



UNITED STATES MARINE CORPS  
 MARINE CORPS INSTALLATIONS WEST-MARINE CORPS BASE  
 BOX 555010  
 CAMP PENDLETON, CALIFORNIA 92055-5010



CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION  
 P.O. BOX 944246  
 SACRAMENTO, CA 94244-2460



UNITED STATES DEPARTMENT OF AGRICULTURE  
 PACIFIC FOREST SERVICE  
 SOUTHWEST REGION  
 1323 CLUB DRIVE, VALLEJO, CA 94592

CAL FIRE/  
 USFS  
 3710

MCIWEST-MCB  
 CAMPEN  
 3710  
**JUL 19 2013**

OPERATING PLAN 01-2013 (OPLAN 01-13)  
 BETWEEN  
 COMMANDING GENERAL  
 MARINE CORPS INSTALLATIONS WEST-  
 MARINE CORPS BASE, CAMP PENDLETON (MCIWEST-MCB CAMPEN)  
 AND  
 CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION  
 (CAL FIRE)  
 AND  
 UNITED STATES DEPARTMENT OF AGRICULTURE  
 FOREST SERVICE PACIFIC SOUTHWEST REGION (USFS REGION 5)

Subj: UNITED STATES MARINE CORPS (USMC) SUPPORT FOR SOUTHERN  
 CALIFORNIA (SOCAL) WILDLAND FIREFIGHTING OPERATIONS

- Ref:
- (a) DoDI 3025.18
  - (b) DoD 4515.13-R
  - (c) MCO 3440.7B
  - (d) OPNAVINST 3710.7U
  - (e) NORTHCOM CONPLAN 3501-08 DSCA
  - (f) CG I MEF 181852Z Jul 12
  - (g) CG I MEF-CG MCIWEST-MCB CAMPEN DSCA MOU of 1 Aug 12
  - (h) MCIWEST Order 3440.1A
  - (i) California Interagency Military Helicopter Fire Fighting  
 Program Operating Plan
  - (j) NIFC Military Use Handbook (NFES 2175)

Subj: UNITED STATES MARINE CORPS (USMC) SUPPORT FOR SOUTHERN CALIFORNIA (SOCAL) WILDLAND FIREFIGHTING OPERATIONS

- (k) Section 4125 Public Resources Code
- (l) 3D MAW Order 3000.1D/w Ch1
- (m) HelSeaCombatRon Eight Five Instruction 3710.5A

Encl: (1) CH-46E Limitations and Requirements  
(2) Points of Contact

1. PURPOSE. This Operating Plan replaces the 2008 edition that established an Operating Plan between Marine Corps Installations West-Marine Corps Base, Camp Pendleton (MCIWEST-MCB CAMPEN); California Department of Forestry and Fire Protection (CAL FIRE); and USDA Forest Service, Pacific Southwest Region (USFS). This Operating Plan defines the terms and reestablishes the procedures and conditions under which USMC personnel and equipment will be requested and integrated by CAL FIRE/USFS in response to Immediate Response Authority and Defense Support of Civil Authorities (DSCA) for the containment, control, and extinguishment of civilian wildfires in the local Southern California (SOCAL) area, in accordance with references (a) through (m).

2. DISCUSSION

a. The Inspector General of the Department of Defense (DoDIG) examined the DoD response during the 2007 and 2008 California wildland fires and developments since those incidents. The DoDIG review focused on authorities, validation of requests, and financial management pertaining to support rendered. The results of the DoDIG review were captured in the DoDIG report titled "DoD Civil Support During the 2007 and 2008 California Wildland Fires (Report No. D-2010-015) 13 November 2009." The DoDIG report outlined corrective action required and answered Joint Staff concerns regarding the validation of requests for DoD support to civil authorities during the 2007 and 2008 southern and northern California wildland fires.

b. In response to the San Diego Firestorm 2007, a series of meetings and conferences were held in Sacramento and MCAS Miramar between the Marine Corps and CAL FIRE officials to better integrate military assets (air and ground) into local firefighting agencies in response to Immediate Response (IR) and Defense Support of Civilian Authorities (DSCA). A conference in 2007 was held at MCAS Miramar with representatives from MCIWEST, I Marine Expeditionary Force (I MEF), 3<sup>rd</sup> Marine Aircraft Wing (3D MAW), Navy Region Southwest (NRSW), CAL FIRE, and USFS. The purpose of this conference was to coordinate: training requirements, requests for support processes, identification of Navy and Marine Corps capabilities, and other items identified in the initial meeting in Sacramento.

c. The meetings and discussions focused on establishing practices, protocols, and procedures to efficiently and effectively request and

Subj: UNITED STATES MARINE CORPS (USMC) SUPPORT FOR SOUTHERN CALIFORNIA (SOCAL) WILDLAND FIREFIGHTING OPERATIONS

integrate Marine Corps assets, air and ground, into the local SOCAL firefighting efforts that are responding to a wildland fire crisis. This Operating Plan is a product from the 2007 coordination. Another outcome from these meetings was the annual MCIWEST-MCB CAMPEN Wildland Firefighting Exercise which has taken place every spring prior to the fire season. This exercise brings together the USMC, USN, and CAL FIRE partners in order to train and rehearse wildland firefighting IR procedures. The end state of this action is to better coordinate DSCA actions with regards to wildland firefighting (WFF) operations and other possible crises in the local SOCAL area of operations (AO).

3. 1 April to 30 November defines the anticipated period of the fire season for the SOCAL AO. During this period, reference (f) assigns 1st Marine Division (1st MarDiv) and 3D MAW the mission to be prepared to support fire fighting efforts on Marine Corps Installations within the SOCAL AO and also to be prepared to provide IR support to CAL FIRE/USFS. In accordance with reference (l), during the high risk period from 1 June to 31 October, 3D MAW maintains two fire bucket equipped aircraft, CH-46 or CH-53 and associated trained aircrew, on standby to support WFF operations. If requested by COMNORTHCOM or CAL FIRE/USFS, additional aircraft, trained aircrews, National Interagency Fire Center (NIFC) trained ground personnel and equipment may be made available to augment civilian firefighting efforts in the SOCAL AO through the IR or DSCA process. These requests for civilian assistance will be balanced against military operational requirements and asset availability. The primary mission responsibility for Marine Corps operational forces remains the ability to execute military operations worldwide, as directed, in defense of the nation.

4. ACTION. Reference (a) details DoD guidelines concerning DSCA. References (b) and (c) provide policy, guidance, and direction for the employment of Marine Corps resources during domestic emergencies to support civil authorities. MCIWEST-MCB CAMPEN, I MEF, and CAL FIRE/USFS have satisfied initial and recurrent certification requirements in accordance with references (d) and (j) that allow CAL FIRE personnel to fly in 3D MAW aircraft to perform the emergency firefighting mission. MCIWEST-MCB CAMPEN ground personnel have satisfied NIFC initial certification requirements. Upon signing, MCIWEST-MCB CAMPEN and CAL FIRE/USFS do hereby agree and shall comply with the following:

a. Initial contact from CAL FIRE/USFS will be via telephone to MCIWEST-MCB CAMPEN Command Duty Officer (760) 725-5061 after duty hours/MCIWEST-MCB CAMPEN G-3/5 Operations Division (760) 725-5061 during duty hours. MCIWEST-MCB CAMPEN will then contact the I MEF Senior Watch Officer (SWO) at (760) 725-3047 (primary). This call would serve to inform I MEF of an ongoing wildland fire activity that may or will have met the criteria to request military support. Upon receipt of the notification, I MEF will determine the level of support

Subj: UNITED STATES MARINE CORPS (USMC) SUPPORT FOR SOUTHERN CALIFORNIA (SOCAL) WILDLAND FIREFIGHTING OPERATIONS

available based upon the incident and the current operations and responsibilities at the time. Upon receipt of a request to support, I MEF will determine if it meets the criteria to support as dictated by references (a) and (c) and determine further action based upon supportability.

b. Authority to launch aviation assets remains with the Commanding General, 3D MAW.

c. When conducting joint military helicopter operations, a Helicopter Coordination Center (HCC) should be established and staffed by a CAL FIRE/USFS Agency Aviation Military Liaison and at least one Liaison Officer from each military service participant. The function of the HCC is to provide coordination of all helicopter firefighting operations and has no command authority. The HCC will be located on the nearest military installation which can provide the necessary communication equipment, office space, and support facilities.

d. Airborne firefighting operations will be in accordance with references (l) and (m) with the following exceptions:

(1) Section 100, reference (m) does not apply. Initial contact procedures will be in accordance with this agreement.

(2) Section 101, reference (m) does not apply. Enclosure (1) will be used in its place.

(3) Section 102, reference (m) does not apply. Enclosure (2) will be used in its place.

(4) Section 103, reference (m) does not apply. A blanket waiver for flight of CAL FIRE/USFS personnel will be requested by MCIWEST-MCB CAMPEN and conducted in accordance with references (j) and (k).

(5) Section 104.c, reference (m) does not apply. Qualification and currency for aircrews will be in accordance with reference (i).

(6) Section 108.b, reference (m) does not apply.

(7) Enclosure (1), reference (m) does not apply.

e. This Operating Plan shall be reviewed every three years, or as required. Contact phone numbers will be validated annually and updated as changes occur.

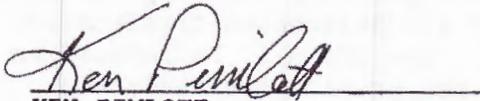
f. The common glossary of acronyms and abbreviations is located in Appendix A of reference (i).

Subj: UNITED STATES MARINE CORPS (USMC) SUPPORT FOR SOUTHERN CALIFORNIA (SOCAL) WILDLAND FIREFIGHTING OPERATIONS

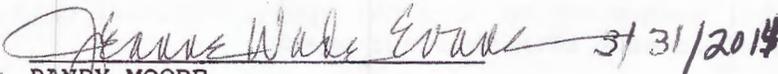
5. EFFECTIVE DATE. This Operating Plan is effective upon signatures of MCIWEST-MCB CAMPEN and CAL FIRE/USFS authorities. Once in effect, this agreement shall continue until superseded or cancelled.



VINCENT A. COGLIANESE  
Brigadier General, U. S. Marine Corps  
Commanding General  
Marine Corps Installations West-  
Marine Corps Base, Camp Pendleton



KEN PIMLOTT  
Director  
California Department of Forestry  
and Fire Protection

 3/31/2014  
for RANDY MOORE

Regional Forester  
United States Department of Agriculture  
Forest Service  
Pacific Southwest Region

CH-46E Aircraft Limitations and Requirements

Minimum Fuel on Final Landing: 200 LBS per main tank

Maximum Forward Airspeeds: 145 KIAS  
120 KIAS with external load

Maximum Density Altitude: 10,000 FT

Slope Landings Limits: 10 degrees nose up-slope  
6 degrees cross-slope  
10 degrees nose down-slope

Maximum Gross Weights: 24,300 LBS with internal and external load

Normal Gross Weights: 20,800 LBS

Maximum Internal Load: Not to exceed Maximum Gross Weight and dependent on atmospheric conditions

Maximum External Loads: Not to exceed Maximum Gross Weight and dependent on atmospheric conditions

Dynamic tip over angle: Dependent on weight, thrust, wheel distance, etc.

NATOPS Warning: If the lateral control becomes sluggish, ineffectual or contacts the lateral stop or if bank angle becomes excessive with one wheel on the ground and thrust approximately equal to the weight, the aircraft will roll over on its side. Use full lateral control and reduce collective to stop the roll and then correct the bank angle to wings level.

Static tip over angle: 30 degrees

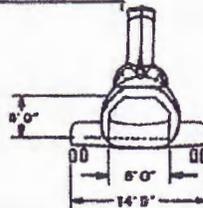
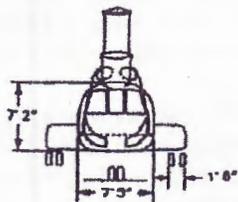
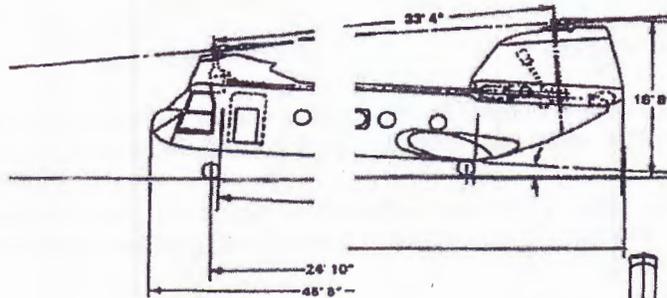
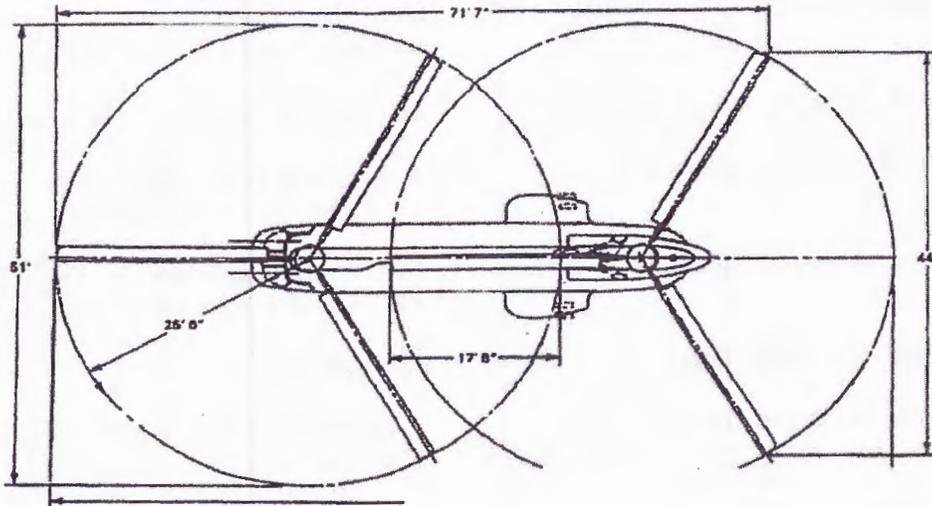
a. The maximum allowable external load is 8,000 pounds and is dependent upon the ambient conditions of the operating environment.

b. Aircraft shall not be taxied within 25 feet of an obstruction unless taxi lines/spots or other clearance guides are available for adequate separation.

c. The CH-46 helicopter primarily utilizes military grade JP-5 for fuel. Military grades JP-8 and JP-4 are viable alternatives. The primary commercial fuels utilized are JET A, JET A-1, or JET B IAW NATOPS.

d. 3D MAW maintains in their inventory the SEI Industries model 2732 bucket which has a capacity of 324 gallons for use by the CH-46E.

Enclosure (1)



CH-53E Aircraft Limitations and Requirements

Minimum Fuel on Final Landing:	666 LBS per main tank
Maximum Forward Airspeeds:	150 KIAS 60-120 KIAS with external load
Maximum Density Altitude:	10,000 FT Density Altitude
Slope Landings Limits:	4 degrees nose up-slope 13 degrees cross-slope
Maximum Gross Weights:	73,500 LBS max GW in flight 69,750 LBS max GW on wheels
Maximum Internal Load:	300 LBS/sq Ft
Maximum External Loads:	32,000 LBS with cargo hooks 600 LBS with rescue hoist
Dynamic tip over angle:	13 degrees
Static tip over angle:	27 degrees

a. The maximum allowable external load is 32,000 pounds and is dependent upon the ambient conditions of the operating environment.

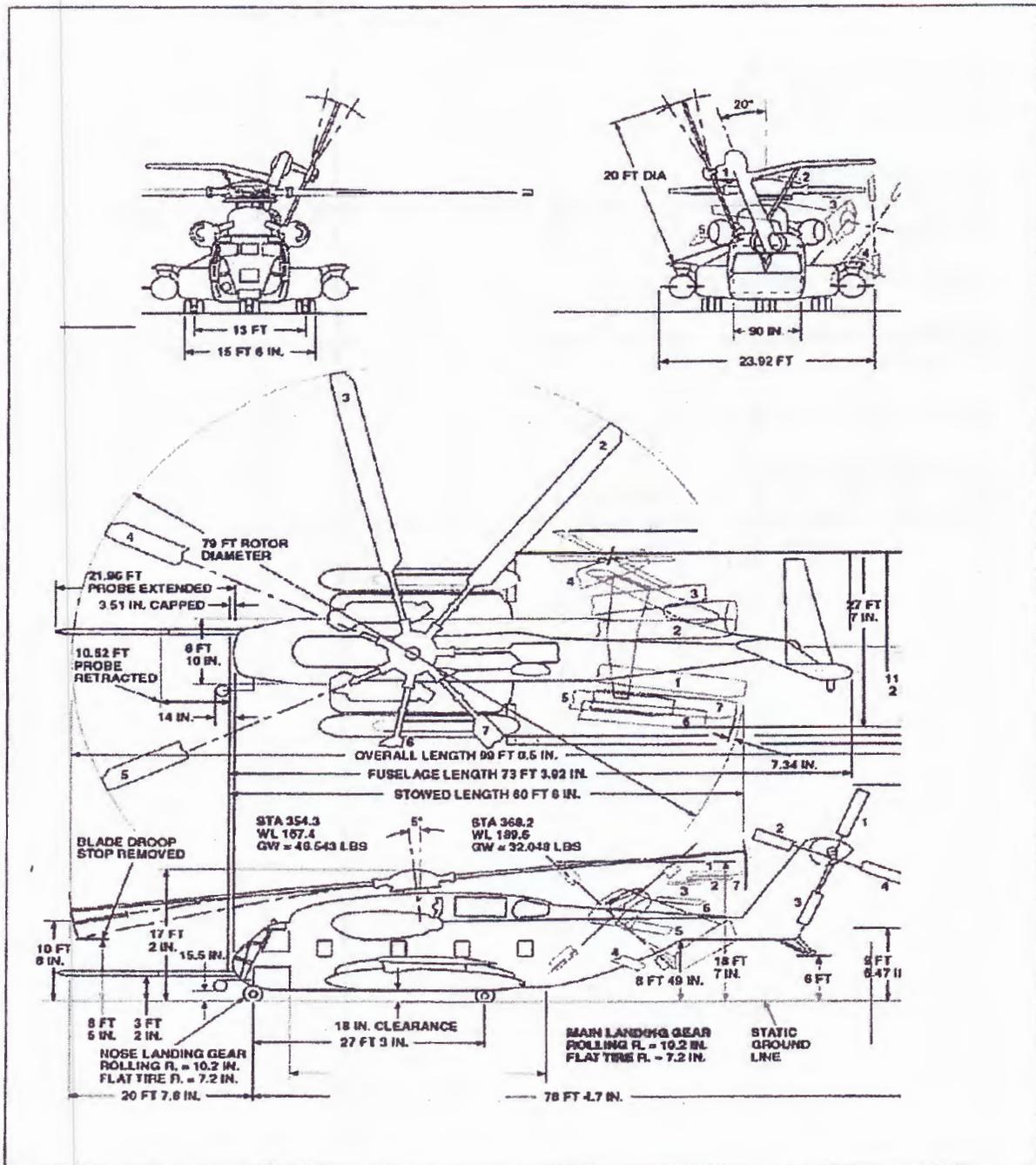
b. Aircraft shall not be taxied within 25 feet of an obstruction unless taxi lines/spots or other clearance guides are available for adequate separation.

c. The CH-53E helicopter primarily utilizes military grade JP-5 for fuel. Military grades JP-8 and JP-4 are viable alternatives. The primary commercial fuels utilized are JET A or JET A-1.

d. Bambi bucket model lengths are standard lengths for the model listed. Configuration for Bambi buckets shall be rigged with an overall extended length of Bambi bucket (bottom of dump valve) and suspension cables at least six inches shorter than the distance from the hook to the tailrotor arc. Refer to SEI Industries Bucket Operations Manual for rigging/measuring instructions.

e. 3D MAW maintains in their inventory the SEI Industries model 7590 bucket which has a capacity of 900 gallons for use by the CH-53E.

Enclosure (1)



Dimensions Diagram

Enclosure (1)

Points of Contact

USMC: I MEF SWO  
Primary: 760-725-3047  
Secondary: 760-725-9114

CAL FIRES/USPS:  
San Diego Command Center (Monte Vista) CAL FIRE Duty Officer: (619)  
593-0384

USFS: (619) 557-5262

Southern Operations Center (South Ops) CAL FIRE Duty Chief: (951)  
782-4236

USFS: (951) 320-6196 or (951) 276-6725

CAL FIRE Sacramento  
Duty Chief: (916) 327-3063  
Aviation Management Unit Duty Officer: (916) 561-3353

Enclosure (2)