

**Forest Service Manual
National Headquarters - Washington Office
Washington, DC**

**Forest Service Manual 5700 – Aviation Management
Zero Code**

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Responsible Staff:

Explanation of changes: Following is an explanation of the changes throughout the directive by section.

Zero code - Revises the entire chapter to better align with the Forest Service mission.

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The Forest Service (agency) aviation program is structured for centralized program management at the Washington Office, Regional, and Forest levels, with decentralized implementation at the Regional and Forest levels. This structure is intended to support the Aviation Safety Management System (FSM 5720 and FSH 5709.16, ch. 20), standardization, efficiency, and to ensure effectiveness.

Aviation management includes all Forest Service (agency) activities associated with providing aviation services for natural resource protection, all-hazard response, and management functions of the Agency. Aviation management incorporates leadership, leaders' intent, quality assurance, direction, regulations, and policy.

5701 – Authority

The Forest Service must abide by all applicable laws, regulations, including but not limited to:

1. The provisions of Title 49 of the CFR (Code of Federal Regulations), as enacted into positive law and as amended, provide the authority for:
 - a. Agency aviation management functions and safety in the operation of civil and public aircraft as defined in Title 49, Subtitle VII, Aviation Programs.
 - b. The rulemaking, enforcement, and investigative responsibilities governing civil aircraft operations.
2. The provisions of Title 49, including the Federal Aviation Act of 1958 as amended, and 14 CFR provides authorization for functions such as aircraft and pilot approvals, operational standards, evaluations, and accident prevention and investigation.
3. The provisions of Title 49, Chapter 401, stipulate the general provisions for aviation programs.
4. The provisions of Title 41 CFR Part 101, establish Federal property management practices, including evaluation, review, and reporting for Federal property management.
5. The provisions of Title 41 CFR Part 102, establish Federal aviation management practices, including evaluation, review, and reporting for Federal aviation programs.
6. Public Law 106-181.
7. FAA Advisory Circular 00-1A, February 12, 2014.
8. FAA FSIMS Vol. 3, Chapter 14 Public Aircraft.
9. FAA Grant of Exemption No. 392 and No. 392A to the USDA, Forest Service (1965).
10. DOT Hazardous Material DOT-Special Permit 9198.

11. Individual Forest and Unit Land Management Plans.

12. The Federal Managers Financial Integrity Act of 1982 (Pub. L. 97-255) establishes specific requirements for agency heads to establish management controls safeguarding against waste, fraud, and mismanagement for Federal programs.

13. Office of Management and Budget (OMB) Circular A-123 prescribes appropriate management controls as an integral part of the cycle of planning, budget, management, and auditing for Federal programs.

5702 – Objectives

Aviation resources are some of the many tools available to accomplish land management objectives. The use of aviation resources has value only if it serves to accomplish the agency's mission, goals, and objectives, and can be accomplished safely. The aviation program must place the safety of employees above all else. The Agency's goal is to develop a culture that achieves and maintains a zero accident rate.

The following objectives support this goal:

1. Use an Aviation Safety Management System (ASMS), which includes:
 - a. Safety management policy: Guides aviation safety doctrine, philosophy, principles and practices, provides a framework for aviation plans, assists in the development of local standard operating procedures, and fosters and promotes doctrinal principles.
 - b. Safety risk management: Manages risk to acceptable levels (as identified by the agency) 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 undesirable events.
 - c. Safety assurance: Involves processes for quality control, mishap investigation, and program reviews; provides aviation safety oversight and review; encourages a reporting culture; monitors established standards and procedures; and makes corrections as needed.
 - d. Safety promotion: Promotes safety as a core value with practices that support a positive safety culture. The desired positive safety culture is informed, flexible, learning, just, and is a reporting culture that captures employee operational knowledge and experience.
2. Clearly define the aviation program for the Washington Office, Regions, Stations, Forests, and Districts.
3. Collaborate internally and with cooperators and partners to provide effectiveness and efficiency in policy, strategy, and operations.

5702.1 – Doctrine

Doctrine is fundamental principles (Aviation Mission; Operations—which includes Standardization, Technology, Manuals, Handbooks, Standards, Guides, and Roles; Leadership and Accountability; Aviation SMS; Ongoing Learning; and Communications and Relationships) which guide employee actions in support of agency objectives. Doctrine is authoritative but requires judgment in application. Policies regarding aviation functions and activities are informed by doctrine. Aviation doctrine was initially established in the Foundational Doctrine Fire and Aviation Rotor and Wing conference January, 2006.

5702.11 – Aviation Mission

The mission of agency aviation is to provide safe, efficient, effective, timely, and coordinated aviation support for agency operations, in support of cooperator and partnership agreements, and to meet current and future needs through innovation and technology in order to sustain the health, diversity, and productivity of the Nation's forests and grasslands.

5702.12 – Operations

All agency aviation operations, conducted by agency employees, cooperators, partners, and contractors, must be planned properly (effective and efficient), utilize the correct equipment and qualified personnel, and be mitigated down to the lowest level of acceptable risk.

Give first priority to Forest Service aviation missions. Provide aviation missions for other agencies, cooperators, and the public in accordance with legal authorities and give fire aviation missions priority over agency administrative flights.

5702.12a – Standardization

A standardization program is universally recognized as critical to safe aviation operations. Safety in aviation continues to depend on good crew performance. Good crew performance, in turn, is founded on standard operating procedures that are clear, comprehensive, and readily available to crew members. Agency aviation standards must be developed in a collaborative effort to codify best practices. Agency aircrew standards will accomplish the following:

1. Provide practical guidance in aviation training and operations;
2. Delineate and clarify policy;
3. Formalize best practices to be used during normal and emergency procedures;
4. Maintain and enhance CRM and ASMS;
5. Differentiate between procedure and technique; and
6. Ensure training is accomplished in a consistent, safe, and efficient manner.

5702.12b – Technology

The Agency will utilize reliable, compatible, cost-effective technology in aviation operations, and will continuously evaluate, develop, and procure appropriate technologies.

The Forest Service National Technology and Development Program (NTDP, formerly known as Missoula Technology and Development Center and San Dimas Technology and Development Center) provides technology and engineering support to Fire and Aviation Management in the form of project specific funding; funded personnel; equipment and technology testing and evaluation; aerial delivery (airtanker and helitanker) test team; and wildland fire chemicals testing and evaluation.

Utilization of the National Technology and Development Program (NTDP) for aviation specific support is a partnership between FAM and Engineering. Funding and projects (listed above, but not limited to) must be coordinated through the Assistant Director, Aviation.

5702.12c – Manuals, Handbooks, and Guides

Aviation operations require regulations, manuals, handbooks, standards, guides, and checklists to execute and coordinate operations in a safe and effective manner. Where the terms “shall” and “must” are used in approved manuals, handbooks, standards, plans, or guides, compliance with those items is mandatory and not discretionary (FSM 1110.8, ex. 01, Degree of Compliance or Restriction in Directives).

These compliance principles are authoritative; but employees are expected to apply their judgment in order to solve problems.

5702.12d – Roles

Delivering safe, effective, and efficient aviation services requires decision making free from conflicts of interest.

All employees within the aviation program organization must be qualified government personnel.

5702.13 – Leadership and Accountability

Agency leaders must be critical thinkers who possess vision and sound judgment, values, and ethics. Leaders must communicate the intent and vision of Fire and Aviation Management leadership and provide direction to implement that intent and vision. These leaders must exercise initiative and accept responsibility and accountability commensurate with their position. The leaders must know the capabilities and limitations of aviation resources (people and aircraft) and are responsible to evaluate and recommend the appropriate use of aviation resources to accomplish agency objectives and missions. Individuals are accountable for making prudent decisions based on leaders’ intent and vision through doctrine, training, and experience.

The Agency has an inherent responsibility to staff aviation management with leaders that possess specialized skills. It is leadership's responsibility to recruit, train, mentor, and retain a highly skilled, diverse workforce of both career and auxiliary aviation positions.

Leaders must promote a safety culture that encourages employees to communicate unsafe conditions, policies, or acts that could lead to accidents without fear of reprisal.

5702.14 – Aviation Safety Management Systems

Agency aviation planning and operations must utilize the Aviation Safety Management System (ASMS) approach to controlling risk. The aviation environment is a complex, high-risk environment. Some hazards, even with reasonable mitigation, can cause harm or death to aviation personnel. The Agency recognizes the inherent risks associated with aviation and will continually refine processes to mitigate those risks. Forest Service Aviation Management will apply the principles of ASMS in this endeavor.

ASMS is not a safety program; rather it is a system that aligns, assesses, and organizes an organization's existing safety processes. ASMS incorporates a proactive approach using hazard identification and risk management to achieve accident prevention.

Forest Service ASMS is defined in the Agency National Aviation Safety Management System Guide (NASMSG).

5702.15 – Ongoing Learning

Ongoing learning is a critical element of a successful ASMS. Aviation personnel must learn from many events, including but not limited to: quality assurance audits, accidents, incidents, near misses, incidents with potential, and Facilitated Learning Analysis (FLA). It is essential that the agency review its successes as well as its failures to promote and strengthen safety culture and to develop best management practices.

The Agency's doctrine-based performance system must teach employees how to think and make good decisions.

5702.15a – Training and Qualifications

Standardized training and qualifications are essential in promoting best business practices to Forest Service aviation operations. Leadership must oversee, manage, and support training standards. Standardized aviation training will promote an industry-leading safety culture that includes professionalism, proficiency, and comprehensive root-cause analysis, which in totality lead to a more refined and sustainable decision-making model.

Through funding and leadership, the Agency must support performance-based training and encourage mentorship to help employees achieve success and safety through education and training.

5702.16 – Communications and Relationships

The Agency will strive toward mutually productive communications and relationships with agency employees, the public, interagency partners, contractors, and cooperators that foster:

1. Common goals and vision;
2. Accurate, honest, purposeful, and consistent communication; and
3. Cooperation across jurisdictional boundaries to accomplish objectives.

5703 – Policy

The Agency will achieve its objectives using a doctrinal approach that incorporates: agency and interagency aviation policies, the direction in Land and Resource Management Plans, National Interagency Incident Management System (NIIMS), 14 CFR, Federal Aviation Administration (FAA) policy, General Services Administration (GSA) policy, Forest Service policy, and other federal laws and regulations for all aviation programs to assure appropriate, risk-informed decisions and effective management, consistent with land and resource management objectives.

Forest Service aviation policy is approved by the Deputy Chief, State and Private Forestry. Regions, Forests, and units may create local policy supplements which are more restrictive only for responsibilities and administrative procedures. Changes to safety, operations, airworthiness, pilot standardization and aviation training policy must be approved only at the national office level.

5703.1 – Aviation Safety Management System

The Agency will maintain a standards-based approach for the Aviation Safety Management System (ASMS). Refer to FSM 5720.3 for the policy direction regarding ASMS use.

5703.2 – Aircraft

All agency-owned and operated aircraft are registered to the Washington Office and are assigned to a Region.

All leased aircraft are assigned to a Region.

Regions or the Washington Office will administer aircraft contracts, provide management and oversight, and maximize utilization and efficiency.

All aircraft are agency assets and may be reassigned based on changing priorities, underutilization, or other factors that would improve efficiency.

5703.3 – Training and Qualifications

Only qualified personnel must accomplish and/or supervise agency aviation operations and projects. A qualified evaluator or trainer must supervise trainee participants during aviation operations and projects.

All personnel involved in aviation operations must receive the appropriate training and meet the experience requirements specified in the fire and aviation management qualifications in FSH 5709.16, the Forest Service Fire and Aviation Qualifications Guide, the Interagency Wildland Fire Qualifications System Guide, and/or the Interagency Aviation Training Guide, prior to participating in aviation missions, operations, or projects (Refer to FSM 5706 for additional guidance).

5703.4 – All Agency Flight Operations

All agency flight operations must be approved, with an approved aircraft and an approved pilot. Flight operation approval is accomplished by:

1. Incident Missions: a resource order or an Interagency Aircraft Dispatch Form is required to order aviation resources.
2. Non-incident Missions: a flight request/flight schedule (Aircraft Flight Request/Flight Schedule or NWCG Passenger/Crew and Cargo Manifest, PMS 245) or unmanned aircraft systems (UAS) mission request is required. Refer to FSH 5709.16, chapter 32.
3. Administrative Use of Aircraft flights also require a Justification for Administrative Use of Aircraft form (FS 5700-10) and a Cost Comparison Travel Worksheet (FS-5700-11)/Documentation of Administrative Use of Aircraft form. Use the U.S. Government Aircraft Cost Accounting Guide with established GSA per diem, city pair fares, and mileage rates to develop the Cost Comparison Travel Worksheet.

For maintenance check flight approvals, refer to FSH 5709.16, chapter 40.

UAS flights will require additional approvals and documentation. Refer to FSH 5709.16, section 36.7.

All agency flight operations must be performed in accordance with:

1. 14 CFR applicable to the mission performed,
2. Agency manuals, handbooks, standards, plans and agency-approved guides, and
3. The terms of the applicable contract, if it is a leased or contracted aircraft.
4. 41 CFR applicable to all travel.

5703.41 – Civil Aircraft Operations

All agency aircraft operations are civil unless specifically meeting the definition of public aircraft operations. All aircraft other than public aircraft are considered civil aircraft (Refer to 14 CFR Part 1.1).

Conduct all agency flight operations defined in 14 CFR, Part 1.1 as “civil aircraft” operations, such as passenger carrying point-to-point, in accordance with the applicable 14 CFRs:

1. Part 39 – Airworthiness Directives
2. Part 43 – Maintenance, Preventative Maintenance, Rebuilding, and Alteration
3. Part 61 – Certification: Pilots, Flight Instructors, and Ground Instructors
4. Part 65 – Certification: Airmen other than Flight Crewmembers
5. Part 91 – General Operating and Flight Rules
6. Part 107 – Small Unmanned Aircraft Systems
7. Part 119 – Certification of Air Carriers and Commercial Operators
8. Part 121 – Operating Requirements: Domestic, Flag, and Supplemental Operations
9. Part 125 – Certification and Operations: Airplanes Having a Seating Capacity of 20 or More Passengers or a Maximum Payload Capacity of 6,000 Pounds or More; and Rules Governing Persons Onboard Such Aircraft
10. Part 133 – Rotorcraft External-Load Operations
11. Part 135 – Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft
12. Part 137 – Agricultural Aircraft Operations

5703.42 – Public Aircraft Operations

Public aircraft operations must be the exception. The definition for public aircraft can be found in FSM 5705 and 14 CFR Part 1.1.

Agency flight operations, as defined in Title 49 U.S.C § 40102 and § 40125, must comply with the 14 CFRs applicable to public aircraft (FSM 5701), except for flight operations conducted under grants of exemption from specific 14 CFRs (FSH 5709.16, ch. 30.2) and for other flight operations exceptions as authorized in FSM 5700 and in FSH 5709.16.

5703.43 – Fixed-Wing Operations

Refer to FSH 5709.16, chapter 30.

5703.44 – Helicopter Operations

Refer to FSH 5709.16, chapter 30.

5703.45 – Commercial Air Carrier Operations

Refer to FSH 5709.16, chapters 30 and 40.

5703.46 – Unmanned Aircraft Systems Operations

Refer to FSH 5709.16, chapter 30.

5703.5 – Pilot and Aircraft Approval

5703.51 – Pilot Approvals

All Forest Service employee pilots must be approved by mission and aircraft make and model.

All Forest Service employee pilots must meet agency standards in FSH 5709.16, chapter 50. The Regional Aviation Officer or the Washington Office Branch Chief, Pilot Standardization, must approve agency pilots for agency missions, aircraft make and model, and pilot designations.

All aircraft contracts must include agency pilot standards in the specifications. All contract pilots must be approved for specific missions by a designated inspector pilot.

All cooperator pilots must be approved by dual signature letter from the appropriate Regional Aviation Officer and Department of Interior Office of Aviation Services Regional Director and will be identified in an agreement/Memorandum of Understanding with that cooperator.

Refer to FSH 5709.16, chapter 13 and chapter 50 for pilot approval standards and requirements.

5703.52 – Aircraft Approvals

All Forest Service aircraft must be approved for specific agency missions.

All aircraft contracts must include agency aircraft standards in the specifications. All contract aircraft must be approved for specific missions by a Forest Service designated aircraft inspector.

Forest Service aircraft inspectors are designated by the Regional Aviation Officer or the Washington Office Branch Chief, Airworthiness.

All cooperator aircraft must be approved by dual signature letter from the appropriate Regional Aviation Officer and Department of the Interior Office of Aviation Services Regional Director and will be identified in an agreement/Memorandum of Understanding with that cooperator.

Refer to FSH 5709.16, chapter 13 and chapter 40 for aircraft approval standards and requirements.

5703.53 – Other Approvals

The Chief of the Forest Service or Deputy Chief, State and Private Forestry may approve by letter other Federal WCF aircraft (including pilots) for use by Forest Service Law Enforcement and Investigations employees on official duty while performing joint law enforcement operations and coordinating missions with the respective agencies.

5704 – Responsibility

The Agency must establish and maintain an aviation management and oversight program specific to the support and service needs of its mission.

5704.1 – All Employees

All employees involved in aviation activities shall:

1. Ensure their safety as well as that of other personnel.
2. Acquire, know, and adhere to agency aviation policy and regulations (FSM 5700 and FSH 5709.16). Comply with agency aviation policies, when on official duty, performing agency duties on board any organization's aircraft and/or aircraft operated under any other organization's operational control.
3. Utilize the principles of the Aviation Safety Management System (ASMS). Participate in an operational risk-management process that must include a continual assessment of risks.
4. Utilize agency doctrine to guide decision making (FSM 5702.1).
5. When flying, employees must adhere to the following:
 - a. Fly only in carded agency, agency contracted, or approved cooperator aircraft.
 - b. Fly only with carded agency, agency contracted, or approved cooperator pilot(s).
 - c. Approvals are specified in FSH 5709.16, chapters 40 and 50.
 - d. Exemptions to employees flying on non- carded aircraft or with non- carded pilot(s):
 - (1) All Hazard Response (Refer to FSH 5709.16, ch. 30.4).

- (2) In unusual circumstances, Forest Service personnel may perform a flight in non-approved aircraft with non-approved pilots. The Regional Forester may approve this flight based on a recommendation from the Regional Aviation Officer. Refer to FSH 5709.16, chapter 30.3.
- (3) A scheduled air carrier airline.
- (4) An inspector pilot conducting a pilot evaluation flight on a carded aircraft for a non-carded pilot.
5. Immediately report potential and actual problems, incidents, and accidents, and any instances of unsafe equipment or aviation operations to their Supervisor and the appropriate official.
6. During the course of an aviation operation, flight, or mission, employees are empowered to voice concerns, and receive acknowledgment of the concerns, regarding the safety and operation of the flight. If there is immediate risk to life, the employee must request the flight/flight profile be discontinued as safely as conditions permit.
7. Meet the minimum standards for training and experience for the position they are performing. All aviation-related Incident Command System (ICS) position qualifications are governed by the Forest Service Fire and Aviation Qualifications Guide and the Interagency Wildland Fire Qualifications System Guide (PMS 310-1).
8. Utilize the Interagency Aviation Training Guide for all aviation-related non-fire positions.
9. Not use government aircraft and equipment for personal use, or use personal aircraft for agency missions.
10. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

5704.2 – Supervisors

Supervisors, at all organizational levels, shall:

1. Ensure that aviation users in their units have the appropriate aviation experience and training.
2. Ensure that their aviation program has appropriate aviation supervision.
3. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

First and second level Supervisors of employees who use aircraft to accomplish agency missions must have the appropriate aviation experience and training, as defined by current Forest Service Aviation Policy and the Interagency Aviation Training Guide.

5704.3 – Chief

The Chief retains the overall authority and responsibility for the aviation management program and provides leaders' intent and direction for the Agency's aviation program.

5704.31 – Deputy Chief, State and Private Forestry

The Deputy Chief, State and Private Forestry is responsible to the Chief. The Deputy Chief shall:

1. Provide direction, leaders' intent, and administration of agency-wide aviation management programs, policies, training, and procedures;
2. Advise the Chief of current aviation-related issues;
3. Approve Mission Aviation Safety Plans (MASP), or policy identified equivalent, for Washington Office sponsored aviation non-fire operations, testing, and equipment projects;
4. Approve any new agency aviation programs;
5. Approve any Forest Service aviation standards and guides or interagency aviation standards and guides utilized by the Forest Service;
6. Provide liaison for aviation planning and program coordination with cooperators and partners;
7. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

Responsibilities may be delegated to the Washington Office Director, Fire and Aviation Management.

5704.31a – Washington Office Director, Fire and Aviation Management

The Director, Fire and Aviation Management, is responsible to the Deputy Chief, State and Private Forestry. The Director, Fire and Aviation Management, shall:

1. Provide oversight to a national aviation program through leaders' intent and direction.
2. Provide liaison for aviation planning and program coordination with cooperators and partners.

3. Ensure appropriate financial management and support for the Agency aviation management program and resources.
4. Approve equipment and procedures for operational testing and operational use.
5. Approve all national aviation safety and management plans and addendums/changes to these plans.
6. Approve Forest Service WCF, contracted, or leased aircraft for airshow static display or flight demonstrations.
7. Ensure that individuals engaged in aviation operations are trained and qualified to the appropriate level.
8. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

Responsibilities may be delegated to the Deputy Director, Aviation, Operations and Risk Management.

5704.31b – Washington Office Deputy Director, Aviation, Operations, and Risk Management

The Deputy Director, Aviation, Operations, and Risk Management, is responsible to the Director, Fire and Aviation Management. The Deputy Director shall:

1. Provide oversight to a national aviation program through leaders' intent and direction.
2. Provide oversight to a national aviation safety program and accident prevention program.
3. Review Commitment and Obligation Request form (FS 6500-224) for all Washington Office funded aviation contracts.
4. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.
5. Supervise the Washington Office, Assistant Director, Aviation.
6. Supervise the Washington Office, Assistant Director, Doctrine, Learning, and Risk Management.

Aviation responsibilities may be delegated to the Washington Office, Assistant Director, Aviation.

5704.31c – Washington Office Assistant Director, Aviation

The Assistant Director, Aviation is responsible to the Deputy Director, Aviation, Operations, and Risk Management for Forest Service aviation management. The Assistant Director, Aviation is located at Forest Service Washington Office. The Assistant Director, Aviation shall:

1. Serve as the Agency's National Aviation Management Program Manager;
2. Manage all national aviation programs through leaders' intent and direction. This must include, but is not limited to, aviation planning, budget, policy, operations, aircraft airworthiness, pilot standardization, aviation training, and quality assurance;
3. Approve or disapprove equipment and procedures for testing and evaluation;
4. Initiate, review, and approve all national aircraft contracting, leasing, acquisition, and technical requirements;
5. Approve all national aviation operations standards and plans and addendums/changes to those plans;
6. Develop and manage aviation program budget, including national aircraft contracts;
7. Administer national pilot standardization, aviation operations, and airworthiness programs;
8. Maintain a current National Aviation Safety and Management Plan in collaboration with the Branch Chief, Aviation Safety Management System;
9. Maintain a current National Aviation Strategic Plan;
10. Maintain cost-effective management of Working Capital Fund (WCF) aircraft;
11. Annually review aviation business cases as part of the annual budget cycle;
12. Ensure aviation quality assurance across the Forest Service aviation management program;
13. Recruit, train, mentor, and retain a highly skilled, diverse workforce of both career aviation personnel and aviation support personnel for the Washington Office aviation management program;
14. Maintain aviation security policies and procedures;
15. Meet the training requirements for aviation managers as defined by current Forest Service Aviation Policy and the Interagency Aviation Training Guide;
16. Request approval of Commitment and Obligation Request forms (FS 6500-224) for all Washington Office funded aviation contracts;

17. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;

18. Supervise the Washington Office Aviation Management Division, including:

- a. Branch Chief, Airworthiness – Boise,
- b. Branch Chief, Aviation Operations – Boise,
- c. Branch Chief, Pilot Standardization – Boise,
- d. Branch Chief, Aviation Business Operations,
- e. Aviation Strategic Planner, and
- f. Branch Chief, Aviation Program Management.

Responsibilities may be delegated to one or all of the Washington Office Aviation Branch Chiefs, listed above.

5704.31d – Branch Chief, Airworthiness

The Branch Chief, Airworthiness, is responsible to the Assistant Director, Aviation, for the management and oversight of airworthiness standards for all WCF, contract, leased, and cooperator aircraft. The Branch Chief, Airworthiness is located at the Washington Office Detached Unit, Boise, Idaho. It is the responsibility of the Branch Chief, Airworthiness, to:

- 1. Develop and approve Agency Aircraft and Avionics Inspector qualifications and training standards;
- 2. Develop and approve airworthiness standards for contracted and WCF aircraft in accordance with agency policy, standards and approved guides;
- 3. Develop and approve pre-use inspection standards for contract and cooperator aircraft;
- 4. Ensure that the modification, repair, and maintenance of Forest Service operated aircraft are completed in accordance with the applicable Parts of 14 CFR, agency policy and approved guides, and that personnel comply with the policy requirements and the approved maintenance and inspection guides for the specific type of aircraft;
- 5. Conduct National oversight and continuing evaluation of the aviation program to accomplish National, Regional, Forest, and District level aviation objectives;
- 6. Coordinate with Forest Service Acquisition Management personnel for contract specification development, contract evaluation, and logistic support in the procurement of aircraft and services;

7. Coordinate with FAM Aviation Operations personnel and the National Airtanker and Helicopter Program Managers for the inspection and approval of contract and rental agreement aircraft;
8. Coordinate the national airworthiness program with the Regional Aviation Officers, regional aviation Program Managers, and Regional aviation specialists;
9. Approve aircraft inspection and maintenance programs for each type of WCF aircraft (Refer to FSH 5709.16, sec. 42.2);
10. Ensure Forest Service WCF aircraft are maintained in standard configuration;
11. Establish and approve an inspection and maintenance program for former military, non-FAA certificated WCF aircraft (Refer to FSH 5709.16, sec. 47.2);
12. Approve extensions to inspection frequency limits (Refer to FSH 5709.16, ch. 48.24);
13. Tabulate and disseminate malfunction and deficiency reports for similar type aircraft if needed. (Refer to FSH 5709.16, sec. 45.2);
14. Approve Minimum Equipment Lists (MEL) for aircraft operated by the Forest Service if applicable (Refer to FSH 5709.16, sec. 48.28);
15. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
16. Supervises:
 - a. Aviation Safety Inspectors, Airworthiness,
 - b. Aviation Safety Inspectors, Avionics,
 - c. Aviation Management Specialist,
 - d. Aerospace Engineer, and
 - e. All Washington Office aviation maintenance personnel.

For more information on the responsibilities and authorities of the Aviation Airworthiness branch, refer to FSH 5709.16, chapter 40.

5704.31e – Branch Chief, Aviation Operations

The Branch Chief, Aviation Operations is responsible to the Assistant Director, Aviation for the management and supervision of aviation operations. The Branch Chief, Aviation Operations is

located at the Washington Office Detached Unit, Boise, Idaho. The Branch Chief, Aviation Operations shall:

1. Provide oversight, coordination, and management of aviation operations conducted by the Washington Office and Regions;
2. Meet the training requirements for aviation managers as defined by current Forest Service Aviation Policy and the Interagency Aviation Training Guide;
3. Coordinate the national aviation operations program with the Regional Aviation Officers, regional aviation Program Managers, and Regional aviation specialists;
4. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
5. Supervise:
 - a. National Helicopter Operations Specialist,
 - b. National Helicopter Program Manager,
 - c. National Aerial Supervision Program Manager,
 - d. National Smokejumper Program Manager,
 - e. National Airtanker Program Manager,
 - f. National Aircraft Coordinator,
 - g. National Fixed-Wing Coordinator,
 - h. National Rappel Specialist,
 - i. Aviation Program Specialist,
 - j. Unmanned Aircraft Systems Program Manager, and
 - k. Other Washington Office aviation operations Program Managers and specialists.

For more information on the responsibilities and authorities of the Aviation Operations branch, refer to FSH 5709.16, chapter 30.

5704.31f – Branch Chief, Pilot Standardization

The Branch Chief, Pilot Standardization is responsible to the Assistant Director, Aviation for the management of pilot standardization for all agency and contract pilots. The Branch Chief, Pilot

Standardization is located at the Washington Office Detached Unit, Boise, Idaho. The Branch Chief, Pilot Standardization shall:

1. Approve or rescind, in coordination with the Regional Aviation Officer, flight duty status and designations for agency pilots for agency missions and aircraft make and model;
2. Designate Forest Service flightcrew inspectors in coordination with the Regional Aviation Officer;
3. Meet the training requirements for aviation managers as defined by current Forest Service Aviation Policy and the Interagency Aviation Training Guide;
4. Coordinate the national pilot and flightcrew standardization with the Regional Aviation Officers, regional aviation Program Managers, and Regional aviation specialists;
5. Coordinate with the National UAS Program Manager for the development and implementation of a National Remote Pilot Standardization and Training Program;
6. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
7. Supervise:
 - a. National Helicopter Standardization Pilot,
 - b. National Helicopter Inspector Pilots,
 - c. National Fixed-Wing Standardization Pilot,
 - d. National Fixed-Wing Inspector Pilots, and
 - e. Other Washington Office pilot standardization specialists.
8. Provide national leadership for agency inspector pilot qualifications, performance, and training standards;
9. Provide management and supervision for the development and implementation of a National Pilot and Aircrew Standardization and Training Program;
10. Designate, in writing, authorized inspector pilots that meet the minimum standards of this chapter. These inspectors are listed on the Forest Service Authorized National Pilot, Aircraft, and Avionics Inspectors List;
11. Designate, in writing, inspector pilots to perform quality assurance inspections for aircrew;

12. Designate, in writing, the following qualifications for agency personnel: initial agency pilot, remote pilot, pilot-in-command (PIC), evaluator pilot, instructor pilot, aircraft commander, flight engineer, loadmaster, and special use mission aircrew designations;
13. Designate, in writing, the following qualifications for contractor operations in WCF aircraft: evaluator pilot, instructor pilot, aircraft commander, copilot, flight engineer, or loadmaster, as required;
14. Perform oversight of ground and flight evaluations of pilots and training records, and flightcrew in all missions. These evaluations are performed by pilots delegated on the Forest Service Authorized National Pilot, Aircraft, and Avionics Inspectors List;
15. Conduct National oversight and continuing evaluation of the aviation program to accomplish National, Regional, Forest, and District level aviation objectives;
16. Coordinate with Forest Service Acquisition Management personnel for contract specification development, contract evaluation, and logistic support in the procurement of aircraft and services;
17. Coordinate with FAM Aviation Operations personnel and the National fixed-wing and helicopter program specialists for the inspection and approval of contract and rental agreement pilots;
18. Perform ground and flight evaluations of new agency pilots and aircrew, and for initial upgrades to Pilot-in-Command (PIC), aircraft commander (AC), instructor pilot/aircrew, and evaluator pilot/aircrew; and
19. Review and recommend approval of the U.S. Forest Service National Pilot Standards.

For more information on the responsibilities and authorities of the Pilot Standardization branch, refer to FSH 5709.16, chapter 50.

5704.31g – Branch Chief, Aviation Business Operations

The Branch Chief, Aviation Business Operations is responsible to the Assistant Director, Aviation for the management and supervision of aviation business operations. The Branch Chief, Aviation Business Operations is located at Forest Service Washington Office in Washington D.C. The Branch Chief, Aviation Business Operations shall:

1. Provide oversight, coordination, and management of aviation business operations conducted by the Washington Office, Regions, and Stations;
2. Meet the training requirements for Aviation Managers found in the Interagency Aviation Training Guide;

3. Coordinate national aviation business operations with the Regional Aviation Officers, Regional Aviation Program Managers, and Regional aviation specialists;
4. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties; and
5. Supervise Washington Office Aviation Business Operations specialists.

For more information on the responsibilities and authorities of the Aviation Business Operations branch, refer to FSH 5709.16, chapter 10.

5704.31h – Aviation Strategic Planner

The Aviation Strategic Planner is responsible to the Assistant Director, Aviation, for the management and supervision of aviation strategic planning. The Aviation Strategic Planner is located at Washington Office in Washington DC. The Aviation Strategic Planner shall:

1. Coordinate and develop aviation strategic planning;
2. Meet the training requirements for Aviation Managers found in the Interagency Aviation Training Guide;
3. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties; and
4. Supervise Washington Office Aviation Management specialists.

5704.31i – Branch Chief, Aircraft Program Management

The Branch Chief, Aircraft Program Management (APM), is responsible to the Assistant Director, Aviation, for the management and oversight of WCF large airtanker aircraft. The Branch Chief, APM is located at Washington Office in Washington DC. The Branch Chief, APM, must:

1. Provide program planning, onboarding action, oversight, coordination, and management of new WCF large aircraft;
2. Coordinate program planning, onboarding action, oversight, coordination, and management with the Washington Office Aviation Branch Chiefs, Program Managers, aviation specialists and Regions;
3. Meet the training requirements for aviation managers as defined by current Forest Service Aviation Policy and the Interagency Aviation Training Guide;
4. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties; and

5. Supervise Washington Office Aviation Management specialists.

5704.32 – Assistant Director, Doctrine, Learning, and Risk Management

The Assistant Director, Doctrine, Learning, and Risk Management is responsible to the Deputy Director, Aviation, Operations, and Risk Management. The Assistant Director, Doctrine, Learning, and Risk Management supervises the Branch Chief, Aviation Safety Management Systems.

Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

Provide oversight, coordination, and direction to the Branch Chief, Aviation Safety Management System.

5704.32a – Branch Chief, Aviation Safety Management System

The Branch Chief, Aviation Safety Management System is responsible to the Assistant Director, Doctrine, Communications, and Risk Management, for the management and supervision of the aviation safety management system. The Branch Chief, Aviation Safety Management System is located at the Washington Office Detached Unit, Boise, Idaho. The Branch Chief, Aviation Safety Management System must:

1. Provide oversight, coordination, and direction of aviation safety management system conducted by the Washington Office, Regions and Stations;
2. Meet the training requirements for aviation managers found in the Interagency Aviation Training Guide;
3. Supervise the Aviation Safety Specialist(s) within the Washington Office, Aviation Safety Management System Branch;
4. Maintain the aviation safety management system for Forest Service Aviation and all associated programmatic functions described within the NASMSG;
5. Participate in the Interagency Committee for Aviation Policy (ICAP) Safety Standards and Training Subcommittee;
6. Coordinate the Agency's commitment to the ICAP Gold Standard certificate;
7. Initiate risk assessments, as needed, for new or changing missions or aircraft. Refer to Change Management Guide;
8. Lead process to complete risk assessments. This includes monitoring action plans and measuring their effectiveness in risk management terms;
9. Coordinate with Washington Office aviation staff, Regional Aviation Officers, and Regional Aviation Safety Managers to staff risk assessments;

10. Designate, in writing, authorized Air Safety Investigators (ASIs) and Qualified Technical Investigator (QTIs) that meet the minimum standards of this chapter. These investigators are listed on the Forest Service Authorized National Pilot, Aircraft, Avionics Inspectors and QTI List;
11. Determine the appropriate level of an aviation accident/incident investigation for the purpose of developing lessons learned and identification of systemic defects in coordination with the Regional Aviation Safety Manager;
12. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
13. The Branch Chief, Aviation Safety Management Systems must:
 - a. Be qualified as an ICAP Aviation Safety Officer; meeting the requirements of 41 CFR Part 101-37.1202 and 1203.
 - b. Be qualified as a Forest Service Qualified Technical Investigator (QTI) or equivalent aviation accident investigator qualification.
 - c. Possess experience managing a complex aviation safety program, such as a Regional Aviation Safety Manager, or equivalent, plus one of the following, at a minimum:
 - (1) Commercial pilot certificate issued by the Federal Aviation Administration. Military equivalent is acceptable if the commercial pilot certificate is issued within 12 months of effective date.
 - (2) Current airframe and powerplant certificate (A&P) issued by the Federal Aviation Administration (FAA) with an Inspection Authorization (IA).
 - (3) Previous qualification in one of the following IQCS positions: HEB1, exclusive use HMGB, or ATGS.

For more information on the responsibilities and authorities of the Aviation Safety Management Systems Branch, refer to FSH 5709.16, chapter 20 and the National Aviation Safety and Management Plan.

5704.33 – Washington Office Directors – Forest Health Protection, Law Enforcement and Investigations, and other Washington Office Directors with Aviation Activities

Washington Office Directors - Forest Health Protection, Law Enforcement and Investigations, and other Washington Office Directors that conduct aviation activities must appoint, by official correspondence, a full-time or collateral duty aviation manager to coordinate aviation activities within their programs and with the appropriate Regional Aviation Officers and Regional Aviation Safety Managers.

Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

5704.33a – Washington Office Programs with Aviation Activities Aviation Managers

The Aviation Manager is responsible to the appropriate Washington Office Director. This appointed position may be full-time or have collateral duties. The Aviation Manager coordinates with the Washington Office Aviation, Regional Aviation Officers, and Regional Aviation Safety Managers.

Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

5704.34 – Regional Foresters and/or Their Deputies

The Regional Foresters are responsible to the Chief. Regional Foresters are responsible for all Forest Service related aviation activities within their regional boundaries and shall:

1. Ensure the Regional Aviation Program is based on National Aviation policy, direction, and leaders' intent. This must include, but is not limited to, aviation planning, budget, policy, operations, aircraft airworthiness, pilot standardization, aviation training, and quality assurance;
2. Recruit, train, mentor, and retain a highly skilled, diverse workforce of both career aviation personnel and aviation support personnel;
3. Establish and maintain a minimum core organization that implements national direction, commensurate with workload, to include:
 - a. Regional Aviation Officer (must not have collateral duties),
 - b. Regional Aviation Safety Manager (must not have collateral duties),
 - c. Regional Unmanned Aircraft Specialist/Coordinator,
 - d. Regional Helicopter Operations Specialist,
 - e. Regional Helicopter Program Manager/Helicopter Inspector Pilot,
 - f. Regional Fixed-Wing Program Manager/Inspector Pilot, and
 - g. Regional Aviation Safety Inspector – Airworthiness.
4. Ensure appropriate financial management of the aviation program and resources;
5. Maintain cost-effective management of Working Capital Fund (WCF) aircraft assigned to the Region;

6. Approve a MASP (or delegate to the appropriate Line Officer where the project will be conducted) prior to commencing Regional Office non-fire projects involving the use of aircraft;
7. Develop the regional/area aviation management goals, objectives, and activities;
8. Provide aviation strategic direction based on the national aviation strategy;
9. Approve the Regional/ supplement to the National Aviation Safety and Management Plan (NASMP); and
10. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

Responsibilities may be delegated to Regional/Area Fire Directors.

5704.34a – Regional Director, Fire and Aviation Management

The Regional Director, Fire and Aviation Management is responsible to the Regional Forester.

The Regional Director, Fire and Aviation Management shall:

1. Ensure the Regional Aviation Program is based on National aviation policy, direction, and leaders' intent. This must include, but is not limited to, aviation planning, budget, policy, operations, aircraft airworthiness, pilot standardization, aviation training, and quality assurance;
2. Provide aviation assistance to the Forests, Stations, and cooperators;
3. Provide aviation management assistance to eligible cooperators through the Cooperative Fire Protection Program, including aircraft acquisition and support utilizing the Federal Excess Personal Property (FEPP) program;
4. Approve the following required plans:
 - a. Regional Homeland Security Response Plan, and
 - b. Regional Aviation Mishap Response Plan.
5. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

Responsibilities may be delegated to Regional Aviation Officers and Regional Aviation Safety Managers.

6. Review the Regional supplement to the National Aviation Safety and Management Plan (NASMP). This responsibility must not be delegated.

5704.34b – Regional Aviation Officers

The Regional Aviation Officers (RAOs) are responsible to the Regional Director, Fire and Aviation. The Regional Aviation Officers shall:

1. Serve as the Regional Aviation Program Manager;
2. Approve or, in coordination with the Washington Office Branch Chief, Pilot Standardization, rescind flight duty status and designations for agency pilots for agency missions and aircraft make and model;
3. Implement and manage a Regional Aviation Program based on national aviation policy, direction, and leaders' intent. This must include, but is not limited to, aviation planning, budget, policy, operations, aircraft airworthiness, pilot standardization, aviation training, and quality assurance;
4. Provide oversight, coordination, and management for all Forest Service aviation activities within the regional boundaries, to include: Forests, Law Enforcement and Investigations, Stations, Forest Health Protection, and all other Forest Service program areas that utilize aviation;
5. Ensures that the regional aviation program meets national direction. Coordinate with the Washington Office Aviation Branch Chiefs, Program Managers and aviation specialists to provide national program consistency and standardization;
6. Coordinate with the Washington Office Branch Chief, Pilot Standardization, for the assignment of a Regional Fixed-Wing Standardization Pilot. This position is responsible for maintaining Regional pilot, flightcrew, and aircrew training records;
7. Coordinate with the Washington Office to contract aircraft to support regional needs;
8. Provide appropriate regional supplementation to the Agency National Aviation Safety and Management Plan;
9. Review MASPs and Aviation Safety and Management Plans, within the regional boundary, to include: Regional, Forests, Stations, Forest Health Protection, Law Enforcement and Investigations, and all other Forest Service program areas that utilize aviation;
10. Meet the training requirements for Aviation Managers found in the Interagency Aviation Training Guide;
11. Provide oversight, coordination, and management of the regional aviation safety program. Foster a safety culture through the development and implementation of the four pillars of ASMS;
12. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;

13. Supervise a minimum core organization that implements national direction, commensurate with workload, to include:
 - a. Regional Helicopter Operations Specialist,
 - b. Regional Helicopter Program Manager,
 - c. Regional Fixed-Wing Program Manager, and
 - d. Regional Aviation Safety Inspector – Airworthiness.
14. Develop and approve the Regional Aviation Operations Plans;
15. Maintain records of all reviews of forest and regional aviation activities and make them readily accessible for national review;
16. Oversee maintenance of Regional pilot, flightcrew, and aircrew training records. This responsibility may be delegated;
17. Designate, in writing, a Regional Standardization Pilot. This position may be shared between regions, or a collateral duty. Refer to 5709.16, chapter 50;
18. Designate, in writing, a Regional Aerial Supervision Coordinator. This position may be shared between regions, or a collateral duty;
19. If necessary, designate, in writing, a Regional UAS Coordinator. This position may be shared between regions, or a collateral duty; and
20. Authorize agency pilot training and proficiency flights through a specific Operations Plan or Mission Aviation Safety Plan.

For more information on the responsibilities of the regional aviation organization, refer to the National Aviation Safety and Management Plan.

5704.34c – Regional Aviation Safety Managers

The Regional Aviation Safety Managers (RASMs) are responsible to the Regional Director, Fire and Aviation. The Regional Aviation Safety Managers shall:

1. Provide oversight, coordination, and management of the Regional Aviation Safety Program and foster a safety culture through the development and implementation of the four pillars of ASMS;
2. Meet the training requirements for aviation managers found in the Interagency Aviation Training Guide;

3. Review MASPs and Aviation Safety and Management Plans, within the regional boundary, to include: Regional, Forests, Stations, Forest Health Protection, Law Enforcement and Investigations, and other Forest Service program areas that utilize aviation;
4. Provide aviation safety oversight, coordination, and management for all Forest Service aviation activities within the regional boundaries, to include: Forests, Law Enforcement and Investigations, Stations, Forest Health Protection, and all other Forest Service program areas that utilize aviation;
5. Coordinate the Regional Aviation Safety Program with the Washington Office Aviation Branch Chiefs, Program Managers, and aviation specialists;
6. Provide appropriate regional supplementation to the Agency National Aviation Safety and Management Plan;
7. Prepare regional aviation safety-related plans;
8. Maintain records of all reviews of forest and regional aviation safety activities and make them readily accessible for national review;
9. Provides oversight of the regional aviation training program;
10. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
11. Must be a member of the National Aviation Safety Council;
13. The Regional Aviation Safety Manager must possess, at a minimum, the following experience/qualifications:
 - a. Experience as a pilot or crew member, or in aviation operations management/flight program management.
 - b. Graduate of an aviation safety officer course provided by a recognized training provider and authority in aviation safety before appointment, or within one year after appointment.
 - c. At least, 90 days of firefighting experience.

The RASM must not provide supervision for any aviation operational position or aviation operations program.

For more information on the responsibilities of the Regional Aviation Safety Manager, refer to FSM 5720, FSH 5709.16, chapter 20, and the Aviation Safety Management Systems Guide.

5704.34d – Forest Health Protection Aviation Safety Manager

The Forest Health Protection (FHP) Aviation Safety Manager is responsible to the Washington Office Director, Forest Health Protection. The Forest Health Protection Aviation Safety Manager (FHP ASM) provides FHP aviation program management and oversight in coordination with Regional Aviation Officers and Regional Aviation Safety Managers. The FHP Aviation Safety Manager is a member of the National Aviation Safety Manager's Council. The FHP Aviation Safety Manager shall:

1. Coordinate all FHP aviation operations and safety with RAOs and RASMs. Coordination will include operations, flight safety, MASPs, aircraft and pilot inspections and approvals, quality assurance, and interagency and partner cooperation;
2. In coordination with RAOs and RASMs, develop operational plans and risk assessments for all FHP aviation missions, including aerial survey, aerial application, aerial photography/remote sensing;
3. In coordination with RAOs and RASMs, review and update the Regional/Area FHP supplements to the National Aviation Safety and Management Plan;
4. In coordination with RAOs and RASMs, conduct safety and quality assurance reviews for FHP aviation operations;
5. In coordination with RAOs or the Area Aviation Manager, develop FHP specific FRATs;
6. Meet Aviation Manager training requirements in accordance with Interagency Aviation Training Guide; and
7. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

5704.34e – Washington Office Programs with Aviation Activities Aviation Managers

The Aviation Manager is responsible to the appropriate Washington Office Director. This appointed position may be full-time or have collateral duties. The Aviation Manager provides aviation program management and oversight in coordination with Regional Aviation Officers and Regional Aviation Safety Managers. The Aviation Manager may be a member of the Regional Aviation Officers and/or National Aviation Safety Council. The Aviation Manager shall:

1. Coordinate all aviation operations and safety with RAOs and RASMs. Coordination will include operations, flight safety, FRATs, aircraft and pilot inspections and approvals, quality assurance, and interagency and partner cooperation;
2. In coordination with RAOs and RASMs, develop operational plans and risk assessments for all program aviation missions;

3. In coordination with RAOs and RASMs, review and update the Regional/Area program supplements to the National Aviation Safety and Management Plan;
4. In coordination with RAOs and RASMs, conduct safety and quality assurance reviews for aviation operations;
5. In coordination with RAOs, develop program specific FRATs;
6. Meet Aviation Manager training requirements in accordance with Interagency Aviation Training Guide; and
7. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties.

5704.35 – Forest Supervisors

Forest Supervisors are responsible to the Regional Forester, Forest Supervisors shall:

1. Ensure the forest aviation program is based on National/Regional aviation policy, direction, and leaders' intent. This must include, but is not limited to, aviation planning, budget, policy, operations, aviation training, and quality assurance;
2. Designate a Forest Aviation Officer. If the position is shared or a collateral duty, it must be designated in writing (Refer to FSM 5704.35b);
3. Approve a MASP (or delegate to the appropriate Line Officer where the project will be conducted) prior to commencing all forest non-fire projects involving the use of aircraft;
4. Develop the forest aviation management goals, objectives, and activities;
5. Provide forest-related strategic direction based on national aviation strategy;
6. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
7. Approve the following required plans:
 - a. Forest supplement to the National/Regional Aviation Safety and Management Plan (NASMP),
 - b. Aviation Facility Homeland Security Response Plan,
 - c. Forest Aviation Mishap Response Plan, and
 - d. Aviation Base Operational Plans.

5704.35a – Forest Staff Officer Responsible for Aviation

The Forest Staff Officer Responsible for Aviation is responsible to the Forest Supervisor. The Staff Officer shall:

1. Implement a forest aviation program through leaders' intent and direction;
2. Provide aviation assistance to the forest, districts, and other cooperators;
3. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
4. Review the following required plans:
 - a. Forest supplement to the National/Regional Aviation Safety and Management Plan (NASMP),
 - b. Facility Homeland Security Response Plan,
 - c. Forest Aviation Mishap Response Plan, and
 - d. Aviation Base Operational Plans.
5. Review the forest supplement to the regional supplement to the National Aviation Safety and Management Plan (NASMP); and
6. Meet the training requirements for Aviation Supervisors found in the Interagency Aviation Training Guide.

5704.35b – Forest/Unit/Zone Aviation Officer

Forest/Unit/Zone Aviation Officers are responsible to the Forest Staff Officer Responsible for Aviation. The Forest/Unit/Zone Aviation Officer shall:

1. Implement and manage the forest aviation program based on national/regional aviation policy, direction, and leaders' intent. This must include, but is not limited to, aviation planning, budget, policy, operations, aviation training, and quality assurance;
2. Meet the training requirements for aviation managers found in the Interagency Aviation Training Guide;
3. Oversee aviation mission planning, operations, and risk assessment, including fire and non-fire missions and incidents managed by incident management teams;
 - a. Function as the primary point of contact for all forest/unit/zone aviation operations.

- b. Provide forest/unit/zone orientation briefings to incident management teams, flightcrews, and other aviation support personnel working on the forest/unit/zone.
 - c. Briefings will include forest/unit/zone plans, aerial and flight hazard maps, risk assessments, coordinating with forest/unit dispatch, initial attack responsibilities, aviation emergency and accident response procedures, and other forest/unit/zone specific procedures and processes and other pertinent information.
- 4. Ensure compliance with aviation management, safety policies, and procedures;
- 5. Provide input and follow-up to SAFECOMS involving aviation operations on the Forest;
- 6. Conduct periodic safety evaluations of aviation operations;
- 7. Evaluate aircraft effectiveness, including cost and utilization;
- 8. Administer helicopter and fixed wing contracts and other aviation support contracts;
- 9. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
- 10. Ensure that the following required plans are supplemented, updated annually, reviewed, and approved at the appropriate management level:
 - a. Forest supplement to the National/Regional Aviation Safety and Management Plan (NASMP),
 - b. Aviation Facility Homeland Security Response Plan,
 - c. Forest Aviation Mishap Response Plan, and
 - d. Aviation Base Operational Plans.
- 11. Coordinate with Regional Office aviation management as necessary; and
- 12. Coordinate Forest aviation training.

Some Forests employ “service-first” positions to fulfill the Forest Aviation Officer responsibilities. On those units, the position is referred to as a Unit Aviation Officer.

5704.36 – Station Directors

Station Directors are responsible to the Deputy Chief of Research and Development. Station Directors shall:

- 1. Ensure the Station Aviation Program is based on national aviation policy, direction, and leaders’ intent. This must include, but is not limited to, aviation planning, budget,

policy, operations, aircraft airworthiness, pilot standardization, aviation training, and quality assurance;

2. Designate a Station Aviation Manager, in writing, if the position is shared or a collateral duty (Refer to FSM 5704.36a);
3. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
4. Approve the following required plans:
 - a. FRATs,
 - b. Area Homeland Security Response Plan, and
 - c. Area Aviation Mishap Response Plan.
5. Review the Station Supplement to the National/Regional Aviation Safety and Management Plan (NASMP). This responsibility must not be delegated.

5704.36a – Station Aviation Manager

The Station Aviation Manager is responsible to the Station Director and shall:

1. Implement and manage the station aviation program based on national/regional aviation policy, direction, and leaders' intent. This will include, but is not limited to, aviation planning, budget, policy, operations, aviation training, and quality assurance;
2. Coordinate aviation activities with the appropriate Regional Aviation Officers and Regional Aviation Safety Managers;
3. Manage the Station Aviation Program by providing technical and management direction of aviation resources to support National/Regional/Forest Programs;
4. Coordinate all station aviation operations and safety with the RAOs and RASMs. Coordination will include operations, flight safety, FRATs, aircraft and pilot inspections and approvals, quality assurance and interagency and partner cooperation;
5. Understand, implement, and maintain the responsible areas of the Forest Service Aviation Safety Management System within the scope of their duties;
6. In coordination with RAOs and RASMs:
 - a. Develop operational plans and risk assessments for all aviation missions including aerial survey, aerial application, aerial photography/remote sensing.
 - b. Review and update the Regional/Area supplements to the National Aviation Safety and Management Plan.

- c. Conduct safety and quality assurance reviews for aviation operations.
- 7. In coordination with RAOs, develop FRATs; and
- 8. Meet the training requirements for aviation managers found in the Interagency Aviation Training Guide.

5704.37 – Pilots

Refer to FSH 5709.16, chapter 50.

5704.38 – Aviation Maintenance Personnel

Refer to FSH 5709.16, chapter 40.

5705 –Definitions and Acronyms

Definitions, abbreviations, and acronyms are also contained in 14 CFR, Part 1, and apply to agency aviation operations. The following is a list of aeronautical terms, abbreviations, and acronyms most commonly used in agency aviation manuals, handbooks, standards, plans, and guides.

5705.1 – Definitions

Accident: An unplanned event or series of events that results in death, injury, occupational illness, damage to or loss of equipment or property, or damage to the environment (refer to Aircraft Accident).

Acquisition: The process of transferring, leasing, contracting, or purchasing any aircraft.

Administrative Use: The use of a government aircraft for point-to-point transportation of authorized passengers and cargo. This does not include mission flights such as incident/project support or tactical transportation of fire crews, overhead, or other personnel or equipment required for management of an incident or project. Refer to the agency Administrative Use of Aircraft Guide for flight approvals.

Aerial Supervision Module (ASM): An aircraft that contains both a qualified Air Tactical Pilot (ATP) and Air Tactical Supervisor (ATS) on board as a complete module. This module can perform aerial supervision and is authorized to perform low-level leadplane operations.

Air Safety Investigator (ASI): A federal employee who has education, expertise, and experience in aviation accident, mishap, or near miss investigation; has knowledge of environmental, human, and material factors and analysis in incidents; is tasked to investigate the incident and generate the safety investigation report (SIR). May also serve as a Chief Investigator (CI).

Air Tactical Group Supervisor (ATGS): Manages incident airspace and controls incident air traffic. The ATGS is an airborne firefighter who coordinates, assigns, and evaluates the use of aerial resources in support of incident objectives. The ATGS is the link between ground personnel and incident aircraft. The ATGS is qualified to perform aerial supervision from either an airplane or helicopter.

Air Tactical Pilot (ATP): The ATP is a qualified leadplane pilot who has received specialized training and authorization to function as an ASM crew member. The ATP functions as the leadplane pilot and utilizes Crew Resource Management (CRM) skills to evaluate and share the incident workload with the ATS.

Air Tactical Supervisor (ATS): The ATS is a qualified ATGS who has received specialized training and authorization to function as an ASM crew member. The ATS is an ATGS who also utilizes CRM to evaluate and share the incident workload with the ATP.

Airbase: A location that supports aviation operations (helicopters, airtankers, SEATs, air attack and/or leadplanes).

Aircraft: A powered device that is used, or intended to be used, for flight in the air to perform a mission, to include UAS (including ground stations).

Aircraft/Aviation Dispatcher: A qualified dispatcher who may receive, process, and place orders for aircraft, and provide flight following and other aviation support services.

Aircraft Commander (AC): Refer to pilot-in-command. Generally applies to larger aircraft.

Aircraft Incident: An occurrence, other than an accident, associated with the operation of an aircraft that affects, or could affect, the safety of operations. Aircraft incidents are documented on form FS-5700-14, SAFECOM: Aviation Safety Communiqué, which is also approved for interagency use as form OAS-34 (FSM 5720.45).

Aircraft Incident with Potential: An incident that narrowly misses being an accident by NTSB definition and circumstances involve some aircraft damage, property damage, or minor injury to crew or passengers. Classification of Incidents with Potential is determined by the Branch Chief, Aviation Safety Management Systems.

Aircrew: A person trained with the flightcrew, who is qualified in, and assigned to perform duties onboard the aircraft, and essential for the safe operation of the mission, to include: rappel spotter, short-haul spotter, smokejumper spotter, Air Tactical Group Supervisor or Air Tactical Supervisor.

Airline Service: Use of scheduled commercial airlines to reach a desired destination.

Airspace Conflict: A near mid-air collision, intrusion, or violation of airspace rules.

Airspace Coordinator: An official representing the Agency to coordinate airspace issues, including assessing the national or geographic area airspace situation and the impact that fire or other incident operations are having on specific FAA classes of airspace, ATC arrival and departure procedures, SUA and MTRs, and other users of the national airspace.

Airstrip: A location that has only a runway, without aviation support services (fuel, fixed base operation, tie downs, maintenance, and so forth).

Airtanker: An aerial delivery system that consists of a fixed-wing aircraft configured for the dispensing of fire retardant or fire suppressant material.

All-hazard: Describing an incident, natural (including wildfire) or manmade, that warrants action to protect life, property, environment, and public health or safety, and to minimize disruptions of government, social, or economic activities.

Approved Aircraft and Pilot(s): Cooperator Aircraft and pilot(s) approved by interagency approval letter issued by Regional Aviation Officers and Department of the Interior/ Office of Aviation Services Regional Directors. The National Office may issue approval letters for active duty or National Guard aircraft activated through National Interagency Fire Center agreements.

Area of Operation (AO): An Area of Operation is an area within a Temporary Flight Restriction where aerial Supervisors may develop holding points, initial points, flight routes, virtual fences, and check points as appropriate to maintain adequate separation of aircraft within the TFR. Generally, aircraft are separated in different AOs by helicopter, airtanker, or water scooper, but that may not always be the case.

Aviation Accident: An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and the time all such persons have disembarked, and in which any person suffers death or serious injury or in which the aircraft receives substantial damage. During a jump sequence, an agency smokejumper is considered to have safely disembarked the aircraft after detaching from the static line of the parachute deployment system and when the parachute canopy has successfully deployed (Refer to 14 CFR, NTSB 830 for definition of reportable accidents).

Aviation Activities: Any Forest Service program, Region, Station, Forest, or unit with aviation activities defined as a WCF, contracted, leased, or cooperator aviation mission that provides a benefit to the Forest Service or is funded completely or in part by the Forest Service.

Aviation Business System (ABS): An agency electronic payment system.

Aviation Facility: A Forest Service operated site that engages in aviation activities.

Aviation Hazard: Any condition, act, or set of circumstances that exposes an individual to unnecessary risk or harm during aviation operations.

Aviation Management Information System (AMIS): A management information software program that allows users to enter aviation usage and cost reporting information for utilization and accountability tracking.

Aviation Professional: A person with specific or broad aviation experience, to include pilot, maintenance, commercial, or resource agency aircraft operations. An Aviation Professional has experience in aircraft operations, aircraft support programs and has held an aviation position in a natural resource agency, aircraft operating company, or equivalent military organization.

Aviation Safety: Risks associated with aviation activities are reduced and controlled to an acceptable level.

Aviation Safety Inspector (ASI): Airworthiness or Avionics Inspector.

Aviation Safety Management System (ASMS): The formal, top-down, business-like approach to managing safety risk. It includes systematic procedures, practices, and policies for the management of safety (as described in this document it includes the four pillars: safety risk management, safety policy, safety assurance, and safety promotion).

Backcountry Airstrip: Runways that do not have a hard surface runway, whether charted or uncharted.

Carded Aircraft and Pilot(s): Agency and contract aircraft and pilot(s) approved by interagency card issued by a National, Regional or Department of the Interior/Office of Aviation Services airworthiness inspector or pilot inspector respectively.

Category: As used with respect to the certification, ratings, privileges, and limitations of aircrew, a broad classification of aircraft, such as fixed-wing and rotary aircraft. (Source: FAA definitions.)

Check Airman: An agency pilot that conducts agency pilot evaluation flights. Refer to FSH 5709.16, chapter 50.

Check Ride: A practical test that a pilot must pass to receive certification, to maintain, or an endorsement for additional flight privileges. The examinee flies in an aircraft with an authorized evaluator to demonstrate competency in the skills required for the certification. A check ride is one part of an aircrew evaluation, which also includes an oral evaluation and may include a written test.

Civil Aircraft: Aircraft other than public aircraft (14 CFR, Part 1.1).

Civil Twilight (Alaska): Begins in the morning, and ends in the evening when the center of the sun is geometrically 6° below the horizon. This is the limit at which twilight illumination is sufficient for terrestrial objects to be clearly distinguished.

Class: As used with respect to the certification, ratings, privileges, and limitations of aircrew, a classification of aircraft within a category having similar operating characteristics, for example, single engine, multiengine, land, water, helicopter, etc. (Source: FAA definitions.)

Complex Aviation Operations: May include one or more of the following factors: congested airspace, reduced visibility, poor weather, mountainous terrain, hot and high operating conditions, aviation operations in or near military training routes or operating areas, multiple aircraft, multiple zones on a large fire, and/or a mix of aircraft missions.

Contract Aviation Services: Aviation services involving the use of contract aircraft and flightcrews certified by the Federal Aviation Administration (FAA) and approved by the agency for specific missions.

Contractor: A person or company that is procured by the government to provide goods or services. Also referred to as a vendor.

Cooperator: A Federal, Tribal, State, or local agency that participates with another agency(s) in planning and conducting fire or emergency management projects and activities.

Crew Resource Management (CRM): Training and process designed to improve air safety by focusing on interpersonal communication, leadership and team management, and decision-making skills in the flight deck environment.

Daylight: The period between 30 minutes before sunrise and 30 minutes after sunset.

Dispatch Center: A facility from which resources are assigned to an incident.

Doctrine: Doctrine is composed of fundamental principles which guide employee actions in support of national objectives. Doctrine is authoritative but requires judgment in application.

Emergency: An unexpected occurrence or occasion that is life threatening or has a risk of serious injury and requires immediate action.

Emergency Fuel: An emergency fuel condition exists when any of several low fuel conditions are met. For more explanation, refer to FSH 5709.16, chapter 33.71.

Emergency Operations: Operations conducted in response and support to an emergency.

Essential to the Mission: Personnel and equipment that is absolutely necessary to complete the mission successfully.

Evaluator: An individual that is qualified in evaluating for the purpose of quality assurance.

Evaluator Pilot (EP): An agency pilot designated to conduct agency flightcrew evaluations. Also referred to as a Check Airman or Check Pilot.

Fatal Injury: Any injury that results in death within 30 days of the accident.

Federal Aviation Regulations (FAR): Correctly referred to as 14 CFR, these are regulations that govern aircraft operations and maintenance.

Federal Excess Personal Property (FEPP): Refers to agency-owned property that is on loan to eligible cooperators for the purpose of wildland firefighting. Includes aircraft.

Federal Travel Regulation (FTR): Implement statutory requirements and Executive branch policies for travel by Federal civilian employees and others authorized to travel at government expense.

Federal Traveler: Federal civilian agency employees including Senior Federal Officials. Includes pilots of government aircraft flying federal travelers for Administrative Use flights.

Fixed-wing Flight Manager: Government representative who works jointly with the flightcrew and aircrew to ensure safe, efficient operation.

Fixed-wing Flight Manager – Special Use: Government representative who works jointly with the flightcrew and aircrew to ensure safe, efficient flight management of Special Use missions.

Flight Data: Data obtained from the AFF, ATU, OLM, SAFECOMs, cockpit voice recorder, flight data recorder, and any other recording device, including audio, video, and imagery. Flight data can be obtained from WCF and contracted aircraft.

Flight Evaluation Board (FEB): A fact-finding proceeding to review a pilot's performance, judgment, compliance, and qualifications in a knowledgeable, fair, and impartial manner. The purpose of an FEB is to determine an agency pilot's ability to safely and effectively perform agency aviation missions.

Flight Following: The method and process through which an aircraft is tracked from departure point to destination. Flight following is the knowledge of the aircraft location and condition at regular intervals with a reasonable degree of certainty such that, in the event of mishap, those on board may be rescued.

Flight Risk Assessment Tool (FRAT): A daily or flight-dictated component of the continuous systematic process of identifying and controlling risk in flying activities.

Flight Tracking: A dispatch or coordination center function using the information provided on the Aircraft Flight Request/ Flight Schedule form to passively track aircraft movement locally or nationally. The aircraft check in at fuel stops or intermediate stops and their final destination. The dispatch/coordination center confirms the aircraft has reached its destination.

Flightcrew: A pilot, flight engineer, flight navigator, or loadmaster, certified by the FAA or military designation, assigned to duty in an aircraft during flight time.

Flightcrew Evaluation: A periodic evaluation of flightcrew conducted by an authorized evaluator pilot that consists of an oral evaluation and check ride, and may include a written evaluation. A flightcrew evaluation is in direct relation to operating aircraft and is not a personnel performance evaluation. Flightcrew evaluations may be related to flightcrew standards or special use missions.

Forest Service Mission: An aviation mission using an Forest Service, contract, partner or cooperator aircraft and pilot.

Functional Check Flight: A flight required by the aircraft manufacturer, supplemental information provided, or as determined by the Branch Chief, Airworthiness and Branch Chief, Pilot Standardization following the overhaul, repair, and/or replacement of any significantly complex aircraft system.

General Aviation (GA): That portion of civil aviation that encompasses all facets of aviation, except air carriers and military.

Government Aircraft: Any aircraft that is operated for the exclusive use of an executive agency and is a:

1. Federal aircraft, which an executive agency owns, bails, loans, or borrows
2. Commercial aircraft hired as commercial aviation services (CAS) which an executive agency:
 - a. Leases or lease-purchases with the intent to take title,
 - b. Charters or rents, or
 - c. Hires as part of a full service contract or an inter-service support agreement.

Grant of Exemption (GE): A formal written authority granted to the Chief of the Forest Service to allow deviations from specific 14 CFRs, provided that certain specified conditions are adhered to.

Helicopter Coordinator (HLCO): Coordinates, directs, and evaluates tactical/logistical helicopter operations. The HLCO may provide sole aerial supervision on an incident where only helicopters are assigned, otherwise an ATGS is required.

Hot Retardant Loading (HRL): The loading of retardant with one or more turbine propulsion engines running. No engines on the side of the retardant loading activity may be running. Approval and extensive planning and training are required prior to this operation.

Human Factors: The multidisciplinary effort to increase the knowledge of human capabilities and limitations and to apply it to the design and development of equipment, systems, facilities, procedures, jobs, environments, training, staffing, and personnel management for safe, effective, and efficient human performance, thereby optimizing the attainment of results.

Incident: An occurrence, either human-caused or natural phenomenon, that requires action or support by emergency service personnel to prevent or minimize loss of life or damage to property and/or natural resources (refer to Aircraft Incident).

Incident Flight: A mission flight in support of an incident.

Incident with Potential: An "in-flight incident" that narrowly misses being an accident by NTSB definition in which circumstances involve some aircraft damage, property damage, or minor injury to crew or passengers. Classification of Incidents with Potential is determined by the US Forest Service, Risk Management Branch.

Inspector Pilot: An agency pilot that is designated to inspect contract and cooperator pilots. Refer to FSH 5709.16, chapter 50.

Instructor Pilot (IP): A pilot designated by the Agency to instruct other agency pilots. Instructor pilots are authorized to conduct aircraft-specific equipment evaluations, except for initial type ratings.

Interagency Aircraft Dispatch Form: An approved form used to provide detailed information for aircraft dispatch. For example: Tactical Aircraft Request Order (TARO), Kneeboard, ROSS Kneeboard, and FC 106.

Large Transport Operation: Any passenger-carrying operation in an aircraft with more than 19 non-pilot seats.

Leadplane (LP): An aircraft used for leadplane missions flown by a qualified leadplane pilot.

Leadplane Pilot: A pilot qualified to conduct leadplane missions. Coordinates, directs, and evaluates airtanker operations. Authorized to conduct low-level operations. Designated by the Branch Chief, Pilot Standardization.

Line Officer: Managing officer or designee of the Agency, division thereof, or jurisdiction having statutory responsibility for incident mitigation and management.

Low-level Flight (operational definition): Flight below 500' AGL.

Low-level Flight in Mountainous Terrain (agency contract requirements): A flight at 2500' AGL and below in terrain identified as mountainous in 14 CFR, Part 95.11 and depicted in the Aeronautical Information Manual (AIM) Figure 5-6-2 (fixed-wing operations).

Maintenance Deficiency: Equipment defects or failures that affect, or could affect, the safety of operations, or which cause an interruption to the services being performed.

Maintenance Flight: (Also known as a functional check flight). A flight required by the aircraft manufacturer following the overhaul, repair, and/or replacement of any engine, power train, or flight control equipment, and following any adjustment of the flight control systems. Results of the maintenance flight must be reported to and approved by an agency-approved maintenance inspector before the aircraft is returned to service.

Mandatory Availability Period (MAP): The required timeframe that, measured in days, an aircraft must be available for government use.

May: Denotes a preferred or advisable course of action that employees must fully consider, but are able to depart from based on a written finding, as applied to specific circumstances that the deviation will enhance program management efficiency or better achieve desired results or other objectives. (FSM 1105.1 and FSM 1110.8 – ex. 01)

Military: Three separate components make up the US military: the Active, the Reserve, and the National Guard. The Active and Reserve components are under Federal Government control. The National Guard units are under state control, and normally do not operate outside of their state boundaries, unless activated through a state or multi-state Emergency Management Assistance Compact (EMAC).

Minimum Fuel: A minimum fuel condition exists when any of several low fuel conditions are met. For more explanation, refer to FSH 5709.16, chapter 33.72.

Mishap: A broad term that includes accidents, incidents with potential, and aircraft incidents, but does not include hazards.

Mishap Response Guide: A guide that may be used in part or in its entirety as the unit aviation mishap response plan.

Mission Crew Member: A person assigned to perform duties unrelated to safe aircraft operation but essential for mission completion; including, but not limited to: helicopter manager, helitack crew, smokejumpers, flight observers, mission evaluators, trainees, and Washington Office and Regional designated quality assurance subject matter experts.

Mission Flight: A generic term to refer to all flights. Refer to Special Use Mission Flight and Point-to-point Flight.

Mission Requirements: Activities that constitute the discharge of an agency's official responsibilities. Such activities include, but are not limited to, the transport of personnel and/or equipment, training, evacuation (including medical evacuation), intelligence and counter-narcotics activities, search and rescue, transportation of prisoners, aeronautical research and space and science applications, and other such activities. Mission requirements do not include official travel to give speeches, to attend conferences or meetings, or to make routine site visits.

Modular Airborne Fire Fighting System (MAFFS): Utilized in Air National Guard and Air Force Reserve C-130s as national surge airtanker capability. Current system is MAFFS II.

Mountain Flying – Helicopter: That terrain identified as mountainous in 14 CFR, Part 95, Subpart B – Designated Mountainous Area. Experience operating outside the United States may be considered “Mountain Flying” providing it is conducted in mountainous regions defined as 2,000’ above surroundings containing long slopes, deep valleys, and high ridges. Operating includes maneuvering and numerous takeoffs and landings to pinnacles, ridgelines, and confined areas.

Mountain Flying – Fixed-Wing: Planned VFR flight in mountainous areas following the contours of the earth at altitudes below the height of the surrounding peaks.

Mountainous Area: An area with terrain identified as mountainous in 14 CFR, Part 95, Subpart B – Designated Mountainous Area and depicted in the Aeronautical Information Manual (AIM).

Must: Denotes mandatory direction. Agency employees are required to comply with these directives in carrying out their duties. (FSM 1105.1 and FSM 1110.8 – ex. 01).

National Terrorism Advisory System (NTAS): Communicates information about terrorist threats by providing timely, detailed information to the public, government agencies, first responders, airports, and other transportation hubs and the private sector.

Night: The period of time from 30 minutes after sunset until 30 minutes before sunrise.

Night Vision Device (NVD): Any electro-optical device that is used to detect visible and infrared energy, and provide a visible image. These include night vision goggles, forward-looking infrared, thermal sights, and low-level television.

Non-federally Approved Aircraft: An aircraft not approved for use on lands where the Forest Service has protection responsibilities in a reciprocal or offset agreement.

Non-federal Travelers: (Also referred to as non-government persons.) Anyone who is not employed by the executive branch of the Federal Government, for example: state or local government personnel; cooperators, contractors or their employees; family members of government employees; tribal representatives; general public; foreign nationals; and media representatives. Members of Congress and federal judges are designated as non-federal travelers (OMB Circular A-126).

Off-airport Operations: Consist of landing on any surface not defined as a standard airport or backcountry airstrip.

Off-seaplane Base Operations: Consist of landing or taking off from any uncharted waterway (remote water operations).

Official Travel: Travel to meet agency requirements, required use travel, and other travel for the conduct of agency business (OMB Circular A-126).

Operational Check Flight: A flight required by the aircraft manufacturer or supplemental information provided, following routine maintenance or to verify normal operation of the aircraft or systems.

Operational Control: With respect to a flight, the exercise of authority over initiating, conducting, or terminating a flight.

Operational Coordination: Collect daily intelligence regarding aircraft contracts, staffing, payments, carding, maintenance, availability, training and resource movement to facilitate the efficient and effective national aviation response and capability. Daily develop and disseminate resource status, location and staffing reports. Manage aviation resource daily use reports to support NMAC decision making.

Over-water Operations:

Helicopter – operations conducted beyond power-off gliding distance to shore, to include hovering flight operations over water sources such as ponds, streams, lakes, and ocean coastal waters.

Fixed-wing – operations conducted beyond power-off gliding distance to shore, to include seaplane or amphibious operations conducted on water sources such as rivers, lakes, and ocean coastal waters.

Over-water Operations (Extended):

Helicopter – operations conducted over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline and more than 50 nautical miles from an off-shore heliport structure.

Fixed-wing – operations conducted over water at a horizontal distance of 50 nautical miles from the nearest shoreline.

Partner: All agencies and organizations that engage in joint decision making with federal agencies in planning and conducting fire and aviation management projects and activities.

Passenger (PAX): Any person aboard an aircraft who does not perform the function of the flightcrew, aircrew, or mission crew member.

Physical Security Analysis: An examination and evaluation of various factors, including risks, vulnerabilities, and threats affecting the security of an asset and/or facility.

Physical Security Self-assessment: Identification and evaluation of vulnerabilities, threats, and assets utilizing the Physical Security checklist contained in FSH 5709.16, Chapter 38.21 “Physical Security Standards” and the Air Tanker Base Self-Assessment Tool.

Pilot-in-command (PIC): The person who:

1. Has final authority and responsibility for the operation and safety of the flight;
2. Has been designated as pilot-in-command before or during the flight; and
3. Holds the appropriate category, class, and type rating, if appropriate, for the conduct of the flight. Also referred to as Aircraft Commander (AC).

Point-to-point Flight (PTP): A flight that originates at one FAA-designated airport, seaplane base, or permanent helibase (identified in the FAA Airport/Facilities Directory or FAA Sectional Aeronautical Charts) with flight route to another FAA-designated airport, seaplane base, or permanent helibase. The flight is conducted for the transportation of persons or cargo for administrative purposes only. A Point-to-point Flight is conducted higher than 500 feet above ground level (AGL), except for takeoff and landing. Any flight deviations for the purpose of conducting mission-related tasks must require the flight be reclassified as a Special Use Mission Flight. These types of flights are typically referred to as Administrative Use of Aircraft Flights, which require the aircraft and pilot be approved for Point-to-point Flight. Point-to-point Flights do not include any Special Use Mission Flight as identified below.

Proficiency Flight: A flight for the purposes of maintaining pilot proficiency. May be Point-to-point or Special Use Mission Flight. Passengers may be carried on Point-to-point Flights.

Public Aircraft Operation (PAO): Limited by the statute (49 U.S.C 40102 and 49 U.S.C 40125) to certain government operations within U.S. airspace. Although these operations must comply with certain general operating rules (including those applicable to all aircraft in the National Airspace System), other civil certification, and safety oversight regulations do not apply. Whether an operation may be considered public is determined on a flight-by-flight basis, under the terms of the statute and considers aircraft ownership, operator, the purpose of the flight and the persons on board the aircraft. Comprehensive definitions can be found in 14 CFR, Part 1.1, 49 CFR, Part 830, and AC 00-01A.

Qualified Non-crew member: Public aircraft operations only. An individual, other than a member of the flightcrew, aboard an aircraft whose presence is required to perform, or is associated with the performance of, a governmental function on an aircraft.

Qualified Technical Investigator: A Washington Office approved individual having experience in aviation program or safety management, fixed-wing or helicopter operations, or aircraft maintenance, who may be assigned participation as a member of an accident investigation team.

Quality Assurance: The process of verifying or determining whether products or services meet or exceed customer expectations. Quality management includes planning and checking standards, while quality controls are specific standards that mitigate risk.

Ramp Manager: Responsible for providing coordination at the airbase for personnel and cargo movement, and aircraft parking. Coordinates movement on the ramp of all aircraft vehicles and personnel. Maintains the safety of ramp operations.

Readiness Training (RT): A training and standardization tool used to depict flight type and complexity when tracking ground or flight currency and adherence to a flight proficiency model. Readiness Training is grouped into categories such as Operational (Special Use Mission), Emergency Procedures, Instrument Procedures, Night Procedures, Training as Directed by Special Use Mission, and Ground Training with Instructor.

Resource Order: The form used by dispatchers and dispatch coordinators to document the request for ordering or release of resources, and the tracking of those resources on an incident.

SAFECOM: Aviation safety communiqué. The agency form FS 5700-14, SAFECOM: Aviation Safety Communiqué, used to report aviation mishaps or hazards; this form is also approved for interagency use as Form OAS-34.

Second-in-command (SIC): A pilot who is designated to be second-in-command of an aircraft during flight. Also identified as co-pilot.

Senior Federal Official: Refer to OMB circular A-126 for a complete definition. Members of the Senior Executive Service (SES) in the Forest Service or other agencies. Common examples in the Forest Service include the Chief, Deputy Chiefs, Associate Deputy Chiefs, Washington Office Staff Directors, and Regional Foresters. Also includes, Senior Federal Officials appointed by the President with the advice and consent of the Senate or a civilian employee of the Executive Office of the President (EOP). Examples include the Secretary of Agriculture, Assistant/Under Secretaries, or the White House Chief of Staff. Note: Active duty military officers are exempted from this definition.

Serious Injury: Any injury which:

1. Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received,
2. Results in the fracture of any bone (except simple fractures of fingers, toes, or nose),
3. Causes severe hemorrhage or nerve, muscle, or tendon damage,
4. Involves any internal organ, and
5. Involves second or third degree burns, or any burns affecting more than 5% of the body surface.

Shall: Denotes mandatory direction. Agency employees are required to comply with these directives in carrying out their duties (FSM 1105.1 and FSM 1110.8 – ex. 01).

Should: Denotes a preferred or advisable course of action that employees must fully consider, but are able to depart from, based on a written finding as applied to specific circumstances that the deviation will enhance program management efficiency or better achieve desired results or other objectives (FSM 1105.1 and FSM 1110.8 – ex. 01).

Simultaneous Loading: The concurrent loading of fuel and retardant with propulsion engines stopped. An onboard Auxiliary Power Unit (APU) may be in operation. Approval and extensive planning and training are required prior to this operation.

Site Manager: The official responsible for managing and supervising a facility.

Site Security Officer: The official responsible for ensuring security at a facility.

Small UAS (sUAS): A small unmanned aircraft weighing less than 55 pounds, including everything that is onboard or otherwise attached to the aircraft and its associated elements (including communication links and the components that control the small unmanned aircraft) required for the safe and efficient operation of the small unmanned aircraft in the national airspace system.

Special Use Mission Aircrew Evaluation: A periodic evaluation of a member of the aircrew conducted by an authorized evaluator pilot to determine competency in the skills required for a special use mission. This evaluation consists of an oral evaluation and check ride, and may include a written evaluation.

Special Use Mission Flight: Any flight that is not Point-to-point. Special Use Mission Flights are incident or project flights conducted for the express purpose of performing, or directly supporting, an agency for management of an incident or project. Special Use Mission Flights may require special pilot endorsements, flight evaluations, training, and/or specialized aircraft equipment. All UAS missions are considered Special Use Missions. Also referred to as a “Mission Flight.”

Special Use Mission Qualification Training Flight: A flight for the purposes of training for Special Use Mission qualification. Not considered aircraft qualification training flights, so crew members may be carried.

Standardization: A process of developing and implementing policy, procedures, training and operational standards which are similar and consistent. Standards ensure that all processes associated with standardized operation or functions are performed within set rules. This ensures that the operation or function is consistent in quality and comparable with other like operations or functions across organizational and geographic boundaries.

Standards Flightcrew Evaluation: A periodic evaluation of a member of the flightcrew conducted by an authorized evaluator pilot to determine competency in the flightcrew

standards required by the agency. This evaluation consists of an oral evaluation and check ride, and may include a written evaluation.

Sterile Cockpit: Procedures by which the crew of an aircraft do not perform any conversations between each other, with other aircraft, or with any ground activity that are not directly related to flying the aircraft in a safe manner.

Substantial Damage: Damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. The following are not considered substantial damage:

1. Engine failure or damage limited to an engine if only one engine on a multi-engine aircraft fails or is damaged,
2. Bent fairings or cowlings,
3. Dented and/or small puncture holes in the skin or fabric,
4. Damage that occurs to rotor or propeller blades during ground operations, or
5. Damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips

Supervisor: First and second level person whose employees use aircraft to accomplish agency programs and projects.

Syllabus: A detailed summary describing the main points of a course of study. A syllabus describes the course content in a sufficient level of detail to ensure that all knowledge areas and required skills are covered adequately. A syllabus specifies performance standards and provides consistent grading criteria across a broad spectrum training program.

Temporary Flight Restriction (TFR): A temporary order, in accordance with CFR 91.137, that limits or restricts the passage of aircraft through a specifically identified airspace over an incident, disaster, or other special event.

Training Flight: A flight intended solely for completing the requirements of a syllabus. In contrast, the intent of operational flights may be to fulfill requirements of a syllabus and/or perform a mission.

Type: As used with respect to the certification, ratings, privileges, and limitations of aircrew, a specific make, and basic model of aircraft, including modifications thereto that do not change its handling or flight characteristics (Source: FAA Definitions).

Unmanned Aircraft System (UAS): An aircraft used or intended to be used for flight in the air that has no onboard pilot. This includes all classes of airplanes, helicopters, airships, and translational lift aircraft with control over 3 axes (FAA Interim Operational

Approval Guidance 08-01- Unmanned Aircraft Systems Operations in the U.S. National Airspace System). In addition to the actual aircraft, a UAS also consists of the Ground Control Station (GCS) as defined by 14 CFR Part 107; all electronic components and associated elements that are required for the safe and efficient operation of the UAS in the National Airspace System; E.g. hardware, software, communication links, etc. Agency UAS operations will comply with FAA policy and/or regulations applicable to UAS flight operations.

Vendor Aircrew and Aircraft Performance Standards (VAAPS): Reserved.

Weight Class: Aircraft weight classes are defined as follows:

1. Large Aircraft: An aircraft of more than 12,500 pounds maximum certificated takeoff weight.
2. Small Aircraft: An aircraft less than or equal to 12,500 pounds maximum certificated takeoff weight.

Working Capital Fund (WCF): A revolving account of funds that is established to maintain, repair, and replace agency owned and operated aircraft. Aircraft which are owned and operated by the agency are referred to as WCF aircraft.

5705.2 – Acronyms

A & P: Airframe and Powerplant Certificate

AAI: Avionics Airworthiness Inspector

AC: Advisory Circular (FAA)

ACDP: Aircraft/Aviation Dispatcher

AD: Airworthiness Directive or Assistant Director

ADSS: Aerial Delivery Systems Subcommittee, previously known as the Interagency Airtanker Board (IAB)

AFF: Automated Flight Following

AFM: Aircraft Flight Manual

AGL: Above Ground Level

AIM: Aeronautical Information Manual

ALARP: As Low As Reasonably Practicable

AMOC: Alternate Means of Compliance

ASM: Aerial Supervision Module

ASI: Air Safety Investigator

ATGS: Air Tactical Group Supervisor

ATP: Air Tactical Pilot

ATS: Air Tactical Supervisor

AKP: Airtanker Pilot

ATC: Air Traffic Control

ATP: Airline Transport Pilot or Air Transport Pilot or Air Tactical Pilot

ATPR: Airline Transport Pilot Rating

AV: Avionics Airworthiness Inspector Endorsement Level: AV1, AV2, AV3

ABS: Aviation Business System

AMIS: Aviation Management Information System

ASI: Aviation Safety Inspector

ASMS: Aviation Safety Management System

ASTAT: Aviation Safety and Technical Assistance Teams

ATU: Additional Telemetry Unit

CRM: Crew Resource Management

ETA: Estimated Time of Arrival

ETD: Estimated Time of Departure

FAA: Federal Aviation Administration

FEB: Flight Evaluation Board

FAR: Federal Aviation Regulations

FEPP: Federal Excess Personal Property

FRAT: Flight Risk Assessment Tool

FTR: Federal Travel Regulation

GA: General Aviation

GPS: Global Positioning System

GE: Grant of Exemption

HLCO: Helicopter Coordinator

HRL: Hot Retardant Loading

IA: Inspection Authorization

IFR: Instrument Flight Rules

IMC: Instrument Meteorological Conditions

IPC: Instrument Proficiency Check

LP: Leadplane

MAFFS: Modular Airborne Fire Fighting System

MAP: Mandatory Availability Period

MASP: Mission Aviation Safety Plan

MEL: Minimum Equipment List

MPW: Mission Planning Worksheet

NASF: National Association of State Foresters

NFPA: National Fire Protection Association

NTAS: National Terrorism Advisory System

NVD: Night Vision Device

OAS: Office of Aviation Services (USDI)

OLM: Operational Loads Monitoring

PAX: Passenger

PIC: Pilot in-command

PTP: Point-to-point Operations

PAO: Public Aircraft Operations

SAFECOM: Safety Communiqué

SB: Service Bulletin

SEAT: Single Engine Airtanker

SIC: Second-in-command

sUAS: Small Unmanned Aircraft System

TFR: Temporary Flight Restriction

UAS: Unmanned Aircraft System

VFR: Visual Flight Rules

VMC: Visual Meteorological Conditions

WCF: Working Capital Fund

5706 – References

Within the following documents, where “shall” and “must” are used, the guides are mandatory. For definitions of “shall” and “must,” refer to FSM 1110.8 – Exhibit 01. Many of the following documents can be found online at the Forest Service Aviation Library:

https://www.fs.fed.us/fire/aviation/av_library/.

5706.1 – Compliance with Law and Regulation

The agency must comply with applicable 14 CFR; Public Law 106-181; International Civil Aeronautics Organization regulation; 41 CFR, Part 101-37 – Government Aviation Administration and Coordination; 41 CFR, Part 102-33, Management of Government Aircraft, and agency policy.

5706.2 – Manuals

1. Aeronautical Information Manual (AIM): Issued by the Federal Aviation Administration; copies are available from the Government Printing Office and commercial sources.
2. Aircraft Flight Manual (AFM)/Pilot's Operating Handbook (POH): The original equipment manufacturer's manual is available in each aircraft operated by the agency.
3. FSM 5700 – Aviation Management Manual.

5706.3 – Handbooks

1. FSH 5309.11 – Law Enforcement Handbook, Chapter 50 – Actions and Procedures
2. FSH 5709.16 – Aviation Management and Operations Handbook
3. FSH 6709.11 – Health and Safety Code Handbook
4. Military Use Handbook

5706.4 – Forest Service Standards and Guides

The most recent Forest Service approved version of the following standards and guides supersedes all previous versions.

1. Aircraft Accident Investigation Guide.
2. Aircraft Inspection Guide: Available from the Washington Office Detached Unit, Boise agency aviation staff.
3. National Aviation Safety Management System Guide.
4. Federal Excess Personal Property (FEPP) Desk Reference Guide.

5. Fire and Aviation Qualifications Guide.
6. Helicopter Flight Evaluation Guide (HFEG): Available from the Washington Office Detached Unit, Boise agency aviation staff.
7. National Law Enforcement and Investigations (LEI) Short-Haul and Hoist (S-H/H) Guide.
8. National Rappel Operations Guide.
9. Professional Helicopter Pilot Guide.
10. Security Standard Requirements Guide: Available from aviation management staff, Washington Office, 1400 Independence Avenue SW, Washington, DC 20250.
11. Special Mission Airworthiness Assurance Guide.
12. WCF Aircraft User Guide.
13. Unmanned Aerial Systems Desk Guide (UASG).

5706.5 – Interagency and NWCG Aviation Operational Standards and Guides

All NWCG/Interagency standards and guides must be approved by the Deputy Chief, State and Private Forestry. The most recent approved version of the standards and guides supersedes all previous versions. Many interagency guides are being renamed to NWCG Standards as the guides are revised. Regardless of the name, if it is current, it is policy if approved. NWCG/Interagency guides can be found at <https://www.nwcg.gov/publications>.

1. NWCG Standards for Airspace Coordination Guide.
2. NWCG Standards for Aviation Transport of Hazardous Materials Guide: Order No. National Fire Equipment System (NFES) 1068.
3. Forest Service Cooperator Aircraft and Pilot Approval Guide for Interagency Fire:
4. NWCG Standards for Aerial Ignition Guide: Order No. Product Management System (PMS) 501.
5. NWCG Standards for Aerial Supervision Guide (NWCG SAS).
6. Interagency Airplane Pilot Practical Test Standards.
7. NWCG Airtanker Base Directory.
8. NWCG Standards for Airtanker Base Operations: Order No. National Fire Equipment System (NFES) 2271.

9. Interagency Aviation Life Support Equipment Guide.
10. Interagency Aviation Mishap Response Guide and Checklist: Order No. National Fire Equipment System (NFES) 2659.
11. Interagency Aviation Training Guide (IAT).
12. NWCG Standards for Fire Unmanned Aircraft Systems Operations: PMS 515.
13. Interagency Firefighting Chemical Aerial Delivery System Guide: Replaces the IAB Criteria in alignment with Interagency Guides.
14. NWCG Standards for Helicopter Operations: Order No. National Fire Equipment System (NFES) 1885.
15. Interagency Helicopter Pilot Practical Test Standards.
16. Interagency Helicopter Rappel Guide (IHRG): Available from the Washington Office Detached Unit, Boise agency aviation staff.
17. NWCG Standards for Single-Engine Airtanker Operations Guide: Order No. PMS 506.
18. Interagency Smokejumper Operations Guide (ISMOG): Available from the Washington Office Detached Unit, Boise agency aviation staff.
19. Interagency Smokejumper Pilots Operations Guide (ISPOG): Available from the Washington Office Detached Unit, Boise agency aviation staff.
20. NWCG Standards for Aviation Transport of Hazardous Materials: Order No. National Fire Equipment System (NFES) 1068.
21. Interagency Standards for Fire and Aviation Operations (annual revision).
22. NASF Cooperators Aviation Standards for Interagency Fire.
23. National Interagency Mobilization Guide (annual revision).
24. NWCG Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations (PMS 444).
25. NWCG Standards for Interagency Incident Management System.
26. U.S. Forest Service National Flight Operations Guide.

5706.6 – Forest Service Aviation Standards and Plans

1. Standards for Aerial Supervision Operations

2. Aircraft Coordination Operations Plan
3. Aviation Base Operations Plan
4. Aviation Crash Rescue Plan
5. Aviation Facility Homeland Security Plan
6. Standards for Amphibious Water Scooper Aircraft Operations
7. Emergency Medical Short-Haul Operations Plan
8. Forest Aviation Mishap Response Plan
9. Forest Service Backcountry Airstrip Operations Plan
10. Forest Service Float Airplane Operations Plan
11. Modular Airborne Firefighting System Operations Plan (MAFFS)
12. National Aviation Safety and Management Plan (NASMP)
13. National Infrared Operations Plan (NIROP)
14. National Standards for Airtanker Operations
15. National Night Air Operations Plan
16. National Type 1 and Type 2 Exclusive Use Helicopter Operations Plan
17. Ram-Air Operations Plan (RAOP)
18. Ram-Air Parachute System Transition Operations Plan
19. Ram-Air Training Manual
20. SD3-60 Sherpa Operations Plan
21. Unmanned Aircraft Systems Operations Plan (UASOP)

5706.7 – Other References

1. Administrative Use of Aircraft Guide.
2. Aviation Risk Management Workbook.
3. Foundational Doctrine Fire and Aviation Rotor and Wing January 2006.

4. NFPA 30: Flammable and Combustible Liquids Code: Available from the National Fire Protection Association.
5. NFPA 385: Standard for Tank Vehicles for Flammable and Combustible Liquids: Available from the National Fire Protection Association.
6. NFPA 407: Standards for Aircraft Fuel Servicing: Available from the National Fire Protection Association.
7. Office of Management and Budget (OMB) Circular A-76.
8. OMB Circular A-123.
9. OMB Circular A-126.
10. USDA Integrated Physical Security Standards and Procedures Handbook.
11. U.S. Forest Service Vendor Flightcrew and Aircraft Performance Standards.
12. Aviation Contracting Desk Reference: current version.

5707 – Aviation Programs

Aviation programs approved for Forest Service operations. Aviation programs include a strategy, objectives, plan, funding, documentation, staffing, and management.

5707.1 – Airworthiness

1. Operational Loads Monitoring
2. WCF Aviation
3. Aircraft Inspection
4. Aircraft and Equipment Standards
5. Quality Assurance

5707.2 – Aviation Business Operations

1. Aviation Business Systems
2. Budget Planning and Coordination
3. Policy
4. Defense Logistics Agency (DLA) Fuel Card
5. Aviation Analysis (Aerial Firefighting Use and Effectiveness – AFUE)

5707.3 – Aviation Operations

1. Automated Flight Following
2. Aircraft Coordination
3. Aviation Technology
4. Quality Assurance

5707.31 – Fixed-Wing Programs

1. SEAT (Single Engine Airtankers)
2. Airtankers (Medium, Large and Very Large)
3. MAFFS (Modular Airborne Firefighting Systems)
4. Water Scoopers
5. Aerial Supervision (ATGS, Night ATGS, HLCO, Lead Plane, ASM)
6. Reconnaissance/Survey/ Fire Detection
7. Natural Resource (all non-fire missions)
8. Infrared/ Fire Mapping
9. Wildlife Survey and Tracking
10. Point-to-point
11. Cargo Transportation and Para-cargo
12. Smokejumper

5707.32 – Helicopter Programs

1. Water and Retardant (tank and bucket)
2. Rappel
3. Cargo (external and internal)
4. Aerial Ignition (helitorch and plastic sphere dispenser)
5. Emergency Medical Short-haul
6. Law Enforcement Hoist

7. Law Enforcement Short-haul
8. Helicopter Coordinator
9. Point-to-point
10. Law Enforcement and Investigations
12. Reconnaissance/Survey/Fire Detection
13. Natural Resource (all non-fire missions)
14. Infrared/Fire Mapping
15. Firewatch
16. Night Air Operations

5707.33 – Unmanned Aircraft Systems Program

Where UAS are not specifically identified, aircraft policy under FSM 5700 must apply. Where FSM 5700 or FSH 5709.16 states aircraft, unless specifically defined, this must include UAS.

Any Forest Service leased, contracted, owned, other Federal agency or cooperator UAS operations operating from or over Forest Service lands must obtain approval through the Forest Service UAS Program Manager.

Refer to FSH 5709.16, chapter 36.7.

5707.34 – Aviation Bases

1. Airbases (airtanker, helicopter or aerial supervision co-located)
2. Airtanker Bases (permanent and temporary)
3. Fixed-wing Bases (permanent and temporary)
4. Helibases Bases (permanent and temporary)
5. Seaplane Bases
6. Smokejumper Bases (permanent and temporary)

5707.4 – Pilot Standardization

1. Pilot Designations
2. Pilot Training

3. Pilot Currency
4. Pilot Inspection/Evaluation
5. Quality Assurance

5707.5 – Aviation Safety Management Systems

1. Safety Policy
2. Safety Promotion
3. Safety Assurance
4. Risk Management
5. Quality Assurance

5708 – Handbooks

Reserved.

5708.1 – Aviation Management Handbook

FSH 5709.16 contains detailed and specific policy direction for:

1. Chapter 10 – Aviation Business Operations.
2. Chapter 20 – Aviation Safety Management Systems.
3. Chapter 30 – Aviation Operations.
4. Chapter 40 – Aircraft Airworthiness.
5. Chapter 50 –Pilot and Flightcrew Standardization.
6. Chapter 60 – Aviation Training.
7. Chapter 70 – Reserved.
8. Chapter 80 – Reserved.
9. Chapter 90 – Reserved.