

LINE OFFICER TRANSITION CHECKLIST

As a Line Officer for DNRC, you have a responsibility to ensure a smooth transition as a Type I or II team takes over a fire. One of the more complex aspects of the transition is the Aviation component. This checklist was prepared to assist you in dealing with the complexities. Remember, the DNRC aviation assets you commit to the team for extended attack during this transition might be the only initial attack assets you have for other incidents. Initial attack trained and qualified aviation resources are a valuable commodity. That said, these might be the only assets available until the team can secure extended attack aviation assets.

All DNRC, Guard and DNRC contract aircraft have the primary mission of initial attack. Ensuring this initial attack capability is your priority during the transition. Several issues must be considered regarding how the initial attack priority is maintained, these include:

Aircraft Location—The aircraft will most likely be located away from the helibase established for the incident. Doing so allows for a more timely and effective response to an initial attack call. The geographic area assigned for initial attack must be considered. The DNRC Helicopter Manager(s) must be consulted before assets are committed to a helibase. Managers will be responsible for ensuring adequate information is passed between whatever location is selected and the incident helibase to allow safe integration of DNRC assets into the incident.

Reports—The Helicopter Daily Use and Summary Report will not be provided to the helibase. Interagency agreements allow for the direct billing of flight time. The number of aircraft, hours flown and the amount of water delivered from the previous day will be given at the daily brief.

Longline—The use of the longline is per pilots discretion based on the incident and mission. The longline will not be employed unless needed.

Fuel Truck/Support Personnel—The fuel truck, driver and support personnel will be held in the same fashion as the aircraft, to provide a rapid response to an initial attack call. This will probably mean these assets will be located away from the incident helibase.

Aircraft Scheduling—The Helicopter Manager will be pro-active in the scheduling of aircraft during the transition. Until team aviation resources arrive, the aircraft should be actively involved in fire suppression activities for the incident, unless an initial attack need arises. Holding the assets at the incident without effective utilization serves no purpose.