards (OAS-36U).
- A NOTAM must be filed for all operations other than standard part 107 flights.
- UAS NOTAMs are depicted online on the [Sky Vector website](#).
- Personally-owned UAS or model aircraft **may not** be used by federal agencies or their employees.

Interagency Fire/Incident UAS Operations:

- Fire/incident UAS operations information is posted on the [Interagency Fire UAS Website](#).
- Questions pertinent to incident UAS operations or UAS ordering should be routed to the UAS Fire Coordinator at 208-387-5335.

- Fire/incident flights shall be conducted in accordance with the [NWCG Standards for Fire UAS Operations](#) (PMS 515) and the [Interagency Standards for Fire and Fire Aviation Operations](#).
- Flights within a TFR require a Special Government Interest Waiver (SGI). **SGI requests shall be routed to the FAA via the UAS Fire Coordinator (208-387-5335).**
- Cooperators, pilot associations and volunteer aviation groups or individuals may offer to fly unmanned aviation missions (i.e., aerial surveys, fire reconnaissance, infrared missions, etc.) at no charge to the IMTs. Although these offers seem very attractive, we cannot accept these services unless they meet FAA and USFS/DOI policy.

5.30 Fleet Aircraft

The BLM currently operates seven Fleet aircraft. N49SJ, N190PE, N32PX, N437CC, N618, N162GC and N700FW are DOI-owned aircraft operated by the BLM.

- N49SJ is a De Havilland DHC-6 Twin Otter; the primary mission is smokejumper delivery. BLM NAO provides overall management of the aircraft. The aircraft is assigned to the Great Basin Smokejumpers, in Boise, Idaho.
- N190PE is a Pilatus PC-12; the primary mission is utility and fire logistics support. BLM NAO provides overall management of the PC-12. The aircraft is assigned to Alaska Fire Service a portion of the year and Boise NAO the balance of that year.
- N32PX is a Cessna 206; the primary mission is as a utility aircraft. The BLM Alaska-Office of LE and Security will have primary use of the aircraft through the calendar year flown by dual function special agent/ranger-pilots. The management of the aircraft will fall under the BLM Alaska Aviation Office with mission management under AFO/AKSO and Anchorage Interagency Dispatch Center.
- N437CC is a CubCrafters CC-18-180 Top Cub. The primary mission is as a utility aircraft. The BLM Alaska Office of LE and Security will have primary use of the aircraft through the calendar year and flown by dual function special agent/ranger-pilots. The management of the aircraft will fall under the BLM Alaska Aviation Office with mission management under FDO/AKSO and Anchorage Interagency Dispatch Center.
- N618 and N162GC are Beechcraft Super King Air B200's; the primary mission is ASM/Leadplane operations. BLM NAO maintains overall management responsibility. These aircraft are assigned to the National Aviation Office.
- N700FW is a Quest Kodiak K-100; the primary mission is utility and fire logistics support. BLM NAO provides overall management of the K-100. The aircraft is assigned to Alaska Fire Service a portion of the year and Boise NAO the balance of that year.

The BLM currently operates more than 100 remote systems aircraft. All BLM remote aircraft systems are DOI-owned aircraft operated by the BLM.

- Type 3 Remote Systems: Larger heavy lift aircraft with EO/IR sensor.
- Type 4 Remote Systems: Smaller backpack-size aircraft with EO/IR sensor.

BLM fleet aircraft are operated in accordance with the BLM Fleet Aircraft Standard Operations Procedures Guide (reference BLM NAP Appendix 6).

5.31 Non-Federally Approved Aircraft

Reference [Interagency Standards for Fire and Fire Aviation Operations](#), Chapter 16 for protocols regarding utilization of non-federally approved aircraft in response to federal wildfire:
<https://www.nifc.gov/standards/guides/red-book>

5.32 Snow Operations

All snow operations will be conducted per Departmental Policy. [351 DM1.3 J\(4\)](#) Snow Operations, [351 DM1.6](#) Special Operations (A) Cold Weather & [351 DM 1.7](#) Special Use Activities.

6.0 Aviation Training

6.1 General

Aviation training is essential to ensure that BLM maintains a safe and efficient aviation operation in pursuit of the Bureau's mission. Aviation users, supervisors and managers need to make certain that they and their employees are knowledgeable of the inherent hazards of aviation operations and have been provided the necessary skills, training and equipment to be successful conducting aviation operations. There are two separate, but linked, training programs for BLM Aviation: NWCG fire curriculum and Interagency Aviation Training (IAT) non-fire curriculum.

6.1.1 Fire Training and Qualifications

The NWCG guides fire and fire aviation qualifications. Personnel serving in NWCG positions need only meet the qualification and currency requirements required in the [NWCG Standards for Wildland Fire Positions Qualifications, PMS 310-1](#) or other interagency guidance as appropriate (smokejumper Spotter, ATS, ATGS, LPIL, BLM Exclusive Use Helitack, etc.).

BLM agency-specific qualifications not in the [PMS 310-1](#) can be found in the [Federal Wildland Fire Qualification Supplement](#).

6.1.2 Aviation Training for Non-Fire Flight Activities and Positions

The DOI Aviation User's Interagency Aviation Training Program (IAT) regulates the "non-fire" aviation training requirements for Bureau personnel. Individuals holding a current qualification under the Incident Qualification Certification System (IQCS) may also be qualified to perform some equivalent non-fire aviation positions under IAT guidelines and do not require additional IAT training. Reference: One-Way NWCG Position to IAT Position Crosswalk located within [Interagency Aviation Training \(IAT\) Guide](#).

Training requirements for non-fire aviation positions are located in [OPM 04](#) and the [Interagency Aviation Training \(IAT\) Guide](#). A description of each position and role can be found in the [Interagency Aviation Training \(IAT\) Guide](#). See Section 2.6 Aviation Positions, for additional information regarding BLM implementation of IAT position training requirements.

Aircrew Member: An Aircrew member is a person working in and around aircraft who is essential to ensure the safety and successful outcome of the mission. Aircrew Members are required to:

- Be on board or to attend to the loading and unloading of passengers and cargo at all landings and takeoffs.
- Attend to external loads.
- Ensure all passengers have received a safety briefing prior to all flights.

Required training:

- A-100* Basic Aviation Safety (BLM requires the initial training be completed in a classroom)
- A-110* Aviation Transportation of Hazardous Materials
- A-200* Mishap Review

*Required every three years

An employee may be authorized to complete the initial aircrew member training online, on a case-by-case basis, at the discretion of the SAM. A written request must come from the employee's supervisor to the SAM explaining why it is not feasible to attend and complete a classroom A-100 Basic Aviation Safety

course prior to the day of the mission. If authorization is approved, additional requirements may be added at the discretion of the SAM.

BLM requires personnel involved with helicopter external load operations comply with the following:

- All personnel involved in hover hook ups must complete S-271 Helicopter Crewmember or A-219 Interagency Helicopter Transport of External Loads.
- All personnel involved in long line work must be either:
 - Currently qualified as a Helicopter Crewmember (HECM). -or-
 - Currently qualified as an Aircrew Member and completed A-219.

Documentation for non-fire personnel, indicating the completion of the required training to perform external load work must be maintained at the interagency aviation training website: <https://www.iat.gov/>. BLM requires triennial attendance of A-219 and A-110 for any aircrew member performing external load operations.

BLM Pilot – Fleet (2101, 2181 position series) & Incidental/Dual Function:

All pilots will be entered into a pilot training program approved by the BLM Division Chief, Aviation.

Minimum pilot training requirements for DOI employee pilots are outlined in [OPM-22](#).

6.2 Management Responsibility

Supervisors and managers are those individuals that have management or supervisory oversight responsibilities for programs using aviation resources for mission accomplishment.

6.2.1 Supervisors

A person who supervises employees that use aircraft to accomplish Bureau programs (first and second level supervisors). These may include but are not limited to such positions as state fire management officers and their deputy/assistant, district fire management officers, dispatch center managers, wild horse and burro program supervisors and LE supervisors.

Required Training:

- *M-3 Aviation Management for Supervisors (initial course either in a classroom or online)
- *A-200 Mishap Review

*Required every three years

6.2.2 Line Managers

Line managers are those individuals who are responsible and accountable for using aviation resources to accomplish BLM programs. These may include but are not limited to such positions as state directors and their deputy/associate, district managers, field office managers, fire and aviation assistant and deputy assistant directors.

Required Training:

- *M-3 Aviation Management for Supervisors (initial course either in a classroom or online)
-or-
- *M-2 DOI Aviation Management for Line Managers briefing

*Required every three years

6.2.3 Aviation Managers at the Local, State and National Level

Individuals with aviation management responsibilities for a unit, state, regional or national level and serve as a focal point for aviation services and management. These include such positions as unit aviation managers (UAM/UAO), state, regional and national program managers, and helicopter and fixed-wing operations specialists. Aviation managers must meet the training requirements outlined in the IAT Guide.

6.2.4 Aviation Contracting Responsibilities: COR Training Requirements

BLM CORs and alternate CORs on BLM exclusive use contracts are required to have training in DOI aviation policy, basic contract administration, and contract performance verification and understanding technical aspects of contracts. Initial and recurrent COR training requirements can be found in the DOI COR Manual or obtained from AQD COs. CORs are required to be registered in the FAI Cornerstone OnDemand (CSOD) and be certified as a COR by the Federal Acquisition Institute before performing the duties of the position on a DOI contract. [FAC-COR](#) initial requests and renewal/maintenance requests should be submitted through the lead acquisition official in the state for submission to the Bureau Procurement Chief in HQ. These should not be submitted directly to DOI.

6.2.5 Contractor and Cooperator Pilot Training

BLM aviation managers at all levels are responsible for assuring that contractors and cooperators are provided adequate briefings of mission requirements, standards and procedures. This may be accomplished through classroom training, computer-based training, simulations, pre-work conferences, aircraft and pilot inspections, pre-flight briefings or other appropriate venues.

6.2.6 Pinch Hitter Training

Pinch Hitter training is encouraged to be completed by aviation personnel whose primary job requires extended flight time as an aircrew member, Spotter, ATGS or reconnaissance duties. Requests for training should be routed via your immediate supervisor to your respective SAM.

6.3 Instructor Standards

- Standards for NWCG Instructors are outlined in NWCG [Standards for Course Delivery PMS 901-1](#).
- Instructors for IAT courses will meet the IAT instructor requirements of the [Interagency Aviation Training Guide](#).

6.4 Development

The NAO offers an Aviation Leadership Development Initiative (ALDI) opportunity for aircraft managers and unit aviation managers. This opportunity is available to GS-7 to GS-9 individuals who currently have aviation management responsibilities along with an interest in a career in aviation management. An IM is issued periodically informing potential candidates of the opportunity and application process. The program runs approximately 24-28 months, while maintaining the employees' current position requirements.

Aviation/Pilot and Pilot Mentor Developmental Program: The NAO has two Aviation/Pilot Developmental Programs that provide training for employee development in the aviation manager and pilot career paths. The objective for these positions is to develop well qualified aviation managers and pilot candidates with the necessary skills and background to compete for interagency aviation vacancies at the state and national level. These opportunities are for BLM employees that meet the requirements of

351 DM 3.2 and have identified career goals in flight operations. These programs are filled on an as needed basis and as candidates are identified.

7.0 Airspace Coordination

7.1 Interagency Airspace Coordination

Interagency airspace coordination is accomplished through the Interagency Airspace Subcommittee (IASC) chartered under the NIAC. Guidance and education is provided through the [NWCG Standards for Airspace Coordination](#).

7.2 Flight Planning, Hazards and Obstructions

It is the pilot's responsibility to plan the flight and meet the requirements of 14 CFR 91.103 Preflight action. It is the flight manager's responsibility to provide information to the pilot for the project area and mission objectives. It is the aircraft dispatcher's responsibility to inform the aircrew of "boundary airspace" issues and coordinate with neighboring dispatch centers (reference Airspace Boundary Plan, Sec 7.6). State/districts are responsible to maintain and annually update a known aerial hazard map for the local geographic area where aircraft are operated, regardless of agency jurisdiction. These maps must be posted at: operating bases, aircrew briefing packages, and dispatch office. The following hazards or locally significant areas should be depicted:

- Military Airspace – Warning Area (WA), Restricted Area (RA), Military Operations Area (MOA), Alert Area (AA), Prohibited Area (PA), Military Training Routes (MTRs) such as instrument flight rules military training routes (IR), visual flight rules military training routes (VR), Controlled Firing Areas (CFA), Slow Routes (SR), Aerial Refueling Routes (ARs) and Low Altitude Tactical Navigation (LATN) Areas
- Airspace – Class B/C/D and National Security Areas
- Airports/airstrips – public and private, military
- Dispatch zone boundaries
- Parachute, hang glider, rocket, model airplane operating areas
- Towers over 200 feet. Other towers below 200 feet as locally determined significant (i.e MET towers)
- Wires – Major transmission lines, other lines determined locally as significant (wires crossing – canyons, rivers, lakes, near airports)
- Update/Revision date

7.3 Fire Traffic Area (FTA)

The FTA provides agency communication protocol through a standardized structure to enhance air traffic separation over wildfire or all-risk incidents. The structure emphasizes established communications, clearances and compliances. See the [SAS](#) for details.

7.4 Temporary Flight Restriction (TFR)

To enhance safety during an incident, the FAA may be requested to issue a TFR that closes the airspace to non-participating aircraft (with some exceptions). While there are currently nine different types of TFRs, the most common TFR for wildfire is 14 CFR 91.137 (a) 2 which is explicit as to what aviation operations are prohibited, restricted or allowed. Aviation Managers requesting a TFR should be familiar with the ordering procedures, coordination protocol and exceptions that are outlined in Chapter 6 of the [NWCG Standards for Airspace Coordination](#). TFRs are not authorized by the FAA for resource

management projects or planned prescribed fires. A NOTAM D may be requested through the aircraft dispatcher at a local GACC who will contact the local flight service station.

Presidential (VIP) TFRs (91.141) involve a set of concentric circular temporary flight restrictions with a 10 nautical mile diameter inner ring inside a 30 nautical mile outer ring. Flights within the Presidential TFRs require coordination well in advance of the TFR implementation. For further information, contact a qualified airspace coordinator.

7.5 National Firefighting Aircraft Transponder Code (1255)

The FAA has provided the **1255** transponder code as the national designation for firefighting aircraft. It is not agency specific. The code must be utilized by aircraft responding to and operating over fire incidents supporting suppression operations unless otherwise directed by ATC. It is not to be used for repositioning or during cross-country flights. It is authorized specifically for firefighting and is not to be used for FEMA or all-risk disasters. Reference [NWCG Standards for Airspace Coordination \(PMS 520\)](#) and [NWCG Standards for Aerial Supervision \(PMS 505\)](#).

7.6 Airspace Boundary Plan

When resources are dispatched by multiple units to an incident or area that shares a common boundary, care should be taken to ensure safe separation and communication of responding aircraft. Boundary plans should be prepared that focus on a 10 NM wide “neutral airspace” corridor for mutual or exchanged initial attack areas or zones. Agencies conducting flight activity within the boundary corridors should implement notification procedures to adjoining agencies and cooperators (reference [NWCG Standards for Airspace Coordination](#), Chapter 7 for details).

7.7 Airspace Deconfliction

While the word “deconflict” is not in the dictionary, it is a commonly used aviation term describing the process of reducing the risk of a mid-air collision or a TFR intrusion. Airspace deconfliction should occur for both emergency response and non-emergency aviation activities.

Deconfliction can be accomplished through the following measures:

- Pilots must obtain all information pertinent to flight before flying. This is accomplished by obtaining a briefing from the FAA through the Flight Service Stations. This is the official source of NOTAM information.
- Dispatching units should obtain scheduling information from DOD units that have special use airspace or military training routes and share this information as “Aircraft Hazards” information on the NWCG Aircraft Dispatch Form, PMS 250 when the aircraft are dispatched. For non-emergency flights, information should be shared through common communication protocol.
- A variety of aviation internet websites are frequently used for obtaining airspace information, the user must be aware of any disclaimers regarding the timeliness of the information posted. The FAA’s U.S. NOTAM office provides current TFR information through DOD Internet NOTAM Service (DINS) at: <https://www.notams.faa.gov/dinsQueryWeb/> and <http://tfr.faa.gov/tfr2/list.html>

7.8 Airspace Conflicts

Aviation personnel have a responsibility to identify and notify the air route traffic control center (ARTCC) and report conflicts and incidents through the Interagency SAFECOM System to assist in the resolution of airspace conflicts. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include near mid-air collisions (NMAC), TFR intrusions and FTA communication non-compliance. Further guidance is available in the [NWCG Standards for Airspace Coordination](#), Chapter 8.

7.9 Operations Along Foreign Borders

All aircraft operations along border patrol zones require coordination with the U.S. Border Patrol. The dispatch centers with foreign border zones will have an operational plan detailing the coordination measures with the U.S. Border Patrol Air Marine Operations Center (AMOC). All pilots and aircrews will be briefed about border zone flight procedures.

7.10 Airspace Agreements – Memorandums of Understanding

When Special Use Airspace (SUAs), MTR's, Slow Routes (SRs), or Aerial Refueling Routes (ARs) are located over public lands administered by BLM or in areas frequently utilized for flight operations (fire or non-fire), the BLM should consider instituting an agreement with the appropriate DOD entity that schedules the airspace. Airspace agreements provide DOD and local agency dispatch centers and aviation managers with a tool that shares contact information and defines protocols for time-critical airspace deconfliction, response coordination and resolution of issues.

A template and sample format are provided in the [NWCG Standards for Airspace Coordination](#), Chapter 12.

7.11 Emergency Security Control of Air Traffic (ESCAT)

ESCAT may be implemented due to an air defense emergency as directed by the North American Aerospace Defense Command (NORAD). Reference [NWCG Standards for Airspace Coordination](#), Chapter 4.

8.0 Aviation Security – Facilities/Aircraft

8.1 Aviation Security Policy

The policies and procedures in this chapter are intended to make the theft of BLM-owned or contracted aircraft difficult and time consuming and therefore an unattractive target to potential criminals or terrorists. The BLM security program includes the following elements:

Department of Interior Security Policy: Departmental Manuals [444-1](#) and [352 DM 5](#) set forth the security requirements for all DOI aviation facilities and assigned aircraft. Reference DOI Aviation Security Policy [352 DM 5](#):

Scope and Applicability

- To the extent applicable, the policies and procedures established herein are intended to supplement the minimum physical security standards detailed in 444 DM 1, Appendix A. Nothing in this chapter reduces the requirements prescribed by 444 DM 1, Physical Protection and Building Security, or any other requirement established by law or authority as it pertains to DOI aviation operations.
- The policies and procedures established herein are applicable to all BLM aviation facilities and aircraft owned or controlled by the DOI.
- Contractors are solely responsible for the security of their aircraft while under the control of the DOI. All DOI aviation contracts will include language describing the DOI aviation security policies applicable to contractor operations and require contractor compliance with those policies.

Definitions:

The term “aircraft operations area” (AOA) means the area within an aviation facility in which flight-capable aircraft are present for any purpose, including but not limited to the loading or unloading of cargo or passengers, refueling, maintenance, parking and storage.

The term “aviation facility” means any DOI-owned or controlled real property used for aircraft landing and takeoff at which DOI-owned or controlled aircraft are permanently based. ([352 DM5.4B](#))

The term “control” is used in two contexts.

- As it relates to aviation facilities, the term “control” refers to the condition existing when a BLM entity has authority to institute, modify or otherwise effect physical security changes at an aviation facility regardless of property ownership.
- As it relates to aircraft, the term “control” means “operational control” as defined in the Federal Aviation Regulations at 41 CFR 1.1: “Operational control with respect to a flight means the exercise of authority over initiating, conducting or terminating a flight.” This definition is independent of aircraft ownership.

The term “dual-lock method” means using a combination of two locking devices or methods to physically secure or disable a parked aircraft for the purpose of reducing the probability of aircraft theft and associated misuse by unauthorized persons.

The term “risk assessment” refers to the result of a combined threat and vulnerability assessment. It can generally be characterized as an analysis of the probability of serious impact or damage resulting from a known or postulated threat successfully exploiting one or more vulnerabilities.

Risk Assessment

A “risk assessment” will be conducted for each BLM aviation facility (see definition above). Each aviation facility risk assessment will be periodically reexamined and adjusted as necessary to ensure it accurately reflects current conditions. At a minimum, reexaminations shall be conducted and documented every 2 years.

Security Plans

Security plans will conform to the following conditions:

- The [Field Reference Guide for Aviation Security for Airport or other Aviation Facilities](https://www.doi.gov/aviation/library/guides) is intended to provide a standardized method of assessing aviation airport facilities. Each unit is encouraged to utilize this written document to identify the appropriate level of security planning needed. <https://www.doi.gov/aviation/library/guides>
- Individuals preparing aviation facility security plans can reference the [TSA Security Guidelines for General Aviation Airport Operators and Users](https://www.tsa.gov/publications/tsa-information-publication-a-001). TSA Information Publication A-001, which is available on the TSA Website at www.tsa.gov.
- The scope and depth of the aviation facility security plan should be commensurate with the size and operations complexity of the facility for which it is prepared.

BLM Specific Policy/Guidance:

BLM HSPD12 Policy: <https://www.nifc.gov/about-us/our-partners/blm/aviation/security>

8.2 USFS Facilities Security Assessments

Reserved

8.3 USFS Security Response Actions

Reserved

8.4 General Aviation Security Awareness Programs

The BLM utilizes the AOPA Airport Watch Program for Security Awareness:

<http://www.aopa.org/airportwatch/>

The Department of Homeland Security (DHS) TSA implemented a national toll-free hotline that the general aviation (GA) community can use to report any “out-of-the-ordinary” event or activity at airports. The hotline is operated by the National Response Center and centralizes reporting to the appropriate local, state and federal agencies.

To report any suspicious activity at your airport- Call (866) GA-SECURE (866) 427-3287.

8.5 Cooperators Aircraft Security

Military or government agency cooperator aircraft under DOI operational control shall adhere to their department-specific aircraft security policies.

8.6 Aircraft Physical Security Requirements

At any time an aircraft, controlled or owned by the DOI, is not directly attended by its assigned flight crew, ground crew or government managers, it will be physically secured in a manner that disables the aircraft from being utilized.

Exceptions

- Military or government agency cooperator aircraft under DOI operational control. Such cooperator aircraft shall adhere to their department-specific aircraft security policies.
- Aircraft mechanically incapable of flight.

Security Devices: The DOI aircraft contracts specify the aircraft security measures and it is the contractor's responsibility for the aircraft security. Approved security devices require using a dual lock method consisting of any combination of anti-theft devices attached to the aircraft for the sole purpose of locking flight controls, aircraft power or directional ground movement. Pilots and aircrews must be diligent in pre-flight procedures to prevent engine start up with security measures in place. These may include any combination of the following:

- Locking hanger doors
- Keyed Magneto, starter or master switch
- Hidden battery cut-off switches
- Throttle, mixture/fuel, fuel cut-off locks
- Control surface gust-locks; propeller locks (chain, cable, mechanical) - (airplane only)
- Locking wheel, chock or aircraft tie downs
- "Club-type" devices for control yoke

8.7 Aviation Facility Security Requirements

Security risk assessments will be performed on all BLM aviation facilities and aviation airport facilities (AAF) which meet the definition of "aviation facility", using the [Field Reference Guide for Aviation Security for Airport or other Aviation Facilities \(AAF\)](#)

- Completed assessment should be housed within the unit's aviation plan as an appendix or chapter.

Aviation Facility Security – Suggested Enhancements

After completing the AAF Airport Characteristics Measurement tool and determining your facilities total score, reference the Suggested Airport Security Enhancements template included within the Field Reference Guide for Aviation Security for Airport or other Aviation Facilities (AAF) pg. 6.

- The total score obtained from the Airport Characteristics Measurement Tool is considered minimum mandatory security requirements.
- Suggested area enhancement may include:

Signage

Signage should be multi-lingual where appropriate.

Lighting

Lighting type and illumination levels will comply with published Illuminating Engineering Society (IES) standards and will not supersede standard aviation guidelines governing runway lighting and nighttime flight requirements.

Fencing

- Install perimeter security fencing as needed to control access to the AOA and all other sensitive areas.
- Fence height and other characteristics will comply with standard FAA guidelines where appropriate. Where FAA guidelines are not available, minimum fencing characteristics will be sufficient to meet access control needs.

Access Control

- The number of access points should be minimized, with their use and conditions regularly monitored.
- Any access point through a fence or other boundary should not only be able to control or prevent access, but also differentiate between an authorized and an unauthorized user.
- Anti-pass back, anti-piggyback and anti-tailgating systems or protocols should be implemented where appropriate.
- Gates when appropriate, should be constructed and installed to the same or greater standard of security as any adjacent fencing to maintain the integrity of the area. Pedestrian/personnel gates can be constructed using a basic padlock or designed with an electrical or mechanical locks or keypad/card system.

8.8 Exceptions

If facility ownership or control constraints preclude full implementation of the identified minimum mandatory security requirements, notification must be immediately given to the NAO in writing.

- Written notification will detail the minimum mandatory security requirements(s) which cannot be implemented and the circumstances preventing the implementation. A waiver of the requirements may be requested.
- Pending the response, the facility will comply with 352 DM 5.10, "Aircraft Physical Security Requirements."

8.9 Transportation Security Administration (TSA)

BLM employees who are traveling on commercial airlines are personally responsible for compliance with TSA and DOT hazardous cargo regulations.

9.0 Aviation Facilities

9.1 General

All BLM aviation support facilities will be constructed, maintained and operated in compliance to applicable regulations/direction of DOI, BLM, FAA, OSHA and lease agreements.

9.2 Aviation Facilities (Permanent and Temporary)

BLM has permanent and temporary airbases managed by the districts/field offices. Permanent air bases include large airtanker and SEAT retardant bases, and airplane and helibase/heliport facilities with permanent or temporary fixtures that are used on a continuous or seasonal basis. These aircraft bases of operations include government-owned or leased aviation facilities on federal or non-federal land where the BLM has primary responsibility for operations, maintenance and oversight. Facility base reviews shall be conducted in accordance with the [NWCG Standards for Helicopter Operations](#) (NSHO), Appendix C; [NWCG Standards for Airtanker Base Operations \(SABO\)](#), Appendix M and [Interagency Standards for Fire and Fire Aviation Operations](#), Chapter 18, as appropriate.

9.3 Temporary Operations Bases

Temporary operations bases are used to support short term projects and wildland fire. These bases can be located on federal, state, local government or private land. Permission to operate on the land should be obtained prior to use. Land use agreements may be set up describing payment terms, use limitations and land restoration measures. For wildland fire operations, the NWCG Standards for Interagency Incident Business Management, PMS 902, Chapter 20 (20-4) describes procedures for land use agreements. Only procurement officials with warrant authority may enter into agreements. For non-wildland fire situations, the state/district procurement official is POC for agreements.

BLM Smokejumper Bases: The BLM Smokejumpers' primary operations bases are Fairbanks, Alaska and Boise, Idaho. Each smokejumper base has multiple sub-bases that are established to support smokejumper operations on as-needed basis. Some sub-bases are in BLM-owned facilities and some are leased.

9.4 Safety

Aviation facilities must comply with safety regulations described in DOI manuals, guides and handbooks, and the Occupational Safety and Health Administration (OSHA). Buildings, equipment and aircraft operating surfaces (helibase, airplane parking and retardant base) will be inspected annually for safety and maintenance deficiencies, by the unit aviation manager and/or unit health and safety officers.

9.5 Permanent Facility Construction Planning/Funding and Maintenance

Reference [BLM Manual 9100 - Engineering](#)

[FAA Form 7480-1](#) - Notice for Construction, Alteration and Deactivation of Airports: Title 14 Code of Federal Regulations Part 157 requires all persons to notify the FAA at least 90 days before construction, alteration, activation, deactivation or change to the status or use of a civil or joint-use (civil/military) airport. (As used herein, the term "airport" means any Landing or Takeoff Area, e.g. Airport, Heliport, Vertiport, Gliderport, Seaplane Base, Ultralight Flightpark, or Balloonport.)

9.6 BLM Owned/Operated Airstrips

Reference the document titled Recreational Aviation Foundation located at:
[Home - Recreational Aviation Foundation \(theraf.org\)](http://theraf.org).

Appendix Contents

1. BLM National Aviation Organization Directory
2. SES Flight Scheduling Guide
3. Latitude – Longitude Information
4. BLM SAFECOM Management Roles
5. OAS Aviation Program Evaluation Schedule
6. BLM Fleet Aircraft Standard Operations Procedures
7. Acting vs. Point of Contact
8. Acronyms

Appendix 1 - BLM National Aviation Organization Directory

Position	Name	Duty Station	E-Mail	Office Number	Cell Number
Division Chief, Aviation (FA-500)	Michael Reid	Boise, ID	mreid@blm.gov	(208) 387-5173	(208) 994-1623
Deputy Division Chief, Aviation	Vacant	Boise, ID			
Aviation Staff Assistant	Rhonda Madden	Boise, ID	rmadden@blm.gov	(208) 387-5180	
SEAT Program Manager	Kristina Curtis	Boise, ID	kcurtis@blm.gov	208-387-5441	208-850-2780
Helicopter Program Manager	Joe Rogan	Boise, ID	jrogan@blm.gov	208 387-5448	208 871-7547
Aviation Safety/ Training Program Manager	Matt Shaddle	Boise, ID	mshaddle@blm.gov	(208) 387-5879	986-217-5617
RPRS Program Manager	Matt Dutton	Boise, ID	mdutton@blm.gov	(208)-387-5325	(208) 484-8031
UAS Specialist - RPRS Fleet Manager	Bobby Eisele	Boise, ID	beisele@blm.gov		(801) 814-1357
UAS Specialist	Vacant	Boise, ID			
Aerial Supervision Program Manager	Jed Johns	Boise, ID	jjohns@blm.gov	(208) 387-5140	208-871-7535
Flight Operations Manager	Vacant				
Air Tactical Pilot (Kilo 3)	Brad Moschetti	Kingston, WA	bmoschetti@blm.gov		(530) 414-3549
Air Tactical Pilot (Kilo 8)	Tommy McCullough	Winthrop, WA	tmccullough@blm.gov		(812) 320-9910
Air Tactical Pilot (Kilo 9)	Lisa Allen	Boise, ID	lmallen@blm.gov		(208) 972-1677
Air Tactical Pilot (Kilo 7)	Chris Swisher	Fairbanks, AK	cswisher@blm.gov		(907) 370-3113
Air Tactical Pilot (Kilo 5)	Hans Germann	Boise, ID	hgermann@blm.gov		(208) 850-1946
Air Tactical Pilot (Kilo 6)	Phil Schreffler	Redmond, OR	pschreffler@blm.gov		(316) 619-0607
Smokejumper Pilot	Bob McCormick	Boise, ID	rmcormick@blm.gov		(907) 356-5763
Smokejumper Pilot	Mike Francis	Boise ID	mfrancis@blm.gov		(951) 897-1361
Air Tactical Supervisor	Vacant				
Air Tactical Supervisor	Justin Cutler	Reno, NV	jcutler@blm.gov		(775) 315-6113
SEAT Coordinator	Angie Forbes	Boise, ID	aforbes@blm.gov	(208) 387-5419	208-954-2072
Ramp Services Supervisor	Scott Puentes	Boise, ID	spuentes@blm.gov	(208) 387-5529	(208) 484-0488

Appendix 2 - SES Flight Scheduling Guide

These flights are typically requested through the SAM however some of the responsibilities may be delegated to UAMs (refer to applicable state aviation plan for specifics).

The [OAS-110](#) will be utilized as the parent or cover document for additional pages of documentation. Additional information regarding SES flight scheduling to include [OPM-7](#) and [OAS-110](#) Form is located at: <https://www.doi.gov/aviation/library/opm>

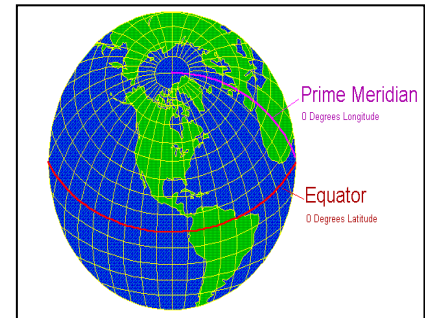
1. Gather information needed to develop the flight plan and [OAS-110](#).
 - Determine the nature of flight. Is it-point-to-point, mission, special use, etc.
 - Determine the proposed itinerary/schedule requirements.
 - Determine any special needs: security, dual-pilot crew, etc.
 - Assess and consider any travel schedule time limitations for SES employees and time needed to accomplish objectives.
 - Names, passenger and baggage weights, salaries. (If only annual salaries are available, multiply that number by 1.2 and divide by 2087 to derive the approximate hourly salary.)
2. Notify solicitor of impending request (courtesy call) at least a week to ten days prior to the proposed flight.
3. Conduct research and document cost estimate for the elements in each of these three options.
 - Scheduled commercial air carrier (not applicable for mission flights)
 - Use only contract travel agency quotes to determine airfare estimates.
 - Does itinerary meet time frame requirements?
 - Cost of airfare and booking fees.
 - Cost of rental car from airport to meeting location.
 - Additional lodging and per diem costs incurred if traveling by airline.
 - Total employee salaries for time spent in travel status. (Add one hour of preflight airport time to the flight time, plus time spent driving rental car to location where fleet or charter aircraft would have otherwise flown to any locations not served by airlines.)
 - Fleet Aircraft
 - Confirm if fleet aircraft are even available within reasonable distance.
 - Include ferry flight time and standby costs with passenger transport flight time estimate.
 - Document total salaries for employee's time spent flying on fleet aircraft.
 - Charter Operators
 - Use only established contract vendors with carded pilots and aircraft capable of carrying the required passenger manifest and weight.
 - Compare two or more competing vendors using the [AOD-91](#) form; maintain documentation in local files and use the best-value vendor in the [OAS-110](#) cost analysis.
 - Include ferry flight costs, guaranteed time and standby rates (if applicable) in cost estimate.

4. Determine the cost for each of the three options above and document on the [OAS-110](#). Document and forward an explanation why any of the three options was not considered possible or reasonable.
 - Examples:
 - Proposed flight is a reconnaissance mission that can't be performed by scheduled air carriers.
 - Scheduled airline service cannot meet SES employee time constraints or schedule or would incur additional days in travel status. (Forward itinerary and additional salaries that would be incurred to illustrate infeasibility.)
5. Forward the completed [OAS-110](#) and attached documentation to the solicitor through the SAM, or with courtesy copy sent to the SAM (refer to specific state aviation policy).
6. Be sure a qualified flight manager is assigned to tend to the safety requirements and administrative details associated with the flight.
7. A project aviation safety plan (PASP) should be developed for all SES mission flights, even those deemed to be "one-time, non-complex." A [9400-1a](#) (or equivalent) may be used as a supplemental manifest and flight tracking device on point-to-point flights.
8. The SAM will report any SES flight hours to the NAO twice each year (October 1 and April 1).

Appendix 3 – Latitude/ Longitude Information

If coordinates are wrong...

- Risk/danger/liability goes up
- Calculations become erroneous (weight/distance/fuel ratios)
- People can't find the "right" spot
- Data goes onto maps in the wrong place
- We look bad as an organization, a unit, an individual
- Contractors/pilots become angry/confused/frustrated and loss trust in our dispatching system.



Latitude

- Parallel east-west lines
- Measures 90° North and 90° South of equator

Longitude

- Lines run south to north.
- Measures east and west of the prime meridian
- Lines converge at North and South poles

Common Formats

Format	Example
Decimal Degrees (DDD.DDDDD°)	64.84052° N by 147.60437° W
Degrees and Decimal Minutes (DDD° MM.MMM')	64° 50.431' N by W 147° 36.262' W
Degrees, Minutes and Seconds (DDD° MM' SS.S'')	64° 50' 25.5'' N by W 147° 36' 15.5'' W

Notation

Degrees	°
Minutes	'
Seconds	''
Decimal	.
Hemisphere	N, S, E, W or -

On-line Calculators for converting between Formats:

<https://rechneronline.de/geo-coordinates/>

http://www.calculatorcat.com/latitude_longitude.phtml

GPS Datums

- Datums define the origin and orientation of latitude/longitude lines.
- Describing a place by latitude/longitude is not good enough. The datum must also be stated.
- Changing the datum changes the latitude/longitude of a point on the surface of the Earth.

- There are hundreds of different Datums, agencies use different Datums.
- Referencing latitude/longitude coordinates to the wrong datum can result in position errors of hundreds of meters.

Know your agency's standard Format and Datum

- BLM Aviation (Degrees and Decimal Minutes, WGS84)
- BLM GIS (Various)
- TFRs (Degrees, Minutes and Seconds, WGS84). US NOTAM OFFICE FORMAT ddmmsN/ddmmssW
- BLM Fire (Degrees and Decimal Minutes, WGS84)
- FAA Temporary Flight Restrictions (Degrees, Minutes and Seconds). US NOTAM OFFICE FORMAT ddmmsN/ddmmssW

Remember...

- Use only ONE period/decimal point when writing a latitude or longitude in Decimal Degrees, or Degrees, Decimal Minutes.
- Do NOT use periods/decimal points for degrees or minutes when writing a latitude or longitude in Degrees, Minutes and Seconds.
- There can NEVER be more than 60 seconds in Degrees, Minutes and Seconds format.
- Do NOT mix formats.
- Know and use proper Datum.

Appendix 4 - BLM SAFECOM Management Roles

POSITION	AUTHORITY	RESPONSIBILITIES	CRITICAL NOTES
Individual	Submission	Fills out the SAFECOM form, completing all required fields including initial determination of Operational Control. Completes the Original Text in both the Narrative and Corrective Action fields. Consults with mission personnel prior to submitting electronically to OAS, courtesy notification to UAM.	Fill out completely and accurately. Report only the facts. Narratives should be brief and concise.
BLM UAM	Submission	If only a hardcopy has been submitted, submits electronically to OAS.	X
	E-Mail Notification	Receives e-mail notification of all initial, modified and completed SAFECOMs identifying their BLM Field Office as having operational control.	Provide feedback to person submitting (unless anonymous)
	Corrective Actions	Takes corrective action at the local level and describes these actions in the Public Text area of the Corrective Action field. Include your Job Title (do not enter personal information)	Must treat all corrective action descriptions as if they were public.
BLM State Aviation Manager	E-Mail Notification	Receives e-mail notification of all initial, corrective action, modified and completed SAFECOMs identifying BLM operational control within their State.	Coordinate with UAM.
	Corrective Actions	Review all information. May take and document additional corrective actions.	X
	Modify Actions	Authority to change all SAFECOM information (except for name of the submitter and the original narrative).	Coordinate with UAM. Verify and amend all info for accuracy.
	Operational Control	Make final determination of the agency, state/region and field unit that has operational control.	Determines who will receive e-mail notification.
	Category	Select or edit the appropriate category to classify the SAFECOM.	Multiple categories possible.
	Make Public	Copies Original Text into the Public Text area for both the Narrative and Corrective Action fields. Sanitizes the Public Text. Makes the SAFECOM “Public” (if overly sensitive, consult with NAO before making public)	Ensures all Public Text is sanitized in Narrative & Corrective Action fields prior to making public. SAM determines who makes “public” within their state.
BLM National Aviation Safety Advisor	E-Mail Notification	Receives e-mail notification of all initial, corrective action, modified and completed SAFECOMs nationwide that identify BLM operational control.	Coordinate with SAM.
	Corrective Actions	Takes additional corrective actions, if necessary, and documents on the SAFECOM.	Coordinate with SAM
	Modify Actions	Authority to change all SAFECOM information (except for name of submitter and the original narrative).	X
	Make Public	Has the authority to sanitize information and make the SAFECOM “public” (if not already done at the State level). Coordinates with OAS.	Ensures all Public Text is sanitized in Narrative & Corrective Action fields prior to making public.
	Completion	Has the authority to make the SAFECOM “complete”.	X
	Distribution	Distributes all “Public” BLM SAFECOMs to BLM SAMs and Other Agencies.	Coordinates with OAS.
	Designates Users	Authority to identify all BLM users and their appropriate permission levels. Must notify OAS of additional users/changes/updates.	Coordinates with SAM and OAS.
	Out of Agency	Authorized to review other agency “Non-Public” SAFECOMs. Read Only!	X

POSITION	AUTHORITY	RESPONSIBILITIES	CRITICAL NOTES
Elevated SAFECOM	All Actions	OAS or NAO recommends SAFECOM be elevated. NAO-Safety retains control of Elevated SAFECOM and coordinates with SAM for proposed action. Coordination will take place with the SAM to gather detailed documentation.	Action may include lessons learned write up, safety alert etc. Important to follow up with CO through the chain of command if aircraft or personnel are not meeting contract specifications.
	Make Public	NAO-Safety will make SAFECOM public with concurrence of SAM. Pictures, reports and sensitive material may or may not be made public but will be accessible to those with modify access.	Elevated SAFECOMs will not be made "Public" until investigation has been completed.

Appendix 5 - OAS Aviation Program Evaluation Schedule

2025 – Colorado, California, Nevada

2026 – NAO, NOC, Oregon/Washington, Utah

2027 – Idaho, Montana, Eastern States

2028 – Alaska, Arizona

2029 – New Mexico, Wyoming

Appendix 6 - BLM Fleet Aircraft Standard Operations Procedures

The BLM operates seven fleet aircraft, N49SJ, N190PE, N700FW, N618, N162GC, N437CC and N32PX. The following procedures will be utilized for all BLM fleet aircraft.

Administration

Aircraft

N49SJ, N190PE, N32PX, N700FW, N618, N162GC and N437CC are DOI owned aircraft operated by the BLM. N49SJ, N618, N162GC and N190PE are Boise, Idaho based, and maintenance is managed through OAS Headquarters. N32PX, N700FW and N437CC are Alaska-based and maintenance is managed through Alaska Region OAS in Anchorage.

N49SJ – DE Havilland DHC-6-300 Twin Otter

BLM NAO maintains overall management responsibility. The aircraft is assigned to the Boise Smokejumpers.

N618 and N162GC – Beechcraft Super King Air B200

BLM NAO maintains overall management responsibility. The aircraft is assigned to the National Aviation Office.

N190PE – Pilatus PC-12

BLM NAO maintains overall management responsibility. The aircraft is assigned to Alaska Fire Service a portion of the year and Boise NAO the balance of that year.

- N190PE core use period will be mid-April through mid-September as dictated by conditions.
- Aircraft will transition to Alaska as negotiated with AFS and the BLM National Flight Operations Manager. That will usually occur on or around mid-April depending upon anticipated needs.
- Aircraft will transition to Boise from Alaska when negotiated by AFS and the NAO Flight Operations Manager.
- Funding for the transition to Boise will be done under a resource order or as designated by the NAO Flight Operations Manager.

N700FW – Quest Kodiak K-100

BLM NAO maintains overall management responsibility. The aircraft is assigned to Alaska Fire Service a portion of the year and Boise NAO the balance of that year.

- N700FW core use period will be mid-April through mid-September as dictated by conditions.
- Aircraft will transition to Alaska as negotiated with AFS and the BLM National Flight Operations Manager. That will usually occur on or around mid-April depending upon anticipated needs.
- Aircraft will transition to Boise from Alaska when negotiated by AFS and the NAO Flight Operations Manager.

Funding for the transition to Boise will be done under a resource order or as designated by the NAO Flight Operations Manager.

N32PX – Cessna U206F

The BLM Alaska-Office of Law Enforcement and Security will have primary use of the aircraft through the calendar year flown by OAS carded BLM AK LE pilots. The management of the aircraft will fall under the state aviation office with mission management under ADO and Anchorage Interagency Dispatch Center.

N437CC – Cub Crafters CC-18-180

The BLM Alaska-Office of Law Enforcement and Security will have primary use of the aircraft through the calendar year flown by OAS carded BLM-AK LE pilots. The management of the aircraft will fall under the state aviation office with mission management under FDO and Anchorage Interagency Dispatch Center.

Pilots

Pilots seeking to be qualified in BLM aircraft will be approved through the NAO and must attend an approved simulator training course in that aircraft type. If no simulator training is available, a training plan will be developed to meet the training needs of the pilot and approved by the NAO.

Staffing

BLM aircraft are staffed to meet the appropriate mission as denoted below.

Lower 48 Staffing

- N49SJ: Primary staffing will be provided by FA-500. During the fire season the goal is that the aircraft is staffed seven days a week.
- N190PE, N700FW: Primary staffing will be provided by BLM Alaska during the core operational use.
- N618 and N162GC: Primary staffing will be provided by the BLM NAO.
- N437CC: N/A
- N32PX: N/A
- The Temporary Duty Assignment for the Alaska pilot while in the L48 will allow travel to the domicile or equivalent at the end of a 27-day period.
- Outside of the core use period the NAO Flight Operations Manager will prescribe staffing levels with available pilots.

Alaska Staffing

- N190PE, N700FW: The aircraft will be staffed on a 12 days on, two days off schedule during the Alaska use period. Days off will be established to not coincide with the scheduled days off of other logistics aircraft.
- N32PX: The aircraft will be staffed to meet the needs of the Anchorage Field Office.
- N437CC: The aircraft will be staffed to meet the needs of the Fairbanks Field Office.

Fleet Aircraft Use Report Manager (AURM)

The AURM is used within DOI for government-owned “fleet” aircraft billing to create aircraft use report data files which are emailed to OASfleetmanager@ios.doi.gov for uploading into the FBMS system. Download the latest version of the AURM from the OAS website. OAS Technical Services has also developed a "next generation" Aircraft Use Report Manager application for iPads. Because the AURMA is not released to the public, it is not available on the iTunes app store. Instead, contact OAS Fleet Services (208) 433-5077.

Fuel

Lower 48

When utilizing either the Government Multiservice Aircard or the OAS MasterCard, fleet aircraft will attempt to purchase fuel at a DOD Vendor.

- Record flight time under the pay item code “FW” (Wet Rate) on the OAS AURM when receiving fuel from these locations.
- Receipts for fuel purchased through the Government Aircard Multiservice program will be mailed directly to OAS Fleet Activities Specialist (Andrea Peckham) weekly.
- Fuel or other items (oil, maintenance, etc.) purchased with the OAS MasterCard will follow OAS requirements, and signed statements with receipts will be provided in the requisite time and format to the appropriate authority.
- Both fleet aircraft may purchase fuel through the NIFC ramp and no charge code is required. Fuel is part of the flight rate on both fleet aircraft.
- NIFC ramp fuel receipts must be submitted in the same manner as the Government Aircard program, IE weekly to OAS Fleet Activities Specialist.

Alaska

Alaska Fire Service has fueling contracts for Fort Wainwright and Galena. Record flight time under the pay item code “DF” (Dry Rate) on the OAS AURM when receiving fuel from these locations. Fuel received at these locations will be recorded on an OAS-59 provided to the pilot by the fueler.

Navigation/Charting data base updates

The data bases will be purchased by the BLM Aviation Office through the aircraft account. Those services (electronic and paper) will be updated by the pilot currently assigned to the aircraft in the requisite time intervals specified.

Aircraft Mission

N49SJ

Primary mission is as a Smokejumper aircraft.

- During fire season the aircraft is staffed seven days a week.
- Outside of fire season this aircraft is staffed during normal business hours.
- While this aircraft is not in fire season aircraft maintenance should occur during normal business hours.
- During fire season, maintenance support is encouraged to use extraordinary measures (overtime, AOG parts, charter aircraft to transport maintenance personnel and/or parts, etc.) to keep the aircraft in flight status per the maintenance procedures that follow.

N190PE

- Primary mission as a multi-role utility, Air Attack and logistics aircraft.
- During the core use period this aircraft is staffed at single pilot duty requirements with 12 days on two days off, or six days on and one day off, with a maximum of 14-hour duty days.
- During the non-core use period the aircraft is staffed as the NAO Flight Operations Manager requires.
- During all operations, maintenance support is sought during normal business hours as determined by the maintenance procedures that follow.
- There is currently no provision for a relief pilot in the core use period.
- The in-flight opening door is approved for use for photogrammetry.
- Special Use (<500” AGL) require an ALSE approved flight helmet.

N700FW

- Primary mission as a multi-role utility, Air Attack and logistics aircraft.
- During the core use period this aircraft is staffed at single pilot duty requirements which are 12 days on two days off, or six days on and one day off, with a maximum of 14-hour duty days.
- During the non-core use period the aircraft is staffed as the NAO Flight Operations Manager requires.
- During all operations maintenance support is sought during normal business hours as determined by the maintenance procedures that follow.
- There is currently no provision for a relief pilot in the core use period.
- Special Use (<500' AGL) require an ALSE approved flight helmet.

N618 and N162GC

- Primary mission as an ASM/Leadplane aircraft.
- During the core use period these aircraft is staffed at single pilot duty requirements which are 12 on 2 off or 6 on and 1 off with a maximum of 14-hour duty days.
- During the non-core use period these aircraft is staffed as the NAO Flight Operations Manager requires.
- While these aircraft are not in fire season aircraft maintenance is sought during normal business hours.
- During fire season, maintenance support is encouraged to use extraordinary measures (overtime, AOG parts, charter aircraft to transport maintenance personnel and/or parts, etc...) to keep the aircraft in flight status per the maintenance procedures that follow.
- N618 and N162GC meet all the requirements to perform ASM and Leadplane missions; Air Tactical missions must be conducted only with qualified ATP/LPIL/AITS.
- There is currently no provision for a relief pilot in the core use period.
- The in-flight opening door is not approved for use at this time.

N32PX

- Primary mission to support the BLM's LE program.
- Enhanced patrol and investigative coverage to lands and resources that were previously unpatrolled for their remoteness and distance from Anchorage and the state's road system.

N437CC

- Primary mission to support the BLM's LE program.
- Enhanced patrol and investigative coverage to lands and resources that were previously unpatrolled for their remoteness and distance from Fairbanks and the state's road system.
-

Single Engine Operations

351 DM 1.3 provides authorization for DOI aircraft to perform night and IFR operations in single engine aircraft.

USFS FSM 5716 provides authorization for the USFS to perform night and IFR operations in single engine aircraft.

Aircraft Scheduling

N49SJ

Scheduled through the Boise Smokejumpers.

N190PE

Scheduled by Alaska Interagency Coordination Center (AICC), Aircraft Desk while in Alaska or the NICC while in the Lower 48. During the non-core use period the NAO Flight Operations Manager will schedule the aircraft.

N618 and N162GC

Scheduled through NAO Flight Operations Manager/Boise Interagency Dispatch Center.

N700FW

Scheduled by Upper Yukon Dispatch Center, Aircraft Desk while in Alaska or the NICC while in the Lower 48. During the non-core use period the NAO Flight Operations Manager will schedule the aircraft.

N32PX

Scheduled by Anchorage Interagency Dispatch Center.

N437CC

Scheduled by Anchorage Interagency Dispatch Center.

Maintenance

Use of a government contract requires the permission of the appropriate CO. For unscheduled maintenance or scheduled maintenance from other than the Boise contractor, a list of government contract maintenance facilities is included in each airplane. Flight crew members will contact OAS to assure the proper payment schedule is in place (i.e. credit cards or purchase order) and that the facility has the pertinent expertise, manuals, tools and parts to perform the work. Flight crew members will need to assure that the repair facility understands the BLM discrepancy reporting and sign-off procedures.

- If maintenance issues arise in the field, the Flight crew member on duty will contact the OAS Aircraft Maintenance Specialist, as soon as possible.
- In the event the OAS Aircraft Maintenance Specialist is not available, the appropriate maintenance facility should be contacted directly. For minor unscheduled maintenance, flight crewmembers may contact the vendors directly. The OAS Aircraft Maintenance Specialist shall be contacted as soon as possible.

Appendix 7 – Acting vs Point of Contact



State Aviation Manager (SAM) and Unit Aviation Manager (UAM) “Acting” vs “Point of Contact” Definitions and Expectations

Acting: Authority by position to make and implement decisions directly related to aviation operations

- Signs documents at the appropriate level.
- Clear direction is given during in-brief on COR roles, if qualified to perform COR duties or as a PI as delegated by the COR.
- Will be provided copies/access to state/unit aviation plans, contacts and related documents.
- Brief aviation crews and IMTs as applicable.
- Must receive a briefing from SAM or UAM.
- Working knowledge of aviation policy and operations.
- Qualifications: At a minimum, have at least one aviation related red card qualification (HECM, HMGB, SEMG, ATGS etc.) or IAT aircrew member currency or a duty officer.

Longer-Term Detail:

- Must have "Manage" access to edit SAFECOMs and make public for their state.
- Responsible for Project Aviation Safety Plan review/signature as per state aviation plan.
- Qualifications: At a minimum, meets currency for Aviation Manager (OPM-04) and COR or PI roles if applicable.

Point of Contact (POC): aka “Messenger”

Forwards/refers aviation information and questions to a qualified UAM, SAM or duty officer as per chain-of-command. Does not give direction, sign or authorize flight or project aviation safety plans (PASPs).

Ultimately, the POC “messages” information to the identified next in chain-of-command (AFMO, FMO, duty officer, dispatch) who has the authority and qualifications to make aviation decisions.

Will be provided a copy/access to state/unit aviation plans and related aviation documents.

Must receive a briefing from SAM or UAM.

General working knowledge of aviation policy and operations.

Qualifications: At a minimum, have at least **one aviation related red card qualification** (HECM, HMGB, SEMG, ATGS etc.) **or IAT aircrew member currency or a duty officer.**

Reference BLM NAP 2.5 for SAM and UAM responsibilities.

Appendix 8 - Acronyms

Acronym	Definition
310-1	Wildland Fire Incident Management System
9400-1a	BLM Flight Request Form
AAF	Aviation Airport Facilities
ABC	BLM Airbase Committee
ABOD	Aviation Board of Directors
ACETA	Aerial Capture Eradication and Tagging of Animals
ACMIS	Acquisition Career Management Information System
ACOR	Alternate COR
AD	Administratively Determined
AFF	Automated Flight Following
AFS	BLM Alaska Fire Service
AGL	Above Ground Level
AIRS	Aviation Information Reporting Support
ALDI	BLM Aviation Leadership Development Initiative
ALSE	Aviation Life Support Equipment Handbook
AMD-23E	Aircraft Use Report Form
AMG	BLM Aviation Management Group
AMOC	Air Marine Operations Center - US Border Patrol
AMS	IBC Aviation Management Systems
AOA	Aircraft Operations Area (AOA)
AQD	Acquisition Services Directorate
AQD-13	Request for Contract Services
AQD-16	Contract Award/Renewal Recommendation and Funding Availability Certification
AQD-19	Notice to Proceed
AQD-20	Request for Rental Services
AQD-91	Flight Services Request Form
AR	Aerial Refueling Routes
ARA	Aircraft Rental Agreement
ARTCC	Air Route Traffic Control
ASAT	Aviation Safety Assistance Team
ASM	Aerial Supervision Module
ATC	Air Traffic Control
ATGS	Air Tactical Group Supervisor
ATP	Air Tactical Pilot
AITs	Air Tactical Supervisor
AURM	Aircraft Use Report Manager (Fleet)
AV	Exclusive Use Contract Availability
BLM	Bureau of Land Management
BPA	Blanket Purchase Agreement
BVC	Best Value Comparison (Part of AQD-91)
CO	Contracting Officer
COA	Certificate of Authorizations
COR	Contracting Officer's Representative
COTR	Contracting Officer Technical Representative
CFA	Controlled Firing Areas

CWN	Call When Needed
DHS	Department of Homeland Security
DINS	Internet NOTAM Service - DOD
DM	Departmental Manual
DOD	Department Of Defense
DOI	The Department of the Interior
EAB	Executive Aviation Board
EAC	Executive Aviation Committee
EAS	Executive Aviation Sub-Committee
EATPL	Emergency Air Traffic Priority List
EERA	Emergency Equipment Rental Agreement
ESCAT	Emergency Security Control of Air Traffic
ETA	Estimated Time of Arrival
FAA	Federal Aviation Administration
FAIRS	Federal Aviation for Interactive Reporting System
FAO	Forest Aviation Officer
FAR	Federal Acquisition Regulations
FAR	Federal Aviation Regulations
FBMS	Financial and Business Management System
FLT	BLM Fire Leadership Team
FMO	Fire Management Officer
FOR	Fixed Operating Rate
FPMR	Federal Property Management Regulations
FTA	Fire Traffic Area
FWFM	Fixed Wing Flight Managers
GA	General Aviation
GACC	Geographic Area Coordination Centers
GTR	Government Transportation Request
HB	Handbooks
HOG	Hover Out of Ground Effect
IAA	Interagency Agreement
IASC	Interagency Airspace Subcommittee
FWFM	Fixed Wing Flight Managers
IASG	Interagency Aerial Supervision Guide
IASS	Interagency Aerial Supervision Subcommittee
IAT	Interagency Aviation Training
IATS	Interagency Aviation Training Subcommittee
IBC	Interior Business Center
IBS	Incident Business System
IC	Incident Commander
IES	Illuminating Engineering Society
IFR	Instrument Flight Rules
IHOps	Interagency Helicopters Operations Subcommittee
IHRG	Interagency Helicopter Rappel Guide
IIC	OAS Safety Investigator-In-Charge
IMT	Incident Management Team
IPAC	Intra-Governmental Payment and Collection
IPP	Internet Payment Platform
IROC	Interagency Resource Ordering Capability

ISPOG	Interagency Smokejumper Pilots Operations Guide
IWP	Incident With Potential
LAT	Large Airtanker
LATN	Low Altitude Tactical Navigation Areas
LE	Law Enforcement Operations
LPIL	Lead Plane Pilot
LOA	Letter of Authorization
M3	Aviation Management for Supervisors training course
M-410	Facilitative Instructor
MAC	Multi-Agency Coordination
MACAP	Mid Air Collision Avoidance Program
MAP	Mandatory Availability Period
MAFFS	Modular Airborne Fire Fighting System
MOU	Memorandum of Understanding
SDS	Safety Data Sheet
NAO	BLM National Aviation Office
NAP	BLM National Aviation Plan
NIAC	National Interagency Aviation Committee
NIAIS	National Interagency Airspace Information System
NICC	National Interagency Coordination Center
NM	Nautical Mile
NMAC	National Multi-Agency Coordinating Group
NORAD	North American Aerospace Defense Command
NOTAM	Notice to Airmen
NSHO	National Standards for Helicopter Operations
NTSB	National Transportation Safety Board
NWCG	National Wildfire Coordinating Group
OAS	Office of Aviation Services
OAS-2	Fleet Use Report
OPM	Operational Procedures Memorandums
OSHA	Occupational Safety and Health Administration
PASP	Project Aviation Safety Plan
PI	Project Inspector
POC	Point of Contact
PPE	Personal Protective Equipment
PRISM	Procurement Information System for Management
QPL	Qualified Products List
RADS	Rope Assisted Deployment
Redbook	Interagency Standards for Fire and Fire Aviation Operations
RMP	Resource Management Plans
RPRS	Remote Pilot and Remote Systems
SABO	Standards for Airtanker Base Operations
SAM	BLM State Aviation Manager
SAP	FBMS related Systems, Applications, and Products data processing software
SAR	Search and Rescue
SAS	NWCG Standards for Aerial Supervision
SASES	Smokejumper Aircraft Screening Equipment & Evaluation Subcommittee

SDS	Safety Data Sheet
SEAT	Single Engine Airtanker
SECO	SEAT Coordinator
SEMG	Single Engine Airtanker Manager
SES	Senior Executive Service
SFMO	State Fire Management Officer
SGI	Special Government Interest Waiver
SME	Subject Matter Expert
SMS	Safety Management System
SR's	Slow Routes
SUA	Special Use Airspace
TFR	Temporary Flight Restriction
TSA	Transportation Security Administration
UAM	Unit Aviation Manager
UAO	Unit Aviation Officer
UAS	Uncrewed Aircraft Systems
USDA	United States Department of Agriculture
USFS	USDA Forest Service
VFR	Visual Flight Rules
VLAT	Very Large Airtanker
WFCS	Wildland Fire Chemical Systems
WH&B	Wild Horse and Burro