

AIRCRAFT RESOURCE ORDERING

8134

(No.6 May 2012)

[\(See Policy 8333 – Aircraft Dispatching\)](#)

[\(See Policy 8342 – Dispatching and Diverting Aircraft\)](#)

[\(See HB 8100p320 – Aircraft Ordering\)](#)

The most advantageous and efficient use of CAL FIRE tactical aircraft is during the initial attack of new fires. Aircraft, with the earliest arrival time over the incident, shall be dispatched as identified in the Unit's response plan.

Region OCC will make an effort to maintain attack ready aircraft statewide for initial attack. To accomplish this, the Region OCC will coordinate and prioritize the movement and placement of aircraft, including the diverting of aircraft from existing incidents. When four or more airtankers are assigned to an incident, the Region Duty Chief will be advised.

The Region OCC shall be notified, on the region intercom, of any movement of tactical aircraft, including Unit controlled aircraft.

The Unit ECC will directly dispatch any airbase that has an initial attack area (zone of influence) within a Unit as identified in Unit response plans. All agency specific aircraft at each base will be dispatched to that agency's incident first. If the aircraft are not on base or are otherwise unavailable, the aircraft request will go to the Region OCC. CAL FIRE air tankers (S2T) are available for initial attack dispatch only when loaded with retardant.

Consistent with the concept of primary use of aircraft for initial attack; CAL FIRE attack-ready aircraft may be diverted to new fires whenever their arrival time is earlier than other like uncommitted aircraft. The only exception, is when a "No Divert" is in place [\(See Policy 8342.2.2 "No Divert" Policy\)](#).

Each aircraft will be assigned an individual request number. If an aircraft is released and reassigned to the incident it will be assigned a new request number.

Units will release all fixed wing aircraft assigned to an incident at the conclusion of air operations each day [\(See Policy 8333.3 Extended Attack and Major Incidents\)](#).

Rotary wing aircraft and CWN fixed wing aircraft will normally remain assigned to an incident on the same request number until released or reassigned.

On extended attack fires, CWN helicopters should be considered to allow CAL FIRE helicopters to remain available for initial attack.

The "Public Use Aircraft Operations" (Pressler Bill) regulation requires special consideration in the use of CAL FIRE helicopters and air tactical aircraft on incidents which involves the recovery of operating costs and / or reimbursements for aircraft operations. [\(See Policy 8314.5 Public Use Aircraft Operations \(Pressler\)\)](#)

Aircraft request(s) for the next day's incident operations shall be placed to Region OCC by 1900 hours in the resource ordering system of record.

[\(Next Section\)](#)

[\(Handbook Table of Contents\)](#)

[\(Forms and Form Samples\)](#)