

AIRCRAFT DISPATCHER

UNIT 2 – ADMINISTRATION

NOTES

DETAILED LESSON PLAN OUTLINE

CURRICULUM: BLM Fire and Aviation Training

COURSE: Aircraft Dispatcher

UNIT: 2 - Administration

SUGGESTED TIME: 2 ½ hours

TRAINING AIDS: Overhead projector or computer and computer projector and CD-ROM; projection screen; markers; masking tape or tacks; handouts; flip chart

OBJECTIVES: Given a simulated wildland fire incident, case study or exercise, students will be able to

- Identify aircraft using the designated tactical call signs.
- Describe the interagency interim flight and duty limitations.
- Demonstrate the procedures for dispatching a single airtanker or multiple airtankers.
- List three items to provide during briefings for air resources.

OUTLINE	AIDS & CUES
Introduce Unit 2	02-01-ACDP-EP
Present the unit objectives.	02-02-ACDP-EP 02-03-ACDP-EP

OUTLINE	AIDS & CUES
<p>I. TERMINOLOGY</p> <p>A. Knots (kts)</p> <ul style="list-style-type: none"> • Standard term used for reference to airspeed • 1 mile = 1.07 knots <p>B. VHF Omni-directional Ranges (VORs)</p> <ul style="list-style-type: none"> • Direction-magnetic headings • Used along with latitudes and longitudes. 	02-04-ACDP-EP
<p>II. TACTICAL AIRCRAFT CALL SIGNS</p> <p>A. Airtankers</p> <ul style="list-style-type: none"> • Nationally-assigned tanker number • Example: "Tanker 63" 	02-05-ACDP-EP
<p>B. Lead Planes</p> <ul style="list-style-type: none"> • Nationally-assigned pilot's lead number 	02-06-ACDP-EP
<p>Tell students that this designation generally refers to the pilot and his/her region, not the aircraft.</p> <p>Example: Region 6, pilot #2</p>	
<ul style="list-style-type: none"> • Example: "Lead 62" <p>C. Air Attack</p> <ul style="list-style-type: none"> • FAA Registration Number 	02-07-ACDP-EP

OUTLINE	AIDS & CUES
<ul style="list-style-type: none"> • Abbreviation to the last 2-3 digits is permitted • Example: “Air Attack 54 Whiskey” 	
<p>Tool for students: When completing the Resource Order, identify the air attack as “Incident Name Air Attack” in case the aircraft changes.</p>	
<p>D. Reconnaissance</p> <ul style="list-style-type: none"> • FAA Registration Number • Abbreviation to the last 2-3 digits is permitted • Example: “Recon 51P” 	02-08-ACDP-EP
<p>E. Helicopter</p> <ul style="list-style-type: none"> • FAA Registration Number • Abbreviation to the last 2-3 digits is permitted • Example: “Helicopter 85Q” 	02-09-ACDP-EP
<p>F. Smokejumper</p> <ul style="list-style-type: none"> • FAA Registration Number • Abbreviation to the last 2-3 digits is permitted • Example: “Jumper 49” 	02-10-ACDP-EP

OUTLINE	AIDS & CUES
<p>III. NATIONAL RESOURCES</p> <div style="border: 2px solid black; padding: 5px; margin: 10px 0;"> <p>Advise students that policies differ for ordering national resources. Refer to the National Mobilization Guide for specifics.</p> </div> <ul style="list-style-type: none"> A. Airtankers B. Infrared Aircraft C. Large Transport Aircraft D. Lead Planes E. MAFFS F. Smokejumper Aircraft G. Type 1 and 2 Helicopters 	<p>02-11-ACDP-EP</p>
<p>IV. INTERAGENCY INTERIM FLIGHT & DUTY LIMITATIONS</p> <ul style="list-style-type: none"> A. 14-hour maximum duty day B. 8 hours maximum daily flight time C. 10 hours for point-to-point with two pilots 	<p>02-12-ACDP-EP</p>
<ul style="list-style-type: none"> D. Maximum cumulative flight hours of 36 hours in six days E. Minimum of 10 hours uninterrupted time off (rest) between duty periods 	<p>02-13-ACDP-EP</p>
<ul style="list-style-type: none"> F. Days Off <ul style="list-style-type: none"> • One day off after six days and/or two days off within fourteen days 	<p>02-14-ACDP-EP</p>

OUTLINE	AIDS & CUES
<ul style="list-style-type: none"> • In some cases, relief crews may be assigned to an aircraft whose pilot is scheduled for a day off. • Airtankers have nationally-identified scheduled days off. 	
<p>V. SINGLE-ENGINE AIRCRAFT</p> <p>A. Single-engine aircraft (including helicopters) are not to be subjected to IFR conditions.</p> <p>B. IFR conditions are generally associated with weather and night flight.</p>	02-15-ACDP-EP
<p>C. Start-up and cut off times</p> <ul style="list-style-type: none"> • Missions must be accomplished 30 minutes after sunrise and 30 minutes prior to sunset 	02-16-ACDP-EP
<div style="border: 2px solid black; padding: 5px;"> <p>Refer students to page 2 of their Aircraft Dispatcher Job Aid for the web site address for sunrise/sunset tables.</p> </div>	Aircraft Dispatcher Job Aid page 2
<ul style="list-style-type: none"> • Airtanker bases and dispatch centers shall have sunrise/sunset tables for their locations. • Sunrise/sunset tables are published using Standard Time. 	02-17-ACDP-EP
<p>VI. AIRTANKERS</p> <p>A. Dispatchers should obtain as much information (structure threats, firefighter safety, etc.) as possible when receiving airtanker orders.</p>	02-18-ACDP-EP

OUTLINE	AIDS & CUES
<p>B. This information is used to set priorities and possibly to divert airtankers.</p> <ul style="list-style-type: none"> • Airtanker Diversion <p>The priorities of airtanker and lead plane use are</p> <ul style="list-style-type: none"> – Human life and property & resource values – New starts – Other priorities established by management 	02-19-ACDP-EP
<p>C. Airtanker Dispatch Limitations</p> <p>1. To reduce the hazards to large airtanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when airtankers may drop on fires.</p>	02-20-ACDP-EP
<p>2. Start-Up/Cut-Off Times</p> <ul style="list-style-type: none"> • Airtankers may drop retardant unsupervised 30 minutes after sunrise and 30 minutes prior to sunset. • With supervision, they may drop 30 minutes prior to sunrise and 30 after sunset. 	02-21-ACDP-EP
<p>3. These limitations apply to the time the aircraft completes its dropping activity, not the time the aircraft is dispatched from its base.</p>	02-22-ACDP-EP

OUTLINE	AIDS & CUES
<p>VII. AIRCRAFT MAINTENANCE</p> <p>A. Aircraft maintenance may be scheduled or unexpected.</p> <p>B. Aircraft contracts and FAA regulations require specific maintenance checks based on number of hours flown.</p> <ul style="list-style-type: none"> • For example: “100 hour” 	02-23-ACDP-EP
<p>VIII. BRIEFINGS</p> <p>A. Agencies are responsible for providing briefings for air resources.</p>	02-24-ACDP-EP
<p>B. Items to include in a briefing:</p> <ul style="list-style-type: none"> • Local administrative procedures • Weather • Aerial hazards (MTRs, etc.) • Aircraft in the area • Flight-following procedures • Radio frequencies, maps, etc. • Fueling, water sources, local information 	02-25-ACDP-EP

OUTLINE	AIDS & CUES
<p>Refer students to page 2-11 in their Student Guide. Review the scenario for this unit with the students. This exercise will take about 15 minutes to complete and can be done individually or in small groups.</p> <p>02-27-ACDP-EP is a slide representing the textbook answer to the scenario.</p>	<p>02-26-ACDP-EP 02-01-ACDP-IR SG page 2-11 THRU SG page 2-13</p>
<p>Review the unit objectives.</p>	<p>02-28-ACDP-EP</p>
<p>Ask the students if there are any questions.</p>	<p>02-29-ACDP-EP</p>

AIRCRAFT DISPATCHER

UNIT 2 – ADMINISTRATION

POWERPOINT SLIDE INDEX

<u>Reference No.</u>	<u>Description</u>
02-01-ACDP-EP	Title Slide
02-02-ACDP-EP	Unit Objectives
02-03-ACDP-EP	Unit Objectives
02-04-ACDP-EP	Terminology
02-05-ACDP-EP	Tactical Aircraft Call Signs
02-06-ACDP-EP	Tactical Aircraft Call Signs
02-07-ACDP-EP	Tactical Aircraft Call Signs
02-08-ACDP-EP	Tactical Aircraft Call Signs
02-09-ACDP-EP	Tactical Aircraft Call Signs
02-10-ACDP-EP	Tactical Aircraft Call Signs
02-11-ACDP-EP	National Resources
02-12-ACDP-EP	Interagency Interim Flight and Duty Limitations
02-13-ACDP-EP	Interagency Interim Flight and Duty Limitations
02-14-ACDP-EP	Interagency Interim Flight and Duty Limitations

PowerPoint Slide Index, continued

02-15-ACDP-EP	Single-Engine Aircraft
02-16-ACDP-EP	Single-Engine Aircraft
02-17-ACDP-EP	Single-Engine Aircraft
02-18-ACDP-EP	Airtankers
02-19-ACDP-EP	Airtanker Diversion
02-20-ACDP-EP	Airtanker Dispatch Limitations
02-21-ACDP-EP	Airtanker Dispatch Limitations
02-22-ACDP-EP	Airtanker Dispatch Limitations
02-23-ACDP-EP	Aircraft Maintenance
02-24-ACDP-EP	Briefings
02-25-ACDP-EP	Items to Include in a Briefing
02-26-ACDP-EP	Airtanker Scenario
02-27-ACDP-EP	Airtanker Scenario Answer
02-28-ACDP-EP	Unit Objectives
02-29-ACDP-EP	Questions

AIRCRAFT DISPATCHER
UNIT 2 – ADMINISTRATION
INSTRUCTOR REFERENCE

Reference No.

Description

02-01-ACDP-IR

Airtanker Scenario

NOTES

AIRTANKER SCENARIO

The purpose of this scenario is to allow the students to work cooperatively in assessing a wildland fire situation. This is an urban interface fire that requires the use of multiple aircraft. Students are required to discuss the situation, complete the proper Resource Order(s) and list the critical items that would be given in a pilot/aircraft resources briefing.

You are dispatching an urban interface fire. The incident commander (IC) wants to hit the hot spots with retardant as early as possible on July 11 due to a high wind forecast for the afternoon. Crews will be on the line at 0600 to support the retardant drops.

DATE AND TIMES:

Date: July 10, XXXX (date of request)

Time: 2100 (time of request)

Sunrise: July 11, 0630

Flight time to incident: 10 minutes

RESOURCES AT AIRTANKER BASE:

Lead 62 in Baron N164

Airtankers: 61, 12, and 21

Tanker 21 has one day off (July 11)

Air Attack N1278M

AIRCRAFT AT THE FIRE:

H64W

H56M

REQUESTED RESOURCES FROM THE IC:

- One (1) airtanker with lead plane over the fire at first light
- One (1) airtanker at 0800
- One (1) air attack at 0800
- One (1) airtanker at 0900

HAZARDS:

- High-tension power lines near the south flank of the fire

AIRCRAFT DISPATCHER TASKS:

- Break into small groups
- Discuss the scenario together—sunrise versus first drop times, earliest on-duty time for pilot, aircraft needs, critical information that must be relayed and to whom
- Individually complete the appropriate Resource Order(s)—header has been completed
- List the items that are to be included in a pilot/aircraft resource briefing

Assume that the pilots have had 10 hours of rest.

The earliest the first airtanker can drop is 0600–1/2 hour prior to sunrise. The lead plane and the airtanker can depart the base at 0550 (10-minute flight) and arrive on duty at 0500. There are only two airtankers available at the base. Therefore, the aircraft dispatchers must place an order for a third from the GACC. Be aware that student may attempt to reassign the first airtanker. Use this mistake as a learning experience to facilitate discussion during the review process.

NOTES