2014 Air Tanker Operations Plan

OREGON DEPARTMENT OF FORESTRY
Protection from Fire Program Aviation Unit
INTRODUCTION

A. Objectives

1. Define and standardize Oregon Department of Forestry (ODF) operating procedures and guidelines for Air Tankers and ASM/Lead Plane modules acquired through the Northwest Wildland Fire Protection Agreement (Northwest Compact Act), and under exclusive use agreements.
2. Support the ODF wildfire suppression policy through interagency coordination.
3. Provide procedures and guidelines for ODF air tanker and ODF ASM/lead plane support utilizing USFS operated Air Tanker Bases within the state of Oregon.
4. Define procedures and guidelines for control and dispatch of ODF air tankers, and ASM/lead planes through a common, centrally controlled approach.
5. Provide procedures and guidelines for ODF management of aircraft.
6. Provide for Air Tanker support for cooperating agencies when available, and requested.

B. Authority


C. Situation

The Oregon Department of Forestry has contracted for 2 Air Tankers, for the 2014 Fire Season. If there is an increased fire load the Oregon Department of Forestry may procure additional Air Tankers and ASM support from the State of Alaska under the Northwest Compact Act and Call-When-Needed aircraft list. The aircraft will provide direct support for ODF’s Fire Protection Program throughout the state of Oregon.

D. Responsibilities

1. **ODF Chief of Fire Protection** is responsible for overall use of ODF air tankers and ODF ASM/leadplanes in the state of Oregon.
2. **ODF Aviation Unit Manager** is responsible for coordinating aircraft management with ODF field offices statewide.
3. **ODF Area Director** is responsible for the aircraft when they are assigned to their areas.
4. **ODF District Forester** (or designee) is responsible for flight following the aircraft when the aircraft are being operated or staged in their districts.
5. **ODF Salem Coordination Center** is responsible for overall operational control of the ODF airtankers and ODF ASM/Leadplanes. Operational control includes dispatching, tracking, and setting pre-established dispatch priorities for the aircraft in coordination with the Aviation Unit Manger.
6. **Host District Dispatch Center** is responsible for flight following the aircraft, and airspace coordination, for all missions until properly handed off to another district/unit/dispatch office or Air tactical Group Supervisor.
7. **ODF Air Tanker Managers** are responsible for the daily management of the aircraft. Daily management includes but is not limited to, mission briefings, daily safety briefings, ensuring aircraft readiness; tracking flight hours and missions; notifying SCC on Airtanker status; ensuring that pilot duty hours standards and aircraft maintenance schedules are met; liaison between pilots and ODF staff; liaison between USFS Airtanker base manager and ODF. Air tanker Managers report directly to the Aviation Unit Manager.
8. **USFS Airtanker Program Manager** is responsible for USFS airtanker operations in Region 6.
9. **USFS Region 6 Airtanker Base Specialist** is responsible for coordinating airtanker base operations in region 6.
10. **USFS Airtanker Base Managers** are responsible for managing the airtanker base and all airtanker operations on the airtanker base.
11. **Northwest Interagency Coordination Center (NWCC)**, Portland, Oregon, is responsible for coordinating dispatch operations in the Pacific NW for all federal agencies. NWCC is also responsible for coordinating movement of federal aircraft from one federal air tanker base to another.

E. **Concept of Operation**

The Oregon Department of Forestry (ODF) has two air tankers under an ODF contract, and one ASM/leadplanes for fire suppression support on ODF protected lands. These aircraft will be under the direct control of ODF Protection from Fire Staff, in support of wildfire suppression activities statewide. All fire aviation operations will be in accordance with ODF Directive 0-4-5-010, and the 2014 Aviation Procedures Manual, 2014 Medford and Redmond Air Tanker Base Operations Plans, Supplement to the PNWCG Master Agreement, and this operations plan. All aircraft and pilots will meet applicable federal (Federal Aviation Regulations), state, and local laws and regulations which will be considered minimum standards.

**ODF Dispatch Priority Criteria**

The primary mission of the aircraft will be to provide direct aviation support for initial and extended attack wildfire suppression operations on ODF protected lands. Assignments to large fire support will be on a flight–by-flight basis. Aircraft will be requested & dispatched using the following priority criteria (in order of precedence).

1. Threat to human life, on any jurisdiction;
2. Threats to natural resources;
   a. 1st Priority – Initial Attack (ODF, other agency, outside of Oregon);
   b. 2nd Priority – Extended attack (ODF, other agency, outside of Oregon);
3. Structural protection, though indirect, shall not inhibit the protection of forest resources.

**Cooperative Use**

ODF has interagency and cooperative agreements with other State, and Federal Government Agencies and may dispatch the aircraft for cooperative use. The ODF air tankers and ODF ASM/lead planes will be available for initial attack to any agency, anywhere in Oregon if the aircraft are available. ODF may at anytime without prior notice recall any aircraft assigned to interagency use, for operations associated with ODF protected lands.

The ODF airtankers are not approved for use by the USFS on federal lands at this time. The ASM/Lead plane aircraft and pilots are federally carded and can be used in interagency fire suppression operations.

| If the ODF Airtankers are ordered by the federal agencies for a federal fire, and ordered through SCC, the Airtankers will be dispatched to the incident through the ODF standard dispatch procedures, SCC will not question the request. It is up to the federal agencies to coordinate with ODF, and to ensure that the proper federal protocols have been met. |

**Eminent Threat Process**

Federal Line officer determines that life and property is threatened and declares eminent threat. The line officer will place the order for the ODF tanker if no federal tankers are readily available. During the dispatching process SCC will notify the Aviation Unit Manager who will work with the Deputy Protection Chief for ODF who will in return notify the Director of Operations USFS to ensure that the needed information is gathered. It is the responsibility of the ODF Airtanker Base Manager to track the number of loads for billing purposes.

The aircraft will not normally be used outside of the State of Oregon. The aircraft may be used in neighboring states to meet ODF reciprocal fire protection agreements

**Whenever an airtanker is ordered, an Aerial Supervision Module (ASM), Lead plane, or an Air tactical Group Supervisor will also be ordered.**
ODF is currently working with the state of California in developing an agreement outside of local District border agreements for S-2 Air Tankers. Once the agreement has been approved the dispatching community will be notified and provided with guidelines for ordering S-2’s from California. The Airtanker Operations Plan will be updated to reflect the ordering process for S-2’s when the agreement is finalized.

F. Bases of Operations

One ODF contracted air tanker will be based out of the USFS Air Tanker Base in Medford, Oregon, and one ODF contracted air tanker will be based out of the USFS Air Tanker Base Redmond, Oregon. The Medford Airtanker Base is located at the Rogue Valley International Airport in Medford, Oregon, and the Redmond base is located at the Redmond Air Center. The aircraft will be integrated with other aircraft on the bases in cooperation and coordination of the USFS Airtanker Base Managers. The ODF aircraft will be under the control of the Salem Coordination Center and the ODF Area Directors or their designees, when operating out of the air tanker bases. The aircraft will be managed by two ODF Air Tanker Managers, (one at each base), who will act as liaisons between all parties and the aircraft and pilots. The USFS Airtanker Base Managers (ATBM) will oversee air tanker base operations.

Since the aircraft may be used on a statewide basis, it may be necessary to move the operations temporarily to another area or airtanker base within Oregon. When this occurs the aircraft will remain under the control of the Salem Coordination Center, and the ODF Area Director of the area of operation until such time as the aircraft can be sent back to their home bases. As a normal rule of thumb, the air tankers will return to their home bases at the end of daily operations, unless it is necessary to temporarily move to another base for an extended period of time due to fire danger or activity, or weather dictates that return flights are unmanageable. The ODF Air Tanker Manager will follow the aircraft (not fly in the aircraft) to the new base of operations as the situation dictates.

The Forest Service air tanker bases in the Pacific Northwest, Region 6:

Full Service, Contract Retardant Bases

- **Redmond Air Tanker Base** (RDM) (a Primary base for ODF air tanker operations) located in Redmond, OR and normally dispatched through the Central Oregon Interagency Dispatch Center.
- **Medford Airtanker Base** (MFR) (a **Primary Base for ODF air tanker operations**) located in Medford, OR and dispatched through Medford Interagency Dispatch.
- **Klamath Falls Airtanker Base** (LMT) located in Klamath Falls, OR and dispatched through the Kingsley Fire Center.
- **Moses Lake Airtanker Base** (MWH) located in Moses Lake, WA and dispatched through – Central Washington Interagency Coordination Center.

Bulk Retardant Bases, FS employees mix retardant

- **LaGrande Airtanker Base** (LGD) located in LaGrande, OR and dispatched through the Blue Mountain Interagency Communications Center.

Single Engine Air Tanker (SEAT) Retardant Bases

- **John Day, OR** (GCD) and dispatched through John Day Interagency Dispatch Center.
- **Burns, OR** (BNO) and dispatched through Burns Interagency Fire Zone – BLM.
- **Lakeview, OR** (LKV).
- **Omak, WA** (OMK) and dispatched through Colville Indian Reservation.
- **Ontario, OR** (ONO) and dispatched through Vale District BLM.
- **Pendleton, OR** (PDT) and dispatched through Blue Mountain Dispatch Center.
- **Prineville, OR** (S39).
• Vale, OR (S49) and dispatched through Vale District BLM.
• Wenatchee, WA (EAT).

Federal agencies retain the right to use federal airtanker bases in the manner deemed most appropriate for federal agency mission. Operating protocols may be adjusted to accommodate changes in federal agency direction.

G. Dispatch

ODF Airtanker Priority Criteria
The primary mission of the Airtankers will be to provide direct aviation support for initial and extended attack wildfire suppression operations on ODF protected lands. Assignments to large fire support will be on a flight-by-flight basis. Airtankers will be requested & dispatched using the following priority criteria (in order of precedence).

1. Threat to human life, on any jurisdiction;
2. Threats to natural resources;
   a) 1st Priority - Initial Attack (ODF, other agency, outside of Oregon);
   b) 2nd Priority -Extended attack (ODF, other agency, outside of Oregon);
3. Structural protection, though indirect, shall not inhibit the protection of forest resources.

Dispatching
These aircraft will be dispatched in accordance with ODF established priorities. Federally contracted Airtankers that may be positioned at the air tanker bases will be dispatched per USFS rotation policy refer to Federal Airtanker Ordering section of this guide.

Initial flight following: will be accomplished by ODF Medford for Medford Air Tanker Base, and Central Oregon Interagency Dispatch Center for Redmond Airtanker Base, until properly handed off to the requesting dispatch office/center.

The preferred form to use is the ODF Initial Attack Aircraft Order (IAAO) form. Some Interagency Centers choose to use the federal form. Either form has all the minimum required information.

The Salem Coordination Center will be responsible for maintaining status, relaying/forwarding orders to the federal system and filling the ODF Airtanker Orders in ROSS.

Incident Host Dispatch Centers/Units will be responsible for creating the IAAO form and notifies the Airtanker Base Manager with a heads up that a request for an airtanker and/or lead plane is on its way.

Ordering an Airtanker/Lead plane

Incident
✓ Orders Airtanker(s).

Incident Host Dispatch
✓ Creates the IAAO for the number of Airtanker(s) ordered and for a Lead Plane. Note: A separate IAAO form is needed for each Airtanker and Lead Plane order).
✓ Notifies via phone call, Faxes, E-mails or Prints the IAAO form to either the Medford Airtanker Base and/or Redmond Airtanker base for the Airtanker(s) Note: ODF Airtanker(s) home bases are in Redmond or Medford. At times the Airtanker(s) may be temporarily operating out of another location, which could be; LaGrande, Klamath Falls or Moses Lake, if they are based out of one of these locations the requesting and dispatching process may be different so it is critical that you contact SCC to verify the process.
A phone call will be made from the Host Incident Dispatch office to the Airtanker Base Manager to confirm the IAAO form has been received.

- The IAAO for either the Airtanker(s) and/or Lead Plane is faxed to SCC.
- Incident Host Dispatch creates the ROSS order and sends it to SCC to be filled and or placed up.
- Phone call to SCC is made to assure they have received or are prepared to receive the ROSS order and to communicate your intentions for the orders (i.e. need a lead plane or a federal airtanker)
- Releasing Airtanker and Lead Plane orders in a timely manner as to not clog up the ordering system. If Airtanker or Lead Plan is needed for multiple days, they will be released each evening and re-ordered for the next day.

**Airtanker Base Manager**

- Receives and reviews the IAAO form for pertinent and completed information.
- Launches the ODF Airtanker and notifies the Host Incident Dispatch with an ETD of the Air Tanker and Lead Plan if applicable.
- Coordinates with the Incident Dispatch Center for Load and Returns, Holds, etc.

**Airtanker Host Dispatch Unit**

- Provides flight following services for the ODF Airtanker

**Salem Coordination Center**

- Receives and completes the ROSS order for the ODF Airtanker and faxes or e-mails it to the Airtanker Base Managers.
- Receives and passes along any ROSS orders and IAAO form for Federal Airtanker(s) to NWCC.
- Receives and passes along any ROSS orders and IAAO form for a Lead Plane to NWCC
- Assures orders are released back to preposition each evening and new orders for the following day have been placed and coordinated.
- Any conflicts between orders will be coordinated at the Salem Protection level with the Salem Staff Aviation Specialist and/or the Operations Manager.
- For dispatch requests to multiple fires, SCC will have the incidents prioritized by either the Aviation Manager, Fire Operations Manager, or the Division/ Deputy Chief of protection to ensure the appropriate resources are dispatched to the appropriate fire.
Flow for an ODF Airtanker Order

Incident

Incident Host Dispatch Center

IAAO Sent Direct to get the Airtanker(s) Launched.

Send ROSS order & IAAO, SCC will not order the ODF Airtankers unless requested. The incident Host Dispatch center orders direct with the IAAO.

Airtanker Base(s)
Medford or Redmond

Salem Coordination Center

Flow for a Lead Plane or Federal Airtanker Order

Incident

Incident Host Dispatch Center

Salem Coordination Center

Northwest Coordination Center

Interagency Dispatch Center hosting Federal Air Tankers

National Interagency Fire Center (Boise)

Send ROSS order(s) & IAAO to SCC. SCC will place the order for Federal Airtanker(s) or Lead Plane through the federal system. Unless other agreements are in place, all orders for Federal Airtankers and Lead Planes need to follow this process, do not assume that if a Federal Airtanker is at the same base as an ODF Airtanker that you can order it with the IAAO.
**Overhead Team Airtanker and Lead Plane Ordering**

It is critical that the Air Operations Branch Director, Local Dispatch and Supply Unit Leader/Ordering Manager establish the ordering process for Airtanker(s) and Lead Plane(s) for the incident the Team is assigned to. This process will then be relayed to the Local Airtanker Base Managers and Salem Coordination Center to assist in a clear line of communications.

**Call When Needed Airtanker**

There are times when a vendor may have an Airtanker they place on the Call When Needed list. This aircraft is ordered just as any other fixed wing, on a ROSS order, but placed with the Salem Coordination Center to be filled. As a CWN aircraft it is assigned and belongs to the ordering District that has it on an order.

The CWN Airtanker would be placed in rotation with the other Airtanker, with one exception, that if an order for an IA is received the CWN Airtanker does not fill the other District’s IA order unless approved by the holding District.

**DC-10 Airtanker**

There will be a DC-10 Very Large Airtanker (VLAT) available out of Boise Idaho. The ordering process will be the same as ordering a Federal Airtanker.

**Special Considerations:**

- When creating the order in ROSS, make sure you specify in Special Needs that you are ordering a VLAT Fully loaded; otherwise it will arrive with half a load.
- The speed of the DC-10 is greater than Large Airtankers (LAT-S). Dispatchers need to insure when ordering a DC-10 that a Lead Plane or Aerial Supervision Module (ASM) will arrive in time to direct its operations on the fire.
- DC-10’s are less maneuverable than other Airtankers and should be used in less challenging terrain that affords better maneuverability for dispensing.
- The momentum is greater and requires planning by the aerial supervision aircraft to provide a stabilized path for delivery.
- DC-10’s target higher drop altitudes (250 feet AGL) and are limited to 200 foot minimum floor.
- Designated re-load facilities are Moses Lake WA and Medford OR.

For additional details refer to US Forest Service Fire & Aviation Management DC-10 Briefing Paper (7.31.13)

**FEDERAL AIRTANKER ORDERING**

There are times when a district or an incident will need to order and use Federal Airtankers, Lead Planes or ASM’s. The following three options are available to the each District/Unit to use to order these resources.

**Option #1:**
Maintain current process with a federal neighbor.

Some locations have pre-established an ordering process with a federal neighboring dispatch office to obtain federal tactical aviation. If this process is working well for you then by all means maintain this working relationship.

**Option #2:**
Place the order to the Salem Coordination Center (SCC).

SCC can serve as a conduit between the ordering office and the Northwest Coordination Center (NWCC) to order federal tactical aviation resources. The process already established to order ODF Airtankers, Lead Planes/ASM can be used; Resource Order with IAAO form faxed to SCC.

**NOTE:** It is important to indicate the federal priority based upon the resource you are ordering on the Resource Order. (See Below)
Option #3:
Place the order direct to the Northwest Coordination Center (NWCC), refer to PNW Interagency Mobilization Guide, Chapter 20.

Federal Prioritization

Air Tanker, SEATs and Heli-Tanker Criteria
1. Imminent threat to human life
2. Imminent threat to communities, communities’ infrastructure, historically significant cultural resources, commercial business and principal residences
3. Threat to other structures and improvements such as seasonal homes, cabins and high value outbuildings
4. Threats to natural resources
5. Threats to low value structures

Lead Planes and ASM1 Criteria
1. Imminent threat to human life
2. There are multiple aircraft over the fire (or en route) with no aerial supervision available other than the requested a Lead Plane or ASM1
3. An ATGS or Airtanker pilot has requested a Lead Plane or ASM1
4. Homes and other structures within Wildland/urban interface areas are threatened.
5. Visibility is significantly impaired by smoke.
6. There is not a reliable contact experienced in the effective use of retardant.
7. Multiple airtanker drops on the fire/complex.

H. Operations

The aircraft will be available for duty from 1000-1900, 7 days a week at each base. There will also be at least one ODF airtanker manager on duty 7 days a week. The schedules will be posted when they are developed. The aircraft desk at SCC will be staffed from 1000-1900 daily, throughout fire season. If the aircraft are required outside of the normal work schedule arrangements can be made through SCC.

The following operational practices shall be utilized to ensure that airtanker operations are conducted with the lowest exposure to risk possible while remaining operationally capable of fighting fire.

1. Airtanker operations shall comply with the State of Oregon, Department of Forestry 2014 Aviation Procedures Manual, Airtanker contracts, and this plan.

2. Low level airtanker operations are special use missions that place crews and aircraft at higher risk than flying point to point. Low level operations will meet the following operational standards:

   a. Operations over Non-Congested Areas: Airtanker operations over the incident shall be coordinated with the operations personnel on the incident. Airtanker operations in non-congested areas shall not require a leadplane if the pilots are initial attack qualified, through the USFS system (within the last 12 months from the contract start date). All pilots flying ODF airtankers meet this requirement. The operations can be conducted only if it can be accomplished safely and no other fire fighting aircraft are in the operation area over the incident. Other aircraft working the incident can move out of the incident airspace to a safe area or set down in an area outside the incident. Airtanker operations in non-congested areas when other fire fighting aircraft are present shall have a ASM/leadplane or an Air Tactical Group Supervisor (ATGS), over the incident to provide air traffic control, and safety.

   b. Operations over Congested Areas: Airtanker operations over the incident shall be coordinated with the operations personnel on the incident. The standard procedure for airtanker operations in congested areas is to have a leadplane/ASM or Air Tactical Group Supervisor on order. The airtankers can make the retardant drop without a leadplane provided that there are no other aircraft in the operation area over the incident, and the drop can be conducted safely. If other aircraft are
airborne over the incident, there must be an ASM/leadplane or an ATGS over the incident for air
traffic control and safety. Congested areas are defined for the purposes of this plan, as any location
that requires the airtankers to be closer than 500 feet horizontally and vertically from persons on
the ground or multiple structures. (Fire agency personnel that have established positive
communication with the airtanker prior to the drop shall not be considered a congested area.)

3. **Safety Override of Operations:** Any person either agency or contractor has the authority to
terminate operations when the risk factors exceed acceptable limits. It is impossible to define any and
all situations that may result in an unacceptable level of risk. Airtanker crewmembers are expected to
tell ODF management and aviation staff if they believe an inappropriate level of risk is being taken.
**Safety shall not be compromised in any situation.**

4. **Airtanker Operations Currency:** Airtanker operational currency is paramount to assure safe
operations. During periods of inactivity, when the airtanker crews have not flown in a previous 7 days,
a proficiency airtanker drop shall be conducted (at the cost of the state) and coordinated with an
agency leadplane/ASM, or ATGS. The proficiency flight shall include the dropping of water on a
simulated tactical mission that is approved by the state.

5. **Accident/Incident Reporting:** The Contractor must notify the State immediately of any incidents
and/or accidents arising in the course of work under this contract. The Contractor agrees to cooperate
fully in any investigation and provide any needed records of an accident and/or incident during this
contract.

Diligent use of applicable State and Federal regulations is required of the contractors in order to protect life
and health and to prevent any damages during the performance of the contract

<table>
<thead>
<tr>
<th>Special Note:</th>
</tr>
</thead>
<tbody>
<tr>
<td>The DC-7 airtankers operated by AeroAir cannot land loaded. If these aircraft are ordered the district or fire that ordered the retardant will pay for the load. This means whether the load is dropped on the fire or dropped in a safe area prior to landing the aircraft. So if retardant is ordered in these aircraft, it should be deposited on the fire if at all possible, so the load is not wasted.</td>
</tr>
</tbody>
</table>

### I. Finance

All billing and invoices for the airtankers and ASM/leadplanes will be accomplished through the Protection
Program Finance Section in Salem. Toni Chambers, 503-945-7229, will process all airtanker and
ASM/leadplane billing and payment. Alaska will bill ODF for services rendered so no payment will be made
to the airtanker contractor or State of Alaska personnel in Oregon.

Landing fees will be billed directly to ODF from the appropriate airport entities.

Retardant use will be billed to ODF directly from the USFS through the established billing procedure
documented in the current Supplemental Project Plan to the Master Cooperative Wildland Fire
Management Agreement.

**ODF Documentation Responsibilities:**

1. For Fuel collect itemized fuel receipts with date of purchase, gallons purchased, product purchased,
price per product, total cost, and provide total costs per incident charge code.
2. For Retardant, provide the number of retardant gallons, the loading base location, and landing fees per
incident per day charge code using the ODF Daily Diary.
3. For Full Service Retardant contractors, provide extended standby for up to 3 people, number of water
loads, number of unloads, and number of reloads per incident per day with charge codes.
4. For the airtankers and ASM provide a copy of the contractors aircraft flight and maintenance record, the
ODF Daily Diary and the Individual Air Tanker Flight Log Report. The documents should provide:
flight start and stop time, total flight time, extended standby, retardant gallons, landing fees, retardant
base used for each retardant load, move up or ramp fees, proficiency flight information, total fuel costs per flight, incident name, incident number, ODF project number.
5. For USFS and retardant contractor personnel, shift tickets or a weekly log of date and times worked, extended standby, to be charged to ODF, with the incident name, incident number, and ODF project number.

**ODF Payment Responsibilities:**
1. Fuel for aircraft will be paid for by the contractor, and reimbursed by the state as per contract;
2. Retardant will be billed and paid in accordance to current Airtanker agreement to the Master Cooperative Fire Agreement.
3. ODF will only pay for USFS personnel necessary to support base operations for hours/days the base is not operated for federal use. ODF will be billed by the USFS through the provisions in the current Supplemental Project Plan to the Master Cooperative Fire Agreement. (*Medford tanker base is ordinarily a reload base and is not fully staffed all the time. When ODF or any aircraft is positioned at the base the base must be manned to meet USFS policies; usually 1 USFS employee. Other base personnel are paid for through a southern Oregon agreement with the counties.*)
4. Salary for ODF Air Tanker Manager (NRS-2), and Assistant Manager (NRS-1 Step 8).

**J. Dispute Resolution**

In the event that issues arise between ODF and the USFS on the management or operation of these aircraft, they should be resolved at the lowest possible level. The protocol for dispute resolution should be as followed:

1. ODF Air Tanker Manager and Airtanker Base Manager;
2. ODF Airtanker Manager and ODF District Forester/ODF Aviation Unit Manager;
3. ODF District Forester and USFS Rogue/Siskiyou Forest Staff;
4. ODF District Forester, USFS Air Center Manager, and local Forest, Fire Staff;
5. ODF Area Director and USFS Forest Supervisor;
6. ODF Staff Aviation Specialist and USFS Region 6 Aviation Officer;
7. ODF Fire Director and USFS Region 6 Fire and Aviation Director.

**K. Changes to Operating Plan**

Changes to this operating plan can be made and implemented if there is concurrence of the ODF Aviation Unit Manager and the Region 6 Aviation Officer. The changes will be documented as an appendix.
# APPENDIX A

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Office Phone</th>
<th>Cell Phone</th>
<th>Pager</th>
<th>FAX</th>
<th>Home</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doug Grafe</td>
<td>Asst. Chief of Fire</td>
<td>503-945-7271</td>
<td>503-551-5391</td>
<td>503-945-7454</td>
<td>503-961-6979</td>
<td></td>
</tr>
<tr>
<td>Dave Lorenz</td>
<td>SOA Director</td>
<td>541-440-3412</td>
<td>541-580-7479</td>
<td>541-5807479</td>
<td>541-726-4192</td>
<td></td>
</tr>
<tr>
<td>Travis Medema</td>
<td>EOA Director</td>
<td>541-447-5658</td>
<td>541-325-6238</td>
<td>503-739-0622</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Andy White</td>
<td>NWOA Director</td>
<td>541-359-7430</td>
<td>503-708-8404</td>
<td>503-237-0522</td>
<td>503-873-8915</td>
<td></td>
</tr>
<tr>
<td>Karen Swearingen</td>
<td>Fire Operations</td>
<td>503-945-7437</td>
<td>503-551-5391</td>
<td>503-945-7430</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neal Laugle</td>
<td>Aviation Unit Manager</td>
<td>503-945-7508</td>
<td>503-580-4942</td>
<td>503-945-7430</td>
<td>503-873-1900</td>
<td></td>
</tr>
<tr>
<td>Salem Coordination</td>
<td>Aircraft Desk</td>
<td>503-945-7496</td>
<td>503-945-7430</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Center</td>
<td>Air Tanker Line</td>
<td>503-945-7430</td>
<td>503-945-7430</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dan Thorp</td>
<td>SWO District Forester</td>
<td>541-664-3328</td>
<td>541-621-4101</td>
<td>541-858-8201</td>
<td>541-776-6184</td>
<td>541-772-9679</td>
</tr>
<tr>
<td>Harry Kelley</td>
<td>ODF Medford Assistant ATB Mgr.</td>
<td>541-621-4118</td>
<td>414-430-0981</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Matt Fumasi</td>
<td>ODF SWO Medford Dispatch Mgr.</td>
<td>541-664-3328</td>
<td>541-621-4114</td>
<td>541-776-6260</td>
<td>541-601-9274</td>
<td></td>
</tr>
<tr>
<td>ODF Medford</td>
<td>Dispatch</td>
<td>541-664-1213</td>
<td>541-776-6260</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medford Airtanker base</td>
<td></td>
<td>541-779-0397</td>
<td>541-858-2340</td>
<td>541-779-3098</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lonnie Allison</td>
<td>Medford ATB Manager</td>
<td>541-618-2107</td>
<td>541-447-7317</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>George Ponte</td>
<td>CO District Forester</td>
<td>541-447-5658</td>
<td>541-480-7456</td>
<td>541-447-1469</td>
<td>541-447-7317</td>
<td></td>
</tr>
<tr>
<td>Steve Drake</td>
<td>Asst. Airtanker Manager</td>
<td>541-504-7220</td>
<td>541-419-5617</td>
<td>541-504-7223</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COIDC</td>
<td>Aircraft Desk</td>
<td>541-416-6821</td>
<td>541-416-6847</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>USFS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aaron Schoolcraft</td>
<td>R6 RAO</td>
<td>503-908-2359</td>
<td>202302-4518</td>
<td>541-504-7258</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Redmond Airceneter Manager</td>
<td>541-504-7202</td>
<td>541-480-5861</td>
<td>541-504-7215</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark Glos</td>
<td>RRSNF Dep. Fire Staff</td>
<td>541-471-6834</td>
<td>541-660-1181</td>
<td>No pager</td>
<td>541-471-6888</td>
<td>541-471-2128</td>
</tr>
<tr>
<td>Robert Budge</td>
<td>RRSNF Dep. Fire Staff</td>
<td>541-471-6542</td>
<td>541-660-0881</td>
<td>No pager</td>
<td>541-471-6888</td>
<td>541-474-7325</td>
</tr>
<tr>
<td>Eric Graff</td>
<td>Redmond Airtanker Base Manager</td>
<td>541-504-7220</td>
<td>541-419-7584</td>
<td>541-504-7223</td>
<td>541-548-3922</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Redmond. Asst. Airtanker Base Mgr.</td>
<td>541-504-7220</td>
<td>541-504-7220</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ron Vail</td>
<td>Airtanker Program Mgr.</td>
<td>541-504-7256</td>
<td>541-408-7081</td>
<td>541-504-7258</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Don Cavin</td>
<td>R6 ATB Specialist - Kingsly ATB Mgr.</td>
<td>541-883-6853</td>
<td>541-504-7258</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Russel Hurst</td>
<td>LaGrande ATB Mgr.</td>
<td>541-962-8665</td>
<td>541-962-8665</td>
<td>541-962-8665</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northwest Interagency</td>
<td></td>
<td>503-808-2720</td>
<td>503-808-2750</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coordination Center</td>
<td>(NWCC)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dan O'Brien</td>
<td>NWCC Emergency Ops Mgr.</td>
<td>503-808-2724</td>
<td>971-227-0503</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jennifer Ellison</td>
<td>Redmond Asst. Airtanker Base Mgr.</td>
<td>541 504-7222</td>
<td>541 410-8151</td>
<td>541 504-7223</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### APPENDIX B

#### ODF Initial Attack Aircraft Order

**FAX:** 503-945-7430  
**Call:** 503-945-7496

Ordering dispatch office:  
Phone:  

<table>
<thead>
<tr>
<th>Order For:</th>
<th>Date/Time</th>
<th>Dispatcher</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incident Name:</td>
<td>Incident Order #</td>
<td>Request #</td>
</tr>
<tr>
<td>Mission (air tanker, lead plane, bucket work, cargo, troop transport etc.):</td>
<td>Aircraft on Order (Tail #'s &amp; Type)</td>
<td></td>
</tr>
<tr>
<td>Latitude/Longitude (degrees/min/sec)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft on the incident (type of aircraft &amp; tail #'s)</td>
<td>Reload Base</td>
<td></td>
</tr>
<tr>
<td>Hazards (powerlines, freeway's, congested areas etc.)</td>
<td>MTR/SUA? YES NO</td>
<td>TFR? YES NO</td>
</tr>
</tbody>
</table>

#### To Order a ODF Air Tanker – Mission Priorities (Must Circle One)

1. Imminent threat to human life, on any jurisdiction.  
2. Threats to natural resources  
3. Structural protection, though indirect, shall not inhibit the protection of forest resources.

#### To Order a Federal Air Tanker – Mission Priorities (Must Circle One)

1. Imminent threat to human life.  
2. Imminent threat to communities, communities infrastructure, historically significant cultural resources, commercial business and principal residences  
3. Threat to other structures and improvement such as seasonal homes, cabins and high value outbuildings  
4. Threats to natural resources.  
5. Threats to low value structures.

#### Call Signs | Frequencies
---|---|---|---|---|
| **Air to Air** | Transmit | Receive | Tone |
| **Air to Ground** | Transmit | Receive | Tone |
| **Flight Following** | Transmit | Receive | Tone |
| **Ground Contact** | Transmit | Receive | Tone |
| **Alternate Contact** | Transmit | Receive | Tone |