MNICS AIR OPERATIONS WORKING TEAM – 2013 ASSIGNMENT WORKSHEET # 8 MN State Patrol Cooperative Approval—David Serena

ISSUE: The MN State Patrol is available and meets interagency fire helicopter standards. They wish to be recognized as a cooperator so they can be available to assist Federal agencies on wildfires.

BACKGROUND: The MN DNR has provided extensive training to the MN State Patrol in the wildfire suppression mission. They are available and meet interagency standards. There are a limited number of in-state helicopter vendors who are available for fire operations. Including the MN State Patrol as a cooperator gives fire managers more options for fire suppression.

RECOMMENDATIONS / EXPECTED PRODUCT: Inspection of pilots and aircraft, then issue a letter of authorization similar to the one issued to the MN ARNG for approved pilots and aircraft.

- **A. Implementation Plan: Schedule inspections during the 1st half of 2013, followed by appropriate letter of authorization.**
- **B. Tasked to:**
  - **a. Individual – David Serena, RAO Tim Caughlin**
  - **b. Group -**
    - **i. Leader –**
    - **ii. Committee – Matt Nelson, Chief Pilot, MN State Patrol, USFS HIP**
    - **iii. Meeting Date(s) -**
    - **iv. Meeting Location -**
- **C. Target Completion Date: July 1, 2013**
- **D. The MN State Patrol has been approved for interagency operations (letter attached)**

File Code: 5700/5710 **Date:** June 25, 2013
Route To:

Subject: Cooperator Approval for Aircraft and Pilots operated by Minnesota State Police

To: Forest Supervisor, Chippewa National Forest, Forest Supervisor, Superior National Forest

This letter is an approval regarding cooperative use of aircraft (FSH 5713.43) and pilots (5712.43) in the interagency efforts for public service and fire suppression missions for lands under United States Forest Service (USFS) protection.

The following Minnesota State Police pilots and aircraft are approved for use for incident support, which includes internal/external load (belly hook), water/retardant bucket, and transport of USFS initial attack firefighters. All activity will comply with the Interagency Helicopter Operations Guide (IHOG), FSM 5700, FSH 5709.16, and the National Association of State Foresters (NASF) Cooperators Aviation Standards for Interagency Fire.

Under Forest Service direct fire protection, Minnesota State Police aircraft are allowed to provide fire support for initial attack when commercial aircraft are not available. However, an order must be placed for a replacement aircraft. An appropriate USFS Forest Aviation Officer and dispatch center will ensure all flights are required, properly coordinated, and all appropriate documentation is completed in full compliance with Public Law 103-411.

The following procedures will be adhered to regardless of protection responsibility when transporting USFS firefighters:

1. Both parties will conduct a pre- and post-mission briefing. Objective of the flight, mission planning, aviation safety, and risk assessment must be included.
2. Compliance with applicable demonstrated weight and balance and performance planning procedures is required.
3. Flight personnel will brief Forest Service personnel on the location and operation of safety equipment as well as crash and emergency egress procedures.
4. All firefighter-carrying flights must be conducted at or above 500 feet above ground level (AGL) and a thorough high and low level recon must be conducted. Prudent low level flying techniques must be maintained at all times.
5. Flight following is essential. All activity will comply with Chapter 20 in the National Interagency Mobilization Guide and the Operations and Safety Procedures Guide for Helicopter Pilots.
6. A copy of this letter shall be kept onboard all Minnesota State Police aircraft.

This authorization will remain in effect until: June 30, 2014.

Rotor Wing Aircraft: Bell 407 Registration Number N118SP and Bell 206L-4 Registration Number N119SP

Bell 407 and Bell 206L-4 Pilots:

Nelson, Matthew D. (PIC) No Longline, no passengers due to being on flight hour waiver this season

Latt, David A. (PIC) No Longline

Willar, David J. (PIC) No Longline

Burgess, Greg J. (PIC) No longline

Pilot approvals: Rotor Wing Pilot-in-command flight time requirements for these missions are 1500 hours.

/s/ Tim Caughlin
TIMOTHY CAUGHLIN
Regional Aviation Officer

cc: Mark Boche
Douglas P Ottosen
Kurt E Morine
Mary King
Dan Zimmerman
John M Harris
James L Edge
David L Serena
Mark A Hale
Laura A McIntyre-Kelly
Tom Viers
sheldon.mack
bill.schuster
Tim Caughlin
Jim W Grant

Submit completed products/reports to Chair, Jill Hebl, so they can be forwarded to the MNICS Task Force for review/approval.