

Salt Lake Helitack- STEP Training Aviation Safety Plan

Objectives

Salt Lake Helitack STEP initial training is scheduled to take place June 10-13 at or near the Tooele Valley Airport. This training will include the participation of Salt Lake Helitack Aircrew Members, the assigned Brainerd Helicopters pilot (Eric Fields), Maria Moncano, OAS Inspector Pilot, and Ryan Stailey, OAS Aviation Trainer.

A STEP Operations Plan (attached) has been submitted through the West Desert District, State of Utah, and BLM National Aviation Office, and has been approved for implementation for the 2015 Exclusive Use contract period. This operations plan will provide the basis for the STEP training, in addition to OAS provided guidance and materials.

Aviation Resources

Approximately 2.5 hours of flight time are expected to complete the STEP training. The training will utilize the aircraft currently assigned and carded for the Exclusive Use contract; an Airbus AS350 B3, N31BH, or an approved substitute. Eric Fields is the primary pilot assigned on this aircraft. Assigned relief pilots may also participate, however the focus will be to complete the training with the assigned primary pilot, and include relief pilots as time allows.

Aviation related charges will be billed to: 15X LLUTW00210 LF1000000.HT0000.

Flight Areas

General STEP training will be conducted within the airport environment of Tooele Valley Airport. Typical terrain training will be conducted on BLM administered lands near Johnson Pass, Utah. Neither of these areas are affected by Restricted Airspace or Military Training Routes. Elevations in the training areas will be 500 ft. or less above ground level. Flights that transit from the Tooele Valley Airport to the typical terrain training area will be conducted at 1000 to 3000 AGL. Flights to and from the Johnson Pass area will avoid the munitions destruction area southwest of Tooele city. Johnson Pass LZ Lat Long 40 20' 13" x 112 34'22".

Communications

Flight following with Northern Utah Interagency Fire Center (NUIFC) will take place on West Desert District BLM repeaters, to include Delle, and Black Crook near Johnson Pass. Local flight following will take place when operating at the Tooele Valley Airport, as well as after transit to the Johnson Pass typical terrain training area. Local flight following will utilize one of the locally approved air to ground

frequencies in coordination with NUIFC. Search and Rescue will be coordinated through NUIFC and the Tooele County Sheriff.

Delle Repeater (BLM)	RX 170.5125 TX 163.025 TX Tone 136.5
Black Crook Repeater (BLM)	RX 173.6750 TX 164.775 TX Tone 110.9
Air to Ground 74	154.3100
Air to Ground 57	168.7250

Flight Hazards

When operating near the Tooele Valley Airport, hazards include skydivers, and other general aviation. Coordination with the skydivers is common, and they will be notified in advance of any hover training near their landing zones. Should the skydivers be operating during this training, they either will shift their primary landing zone to another area, or we will shift from our primary training area adjacent to the helibase facilities. The primary training area is an approximately 500 ft. x 500 ft. flat grassy field, bordered to the west by the taxiway, to the south by an aircraft parking area, and to the north by a small access road, with additional grassy areas further north. Emergency landing options are numerous. The lat long for the training field is 40 36' 25" x 112 20' 55".

The typical terrain helispot will be located at the top of Johnson Pass, at an elevation of 6500 feet. Vehicles passing nearby on the highway are generally not an impact. Road guards will be provided as needed. This helispot is generally clear of wires, although one solar panel and sign are located next to the road adjacent to the helispot. This helispot has sufficient parking for all associated vehicles to include the fuel truck and helitack vehicles.

Pre and Post Flight Briefings

Each evolution of the STEP training will be thoroughly briefed and debriefed by all participants. Opportunities for improvement will be noted on the training log.

Participants

Participants include the following, all current aircrew members as recorded on the Interagency Aviation Training website:

Patrick Kenny	HMGB	Helitack Crew Supervisor
Greg Wilson	HMGB	Assistant Helitack Crew Supervisor
Tyler Anderson	HMGB	Helitack Squad Leader (acting)
Austin Blackett	HMGB/EMTB	Helitack Squad Leader (acting)
Steve Gerard	HECM	Helitack Firefighter
Travis Wade	HECM/EMTB	Helitack Firefighter
Casey Schmidt	HECM	Helitack Firefighter
Allen Kennedy	HECM(t)/EMTB	Helitack Firefighter

Matt Schutt	HECM(t)	Helitack Firefighter
Jamis McPheeters	HECM(t)/EMTB	Helitack Firefighter
Eric Fields	Pilot	Brainerd Helicopters
Bill Leavitt	Pilot	Brainerd Helicopters

Aircraft Approval

N31BH is carded through 5 June 2016. Primary Pilot Eric Fields is carded through March 31, 2016

Personal Protective Equipment

PPE will be utilized in accordance with the Aviation Life Support Equipment Handbook. STEP training participants are expected to utilize approved Flight Helmets for both exiting and entering the aircraft.

Load Calculations

Load Calculations will be completed in accordance with BLM AHHP direction, and IHOG policy. Load calculations for the typical terrain training evolutions will utilize the highest expected training site, as noted by the OAS inspector pilot on the trip to the typical terrain training area.

Weight and Balance

Weight and balance will be reviewed extensively. Training will target the left side of the aircraft whenever possible, as the left side provides the greatest lateral center of gravity margin. Center of gravity will be computed for different training configurations utilizing the flight manual as well as weight and balance applications, to include IBal and Gyronimo. Care will be taken to ensure the inputs to the applications are accurate and reflect what is on the aircraft weight and balance sheet.