

AIRPLANE PILOT REQUIREMENTS (GENERAL)

8371

(Revised September 2001)

Unless directed in a more restrictive document, CDF flight crews will comply with Federal Aviation Regulations Part 61, Certification: Pilots & Instructors. Specific CDF pilot certification standards will include compliance with FAR Part 61 along with additional requirements and restrictions.

To act as a pilot on any State-owned, leased, or rented aircraft, a person must be physically qualified and licensed to fly in accordance with Federal Aviation Agency regulations pertaining to the aircraft to be flown, the type of flying to be performed, and the requirements that follow.

Waivers may be granted by the Chief of Aviation when in his best judgment; the waiver does not compromise safety and is in the best interest of the department.

ADMINISTRATIVE AIRPLANE PILOT

8371.1

(Revised September 2001)

Privileges

- Allowed to transport passengers and cargo, day or night.
- Allowed to operate under visual or instrument flight rules (VFR or IFR).

Requirements

Qualifications and Experience

- FAA Commercial Pilot's certificate or ATP Pilot's certificate
- FAA Instrument Rating for Airplanes
- FAA Class II or Class I Medical Certificate

Current Interagency Pilot Qualification card with appropriate endorsements.

Flight Time Requirements:

PIC HOURS

Total pilot in command time -----500

Experience Flying Hours as Pilot in Command

Minimum Flight Hrs

Pilot-in-command in airplanes -----1200

Category and Class to be flown -----500

Operations in typical terrain -----200

Night -----100

Instrument -----75

Instrument - actual -----50

Preceding 60 days -----10

Make and Model to be flown

(Aircraft less than 6,000 lbs.) -----5*

* Note: Aircraft over 6,000 pounds may require specific formal training appropriate to aircraft complexity.

Staff pilots required to instruct other pilots will have an FAA Certified Flight Instructors rating (current) appropriate for the training to be given.

Training and Evaluations

To Be Written

Flight Currency and Training

- Meet FAA requirements for the type of operation to be performed.
- Successfully complete semi-annual flight training program established by Aviation Management.

Flight Evaluation:

Successfully complete check-ride from a CDF interagency pilot inspector for the type of operation to be performed. Pilot inspectors may choose to waive flight evaluation for pilots limited to point-to-point transportation.

Responsibilities

Pilots are responsible for:

- The safe operation of the aircraft and the welfare of its passengers.
- Compliance with all Federal and State Regulations.
- Ensuring that an order and request number for the flight has been issued by the appropriate ECC.
- Submitting a Flight Log (covering the flight to the appropriate headquarters after every flight).

User (region or unit) is responsible for:

- Ensuring that the flights performed for region personnel are justified and meet the appropriate criteria.
- Assigning CDF order numbers to each flight and maintain records of aircraft use.

Aviation Management Unit is responsible for:

- Evaluating and approving pilots.
- Providing guidelines for training.
- Evaluating aircraft and pilot utilization.
- Monitoring to ensure compliance with Federal and State regulations.

CURRENCY

Pilots will maintain currency and proficiency in accordance with FAA regulations and the Pilot, Aircraft and Operator Requirements, Section [8370](#) of this handbook.

Contract pilots will adhere to any additional currency requirements outlined in the contract.

Quarterly, perform emergency procedures recurrent training with designated pilot trainers.

Annually, perform recurrent training and annual flight check provided by aviation management.

The Aviation Management Unit staff will schedule the flight checks.

CDF TACTICAL AIRPLANE PILOT REQUIREMENTS
(Revised September 2001)

8371.2

A tactical airplane is one that performs a specific mission other than point-to-point transportation. Examples include fire incident operations using air tactical and air tanker airplanes.

Pilots of tactical airplanes are required to have the following certificates and ratings:

- FAA Commercial Pilot Certificate.
- FAA Airplane Multi-Engine Land rating.
- FAA Airplane Instrument rating.
- FAA IFR Type Rating, where applicable, for aircraft to be flown.
- Current FAA Class II Medical Certificate.
- Recent flight experience:
- Meet FAR 61.56 and 61.57 for day, night, and instrument recency, regardless of whether passengers will be carried.
- Recent training: Within 60 days of start of duty period, successfully complete a State approved pilot training program.
- Current Interagency Pilot Qualification card with appropriate endorsements.

See the exhibit Interagency Pilot Qualification Card (*coming soon*).

Pilots of tactical airplanes must have the following minimum pilot-in-command experience:

<u>Experience Flying Hours as Pilot in Command</u>	<u>Minimum Flight Hrs</u>
--	---------------------------

Airplane	1800
Airplane-Multi-Engine	800
AME: non-centerline thrust	400
Mountain (typical terrain)	200
Instrument (total)	75
Instrument (actual)	50
Night.....	100
Make & Model to be flown.....	10
One or more of the following:	
(1)Aerial firefighting (PIC or Co-pilot)	500
(2)AME >6,000#.....	100
(3)AME >12,500#	50
(4)AME Turbine powered.....	50

Airtanker pilots must have the following minimum pilot-in-command experience:

<u>Experience Flying Hours as Pilot in Command</u>	<u>Minimum Flight Hrs</u>
--	---------------------------

Airplane	2000
Airplane-Multi-Engine	1000
AME: non-centerline thrust	500
Mountain (typical terrain)	200
Instrument (total)	75
Instrument (actual)	50
Night.....	100
Airtanker (>12,500#).....	75
In Type to be flown.....	25

Airtanker co-pilots must have the following minimum pilot-in-command experience:

<u>Experience Flying Hours as Pilot in Command</u>	<u>Minimum Flight Hrs</u>
Airplane	1800
Airplane-Multi-Engine	800
AME: non-centerline thrust	400
Mountain (typical terrain)	200
Instrument (total)	75
Instrument (actual)	50
Night.....	100

AIRPLANE CALL-WHEN-NEEDED (CWN) PILOT **8371.3**
(Revised September 2001)

Privileges:

- Has all the privileges of the Administrative Pilot. (See 8371.1)
- They may function as an air attack pilot if they possess a current Interagency pilot qualification card with air attack certification.
- **No low level operations are authorized.**

Requirements

Qualifications and Experience

FAA Rating Requirements

- Commercial Airplane license or higher
- Airplane Instrument rating
- Must meet the requirements of Federal Aviation Regulation (FAR) Part 135. (bullet)
- Pilot must be listed on the operator's records as a current and qualified pilot with applicable restrictions.

FAA medical requirements

- Current Class I or Class II Medical Certificate

Training, Evaluations, and Flight Currency

- Current FAR part 135 requirements.
- Possess a current Interagency Pilot Qualification Card with approvals to cover the operation to be performed.
- Flight Currency for the type of operation to be performed.

Responsibilities

Pilots are responsible for:

- The safe operation of the aircraft and the welfare of its passengers.
- Compliance with all Federal Aviation Regulations.
- Ensuring that a CDF order number for the flight has been issued by the appropriate ECC.

User (Region or Unit) is responsible for:

- Ensuring that there is an approved Lease Agreement (FC-107) on file in Sacramento. Note: Verification by use of the Sacramento CWN list is all that is necessary.
- Assigning CDF order numbers to each flight and maintain records of aircraft use.
- Ensuring that the pilot possess a current interagency card.
- Pilot qualification with endorsements appropriate to the mission to be performed.

Aviation Management Unit is responsible for:

- Evaluating and approving pilots.
- Verifying all vendor CWN applications.
- Submitting copy of FC-107 to claims section.
- Entering vendor's data into the Sacramento computerized CWN list for region wide distribution.
- Monitoring to ensure compliance with State and Federal regulations.

HELICOPTER PILOT
(Revised September 2001)

8371.4

Position Description

The Forestry Fire Pilot (Helicopter) works under general direction, throughout the state, to pilot a helicopter over all types of terrain; assists in all aspects of fire suppression, prevention, and vegetation management; performs limited preventive maintenance on helicopters; and does other related work.

Privileges

- Allowed to transport passengers and cargo, day or night.
- Allowed to operate under visual flight rules (VFR).

Requirements

Qualifications and Experience

- FAA Commercial Pilot's certificate or ATP Pilot's certificate, with rotary-wing endorsement.
- FAA Class II or Class I Medical Certificate
- Current Interagency Pilot Qualification card with appropriate endorsements.

<u>Experience Flying Hours as Pilot in Command</u>	<u>Minimum Flight Hrs</u>
Pilot-in-Command in Helicopter	2000
Mountain Pilot-in-Command Helicopters routinely making landings in mountainous terrain over 4000 feet msl	500
Turbine Helicopters	500
Low-level missions in fire, map survey, power line patrol, search and rescue, spray or seeding operations over mountain or forested areas or comparable military operations	250
External sling loads	100
Helicopter Pilot-in-Command time in last 12 months	50

Helicopter pilots required to instruct other pilots will have an FAA Certified Flight Instructors rating (current) appropriate for the training to be given.

Training and Evaluations:

- CDF helicopter pilots will be trained annually in advanced emergency procedures by a qualified instructor pilot.
- CDF helicopter pilots may receive additional flight training from an AMU designated pilot trainer on a semi-annual basis.

Flight Evaluation:

Successfully complete check-ride from a CDF interagency pilot inspector for the type of operation to be performed.

Responsibilities

Pilots are responsible for:

- The safe operation of the aircraft and the welfare of its passengers.
- Compliance with all Federal and State regulations.
- Ensuring that an order and request number for the flight has been issued by the appropriate ECC.
- Submitting a Flight Log (covering the flight to the appropriate headquarters after every flight).

User (region or unit) is responsible for:

- Ensuring that the flights performed for region personnel are justified and meet the appropriate criteria.
- Assigning CDF order numbers to each flight and maintain records of aircraft use.

Aviation Management Unit is responsible for:

- Evaluating and approving pilots.
- Providing guidelines for training.
- Evaluating aircraft and pilot utilization.
- Monitoring to ensure compliance with Federal and State regulations.

CURRENCY

Pilots will maintain currency and proficiency in accordance with FAA regulations
Contract pilots will adhere to any additional currency requirements outlined in the contract.

Flight Training:

Monthly, perform a minimum of one hour of training which may include: mountain flying helitorch, water bucket operations, helistopping short haul, sling loads and night flying operations.

Quarterly, perform emergency procedures recurrent training with designated pilot trainers.

Annually, perform recurrent training and annual flight check provided by Aviation Management.

The Aviation Management Unit staff will schedule the flight checks.

HELICOPTER CALL-WHEN-NEEDED (CWN) PILOTS

8371.5

(Revised September 2001)

Requirements:

Any helicopter pilot used under the terms of the call-when-needed agreement must:

- Possess a current FAA certified Commercial Helicopter Pilot Certificate or higher.
- Possess a FAA Class I or Class II flight physical examination.

- Meet the requirements of Federal Aviation Regulation (FAR) Part 135.
- Pilot must be listed on the operator's records as a current and qualified pilot with applicable restrictions.

Must possess the following minimum requirements:

<u>Experience Flying Hours as Pilot in Command</u>	<u>Minimum Flight Hrs</u>
Helicopter.....	1500
Helicopter, preceding 12 months	100
Weight Class	100
Turbine Engines	100
Reciprocating Engines	200
Make and Model, any Series	50
Make, Model, and Series, Preceding 12 months	10
Helicopter, last 60 days	10
Mountainous Terrain	200
Mountainous Terrain in Make and Model	10

Training, Evaluations, and Flight Currency

- Current FAR part 135 requirements.
- Possess a current Interagency Pilot Qualification Card with approvals to cover the operation to be performed.
- Flight Currency for the type of operation to be performed.

Responsibilities

Pilots are responsible for:

- The safe operation of the aircraft and the welfare of its passengers.
- Compliance with all Federal Aviation Regulations.
- Ensuring that a CDF order number for the flight has been issued by the appropriate ECC.

User (region or unit) is responsible for:

- Ensuring that there is an approved Lease Agreement (FC-107) on file in Sacramento. Note: Verification by use of the Sacramento CWN list is all that is necessary.
- Assigning CDF order numbers to each flight and maintain records of aircraft use.
- Insuring that the pilot possess a current interagency pilot qualification with endorsements appropriate to the mission to be performed.

Aviation Management Unit is responsible for:

- Evaluating and approving pilots.
- Verifying all vendor's CWN application.
- Submitting copy of FC-107 to claims section.
- Entering Vendor's data into Sacramento CWN list.
- Monitoring to ensure compliance with State and Federal regulations.

POINT-TO-POINT

INTERAGENCY AIRCRAFT AND PILOT INSPECTORS

8371.6

(Revised September 2001)

Only approved interagency aircraft and pilot inspectors will be utilized to inspect and approve CWN aircraft or pilots. CDF owned and contracted aircraft and pilots will be carded only by CDF interagency aircraft and pilot inspectors. The Chief of Aviation may allow use of other agency inspectors if deemed necessary on CDF aircraft.

OTHER AGENCY PILOTS

8371.7

(Revised September 2001)

Normally other government agency pilots shall not be used to fly CDF aircraft. However, under certain circumstances Aviation Management may allow other agency pilots to fly CDF aircraft provided::

- They have a current interagency pilot approval card for the type of operation to be flown.
- They are qualified and current in the aircraft to be flown.
- Approval for the flight is obtained from the Chief of Aviation.

INTERAGENCY PILOT APPROVAL CARDS

8371.8

(Revised September 2001)

Cards shall contain appropriate limitations and have the expiration date listed on it.

Approval shall never be for more than 18 months and all airplane pilot cards shall expire annually on March 31 or as marked.

Forestry helicopter pilot approval cards will be valid for 12 calendar months from the month of issue.

Cards shall be available for inspection by any CDF or cooperating agency employee.

USE OF AIRCRAFT FOR EMPLOYEE TRAVEL

8371.9

(Revised September 2001)

A State employee may act as a pilot on either a private-owned aircraft or a rented aircraft operated on official State business. The employee must be physically qualified and licensed to fly in accordance with applicable FAA regulations and the requirements listed in the SAM Sections 0743, 0745, 0746, 0747, and DPA Rule 599.628. To qualify for this provision, rented aircraft must be paid for by the individual with reimbursement to be made on a mileage basis as stated in SAM Section 0744.

Prior permission must be obtained from the individual's controlling headquarters, either region or Sacramento, whenever CDF passengers are to be on the flight.

SUSPENSION OR GROUNDING OF PILOTS FOR STATE-OWNED OR CONTRACTED AIRCRAFT

8371.10

(Revised September 2001)

GENERAL

8371.10.1

(Revised September 2001)

Temporary suspension or grounding will only occur when there is an "Imminent Danger". Imminent danger is defined as, "Any condition or practice where a danger exists which could reasonably be expected to cause death or serious physical harm immediately or before the danger can be eliminated through normal procedures."

AUTHORITY**8371.10.2****(Revised September 2001)**

- Air Attack or Helitack Captains or Battalion Chiefs may temporarily ground pilots of State-owned or contracted aircraft for a suspected unsafe condition. CWN pilots cannot be grounded. However, their services can be refused.
- Aviation Management Unit staff may suspend pilots for up to 72 hours.
- The Chief of Aviation may suspend or revoke pilot approval permanently.

PROCEDURE**8371.10.3****(Revised September 2001)**

If any department personnel become aware of any action by a pilot that appears to be unsafe, they shall report such actions to the appropriate air attack or helitack supervisor immediately. If in the supervisor's best judgment, an imminent danger exists, he/she may temporarily ground the pilot. The Unit, Region, and AMU Duty Chiefs will immediately be notified and consulted.

Written notification shall then be made using the Aircraft Accident/Incident Report form FC-119. One copy of the FC-119 shall be faxed directly to Aviation Management within 24 hours with the original processed through normal channels.

During any suspension or grounding, no operations will be conducted for the department by the affected pilot.

INVESTIGATION**8371.10.4****(Revised September 2001)**

Either the Chief of Aviation or his/her staff will investigate the grounding within two calendar days of notification. A decision to uphold or discontinue the grounding will be made within five calendar days after the investigation is completed.

CONDITIONS**8371.10.5****(Revised September 2001)**

If the grounding is upheld, the Chief of Aviation will set forth the conditions of the grounding, or if the situation warrants, she/he will revoke or suspend the interagency pilot privileges.

REINSTATEMENT
(Revised September 2001)

8371.10.6

The Chief of Aviation has the authority to reinstate pilot privileges.

APPEAL
(Revised September 2001)

8371.10.7

Appeals by suspended pilots or operators will not be acted on until a decision to uphold or discontinue the suspension is made by the Chief of Aviation. When a decision is made, the affected party shall have five calendar days (from date of notification) to respond to the department with an appeal. An appeal will be answered in writing within two calendar weeks after it is received.

[\(see next section\)](#)

[\(see HB Table of Contents\)](#)

[\(see Forms or Forms Samples\)](#)