AIR SUPPORT REQUEST-2010
Craig Interagency Dispatch Center
970-826-5307

Incident Commanders are encouraged to contact Craig Interagency Dispatch Center directly with their request for aviation resources. Prior to making that request the following information should be collected. This information will help facilitate a faster response. In order to request aviation resources call 970-826-5037 and ask to talk with the aircraft dispatcher.

Your Name/Agency:_____

Resource(s) Requested: ☐ **Helicopter**

☐ **Single Engine Air Tanker (SEAT) loaded with:**

☐ **Retardant** ☐ **Water** ☐ **Foam**

☐ **Heavy Air Tanker**

Fire Name/Jurisdiction:_____

Fire Location:_____
(Lat/Long or geographic, no addresses)

Ground Contact:_____

Air/Ground Frequency:

☐ **Zone 1,** 1°-**171.550** (North of Highway 40)
☐ 2°-**172.375**
☐ **Zone 2,** 1°-**171.525** (South of Highway 40 and North of I-70)
☐ 2°-**172.275**
☐ **Zone 5,** 1°-**171.525** (East of Hwy 125)
☐ 2°-**172.275**
☐ **Other** (specify using 1XX.XXX numeric format) _____

Wind Speed and Direction:_____

Values as Risk:_____
(Structures, highway traffic, etc.)

Time/Date

Requested: _____ Confirmed: _____ On Scene: _____

CSFS Duty Officer Notified_____

Things to consider when considering aviation resources:

1. Wind decreases aircraft capabilities and effectiveness. If a fire is burning actively because of high winds it is unlikely that aviation resources will be of much value. The maximum winds that fire aviation resources can operate in are between 20 and 30 knots.

2. Fire aircraft do not operate on fires after dark. Some aircraft have to be on the ground one half hour after sunset. Check to local time and make sure that there is enough daylight to fly the mission.

3. Pick the right aircraft for the mission. A helicopter with a bucket can do a lot of good if there is a good water source available. Helicopters are restricted from flying with buckets over major highways or congested areas. Single and multiple engine air tankers are better for more remote areas and areas with over-flight of roads or communities.

4. Air tankers cannot drop retardant near open water. Retardant is highly toxic to fish even in low concentrations. If your mission is near a river, creek, lake or ponds consider asking the aircraft to be loaded with water.

5. Our goal is to get everyone operational on the designated Air/Ground frequencies. There are a few times when this may not be the case due to frequency changes or congestion. If, you do not have the capability of communicating with an aircraft on one of the designated air/ground frequencies, you will need to let dispatch know what actual frequency you will be on. Terms like “Channel 3” or “Fire B” have no meaning to pilots. Instead of saying “TAC 2” you would say “154.295”. It is highly advisable to have a dedicated Air/Ground frequency anytime that aircraft are used. Trying to combine tactical and aviation traffic on the same frequency leads to congestion and confusion.

6. Aircraft are very expensive to operate. If you have ordered an aircraft consider having one person whose sole responsibility is to monitor that air to ground frequency and avoid the delay and expense associated with problems with initial contact.

7. Telephone lines and other aviation hazards are difficult to see from the air. Advise the aircraft of these or other aviation hazards in the fire area.

8. The ground contact is responsible for making sure that the drop area is clear of personnel and equipment. It is difficult for fixed wing aircraft to see much detail on the ground and the pilots will rely on you to ensure that the drop zone is clear. The pilot will usually ask “Is the line clear?” If you tell him “The line is clear.” he will make the drop based on your call.

9. After a drop provide feedback to the pilot concerning its accuracy and effectiveness. Also let the pilot know if you want any additional drops or if they should hold.