

<b>JOINT SOP</b>	
<b>Title</b>	Aviation Resource Readiness (Bushfire)
<b>Purpose</b>	This procedure outlines the agreed minimum readiness levels of aviation resources (personnel and equipment) that are to be established by the Regional Controller based on bushfire risk and to support Pre-Determined Dispatch (PDD)
<b>Scope</b>	<p>During the fire danger period aircraft are positioned at various locations around the state to support response activities. Tactical and non-tactical aircraft undertake a wide range of operational and support activities, and are crewed by appropriately trained and accredited personnel.</p> <p>This SOP relates to the pre-positioning and readiness of aviation personnel and equipment to support response activities. To ensure adequate support for aircraft, including PDD, Regional Controllers may identify the need for additional requirements above those described in this SOP.</p> <p>The following aviation roles are required to be identified as part of the regional aviation readiness arrangements:</p> <ul style="list-style-type: none"> <li>• Aircraft Officer</li> <li>• Air Attack Supervisor</li> <li>• Air Observer</li> <li>• Airbase Manager and Airbase Support Crew</li> <li>• Hot Refuelling Truck Crew</li> <li>• Rappel Crew</li> </ul> <p>This SOP also includes details (for information only) on the readiness arrangements for the following roles and resources, which are the responsibility of the State Response Controller:</p> <ul style="list-style-type: none"> <li>• Airborne Information Gathering (AIG) Crew</li> <li>• State Fleet Aircraft</li> </ul> <p>This SOP does not cover the dispatch of aircraft. Interagency Aviation Operating Procedures (IAOP) provides the procedural content on the dispatch and operation of aircraft</p>
<b>Applicable Agencies</b>	<p>This procedure applies to the following agency personnel;</p> <ul style="list-style-type: none"> <li>• CFA</li> <li>• DELWP (FFMVic)</li> <li>• EMV</li> <li>• MFB</li> <li>• VICSES</li> </ul>

<p><b>Content</b></p>	<p>The procedural contents of this SOP are:</p> <ul style="list-style-type: none"> <li>• Step 1: Readiness of aviation resources</li> <li>• Step 2: Resource levels</li> <li>• Step 3: Aircraft Relocation</li> <li>• Step 4: Support Resource location</li> <li>• Step 5: Flight Following</li> <li>• Step 6: Record management of readiness levels</li> <li>• Schedule 1: Weather Forecast Locations</li> <li>• Schedule 2: Air Attack Supervisor (AAS) Readiness</li> <li>• Schedule 3: Aircraft Officer Readiness</li> <li>• Schedule 4: Air Observer Readiness</li> <li>• Schedule 5: Air Base Crew Readiness</li> <li>• Schedule 6: Hot Refuelling Truck Crew Readiness</li> <li>• Schedule 7: Rappel Crew Readiness</li> <li>• Schedule 8: Airborne Information Gathering Readiness (information only)</li> <li>• Schedule 9: State Fleet Aircraft (information only)</li> </ul>
<p><b>Responsibilities</b></p>	<p>Regional Controllers, with the support of Regional Agency Commanders, are required to identify appropriate personnel to meet the agreed readiness levels, based on risk, with these readiness arrangements referenced in each LMAP.</p> <p>Regional Controllers may request from the Emergency Management Commissioner (EMC) or State Response Controller (SRC), the relocation or variation of the aviation resources.</p> <p>The EMC or SRC may direct or approve the redeployment, relocation or variation of aviation resources based on the risk.</p> <p>The State Aircraft Coordinator is required to review the daily aviation readiness report to confirm compliance with this SOP, and provide advice relating to readiness to the EMC or SRC.</p>
<p><b>Definitions</b></p>	<p>The following definitions apply to this procedure:</p> <p><b>Air Attack Supervisor (AAS)</b> A person responsible for the safe and efficient coordination of aircraft operations when fixed and/or rotary wing firebombing aircraft are operating on a fire.</p> <p><b>Airbase Manager/ Support Crew</b> A manager and crew that provide supervision and support for safe operations of aircraft and airbases for loading water, foam and/or retardant into fixed wing firebombing aircraft.</p> <p><b>Aircraft Officer (AO)</b> Person responsible for providing the operational and logistic support necessary for a safe, effective and efficient aircraft operation.</p> <p><b>Aviation resources</b> Aircraft, ground equipment and personnel required to maintain and operate aircraft in response to an incident.</p> <p><b>Call When Needed (CWN) aircraft</b> Aircraft available as required and sourced from the Department of Environment, Land, Water and Planning (DELWP) managed Panel of Providers – Aviation Services.</p>

**Flight Following and SAR Initiation Procedures**

A flight following procedure whereby a responsible person keeps track of the progress of a flight through contact at regular predetermined time intervals, and initiates search and rescue (SAR) action if contact is not made, or if some doubt exists as to the safety of the aircraft. (As per IAOP AM1.04)

**Nominated Operational Base (NOB)**

The designated operational base for State fleet aircraft.

**Pre-Determined Dispatch (PDD)**

The dispatch of aircraft by pager to a defined initial attack response area as approved by FEAMG

**State Airdesk (SAD)**

A service within the State Control Centre, supervised on a daily basis by a rostered State Aircraft Coordinator, who coordinates and when appropriate, dispatches State aviation resources on behalf of the EMC or SRC, where appointed.

**State Fleet Aircraft:**

Aircraft procured by DELWP for predetermined service periods on behalf of the State.

**Thunderstorm Activity Level (TAL)**

An indication of the spatial distribution of thunderstorms. TAL is forecast on a weather district basis according to the following:

- 0 - No lightning;
- 1 - Isolated thunderstorms;
- 2 - Scattered thunderstorms;
- 3 - Widespread thunderstorms.

**PROCEDURE**

1. Readiness of aviation resources
  - 1.1. For the duration of the summer period Regional Controllers (RC) are to ensure arrangements are in place for the readiness of aviation resources, unless specified by the Emergency Management Commissioner (EMC) or State Response Controller (SRC), where appointed. The commencement and conclusion of these readiness arrangements within each region will generally coincide with State Fleet Aircraft Service Periods.
  - 1.2. Aviation resources and aircraft are available to, and shared across Regions.
  - 1.3. To ensure the timely activation of aviation resources to support firefighting operations, agreed minimum readiness arrangements have been established based on forecast weather for each NOB operating area, or PDD response area (higher of GFDI or FFDI). Weather forecast locations used to activate the readiness arrangements are outlined in Schedule 1.
  - 1.4. Readiness arrangements need to be updated if subsequent weather forecasts indicate conditions are significantly different to the conditions previously forecast.
  - 1.5. Where there are unresolved resource issues at the regional level, the RC will escalate the issue to the EMC or SRC, where appointed, as soon as identified.
2. Resource levels
  - 2.1. During the summer period, RCs are required to ensure that the regional resource levels are met based on the forecast FDI for the region. Pre-determined resourcing levels for personnel and equipment are outlined in Schedules 2 to 7.

- 2.1.1. AAS aircraft and AAS are required to be located with Large Air Tankers (LAT) and Erickson Aircrews when the aircraft are on availability. EMC or SRC, where appointed, may vary this resourcing requirement, as needed.
- 2.2. In addition to the FDI forecast, RCs should consult with Regional Agency Commanders and consider other risk factors that could affect readiness levels. Factors to consider include:
- likelihood of fire ignition
  - current fuel conditions
  - predicted fire behaviour
  - existing fire in the landscape
  - current deployment and availability of aviation and ground resources
  - fatigue management
  - community risk
  - state priority areas
  - TAL – both recent lightning strikes and forecast TAL levels.
- 2.3. To manage regional risks, a RC, in consultation with adjoining regions, may seek the approval from the EMC or the SRC, where appointed, to vary resource levels.
- 2.3.1. Once approved, the RC needs to ensure that a record of the variation and the reason for the variation is noted in the daily aviation readiness report (FireWeb airbase tab).
- 2.3.2. Where the variation affects multiple regions, the region making the variation is to notify all RC.
3. Aircraft Relocation
- 3.1. The location of state fleet aircraft may be altered based on state-wide priorities, which have been established by the EMC or SRC, where appointed.
- 3.1.1. Where a variation is made the SAD is to notify all RCs.
- 3.2. A RC, in consultation with adjoining regions, may seek the approval from the EMC or SRC, where appointed, to vary the location of an aircraft.
- 3.2.1. Once approved, the RC needs to ensure that a record of the variation and the reason for the variation is noted in the daily aviation readiness report (FireWeb airbase tab).
- 3.3. In the event that state fleet aircraft are dispatched or relocated from the NOB or readiness location, RCs should consider regional priority areas and provide advice to the SRC regarding potential relocation of aircraft to manage risk.
4. Support resource relocation
- 4.1. A RC, in consultation with adjoining RCs, may seek agreement to vary the location of aviation support resources.
- 4.1.1. Where a variation is made the RC is to notify the SAD.
5. Flight following
- 5.1. RCs will ensure that flight following is established for the region, in accordance with IAOP AM1.04
- 5.2. During the initial activation of aircraft, the SAD may assist with flight following, unless or until regional arrangements exist.
6. Record management of readiness levels
- 6.1. RCs are to ensure that aviation resources within their area of control are entered into the daily aviation readiness report (FireWeb airbase tab) by 16:00 on the day prior, noting variations and the reasons for these.

6.1.1. For shared resources, the responsibility for submission of the aviation readiness report belongs to the region where the resource is located, unless directed otherwise by the EMC or SRC, where appointed.

6.2. The SAD is responsible to ensure that the readiness of Airborne Information Gathering (Schedule 9) and State Fleet Aircraft is recorded into the daily aviation readiness report (FireWeb airbase tab) by 16:00 on the day prior.

6.3. The SAD will review each regional aviation readiness report (FireWeb airbase tab) and provide a summary of State readiness arrangements to the EMC or SRC, where appointed, by 17:00 on the day prior.

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### **SAFETY**

Protection and preservation of life is paramount. This includes:

- Safety of emergency response personnel
- Safety of community members including vulnerable community members and visitors/tourists

In the application of this JSOP there the following safety considerations apply:

- Nil

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### **REFERENCE**

#### **Related Documents**

SOP J2.01 – Local Mutual Aid Plans  
 SOP J2.03 – Incident Management Team – Readiness Arrangements  
 IAOP – Policies and Procedures  
 IAOP AM1.04 – Flight Following and SAR Initiation Procedures  
 Pre-Determined Dispatch Operating Protocols

#### **Environment**

Nil

REVIEW	
<b>Date Issue</b>	12 November 2018
<b>Date Effective</b>	1 December 2018
<b>Date to be Reviewed</b>	September 2021
<b>Date to Cease</b>	

AUTHORITY

The Emergency Management Commissioner has issued this SOP under section 50 of the *Emergency Management Act 2013*.

Approved	Signature	Date
Andrew Crisp Emergency Management Commissioner		
Endorsed	Signature	Date
Stephanie Rotarangi Acting Chief Officer, CFA		
Matt Potter Acting Chief Fire Officer, DELWP (FFMVic)		
Dan Stephens Chief Officer, MFB		
Tim Wiebusch Chief Officer Operations, VICSES		

# Schedule 1

## Weather forecast locations

The ICC / Region with the highest gridded figure (GFDI or FFDI) for the NOB location are to be used for the determination of the readiness status for aviation resourcing.

The ICC gridded product is to be used for schedules 2 and 5.

The Regional gridded products are to be used for schedules 3, 4, and 6.

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NOB	Fire Danger Index							
	FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+
	GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+
	FDR	Low /Mod	High	Very High		Severe	Extreme	Code Red
Casterton	-	-	Heywood Hamilton Warrnambool	Heywood	Heywood Hamilton Warrnambool			
Hamilton				Hamilton Warrnambool				
Colac				Colac Geelong	Colac Geelong			
Stawell				Horsham Ararat	Horsham Ararat			
Ballarat				Ballarat Gisborne	Ballarat Gisborne			
Bendigo	-	-	Bendigo Gisborne					
Avalon	As per specified arrangements							
Essendon	As per specified arrangements							
Bacchus Marsh	-	-	Gisborne Ballarat Geelong					
Moorabbin	-	-	Ferntree Gully Woori Yallock Dandenong					
Mangalore	-	-	Shepparton Seymour Wangaratta Tallangatta	Shepparton	Shepparton Seymour Wangaratta Tallangatta			
Shepparton				Shepparton Seymour				
Benalla				Wangaratta Tallangatta	Wangaratta Tallangatta			
Albury				Wodonga Corryong	Wodonga Corryong			
Ovens				Ovens	Ovens			
Mansfield				Mansfield Alexandra	Mansfield Alexandra			
Latrobe Valley	-	-	Noojee Erica Heyfield Traralgon Sale Leongatha Yarram	Noojee	Noojee Erica Heyfield Traralgon Sale Leongatha Yarram			
Benambra				Erica Heyfield				
Bairnsdale				Bairnsdale Orbost Cann River Swifts Creek Bendoc	Bairnsdale Orbost Cann River Swifts Creek Bendoc			

# Schedule 2

## Air Attack Supervisor Readiness

Readiness levels are as follows:

Level	Description
A	AAS located with the AAS aircraft
B	AAS located within 30 minutes travel time of AAS aircraft
C	AAS located within 60 minutes travel time of AAS aircraft

Normally, AAS duty starts at 10:00am or 09:00am if it is a TFB or as determined by the EMC, SRC or RC.

AAS may supervise tactical aircraft deployed from one or more location. RCs can determine the location of AAS for readiness purposes within the area covered by the role.

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Region	Potential AAS location	Fire Danger Index							
		FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+
		GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+
		FDR	Low /Mod	High	Very High	Severe	Extreme	Code Red	
Barwon South West	Casterton	C	A	A	A				
	Hamilton				A				
	Colac				A				
Grampians	Stawell	C	A	A	A				
	Ballarat				A				
Loddon Mallee	Bendigo	C	A	A	A				
Metropolitan <sup>1</sup>	Avalon		A <sup>LAT</sup>	A <sup>LAT</sup>	A <sup>LAT</sup>	A <sup>LAT</sup>			
	Essendon		A <sup>AC</sup>	A <sup>AC</sup>	A <sup>AC</sup>	A <sup>AC</sup>			
	Moorabbin		-	C	A	A			
	Moorabbin		A <sup>AC</sup>	A <sup>AC</sup>	A <sup>AC</sup>	A <sup>AC</sup>			
Hume <sup>2</sup>	Shepparton	C	A	A	A				
	Mangalore				A				
	Wangaratta				A				
	Albury			C	A	A			
	Benalla					A			
	Ovens					A			
	Mansfield					A			
Gippsland	Latrobe Valley	C	A C	A	A				
	Benambra			A	A				
	Bairnsdale			A	A				

<sup>1</sup>North/ West Metro, Eastern Metro and Southern Metro Regions

<sup>LAT</sup> Large Air Tanker

<sup>AC</sup> Airplane

<sup>2</sup> At 12-24 FFDI in Hume if primary AAS is dispatched the secondary AAS steps up to A readiness



# Schedule 3

## Aircraft Officer Readiness

Readiness levels are as follows:

Level	Description
A	Aircraft Officer located at RCC/ ICC (operating in readiness)
B	Aircraft Officer located within 30 minutes travel time of RCC/ICC (operating in readiness) or a facility equipped to support Incident Aircraft Operations and PDD
C	Aircraft Officer located within 60 minutes of a facility equipped to support Incident Aircraft Operations and PDD



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Normally, Aircraft Officer duty starts at 10:00am or 09:00am if it is a TFB or as determined by the EMC, SRC or Regional Controller.

Where the Aircraft Officer is a shared resource between regions, the AO will operate in the most appropriate RCC/ICC as agreed by the RCs and managed at a regional level.

Where the FDI is greater than 75, the RC will determine the most appropriate ICC location for the resource.

Region	Fire Danger Index							
	FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+
	GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+
	FDR	Low /Mod	High	Very High		Severe	Extreme	Code Red
Barwon South West	-	C	B	A	A	A	A (x3)	
Grampians	-							
Loddon Mallee	-	B	B	A	A	A	A (x2)	
North West Metro	-							
Eastern Metro	-	C	B	A	A	A	A	
Southern Metro	-							
Hume	-	C	B	A	A	A	A (x4)	
Gippsland	-	B	B	A	A	A	A (x3)	

# Schedule 4

## Air Observer Crew Readiness

Readiness levels are as follows:

Level	Description
A	Air Observer crew located with the aircraft
B	Air Observer crew located within 30 minutes travel time of aircraft
C	Air Observer crew located within 60 minutes travel time of aircraft

Normally, Air Observer duty starts at 10:00am or 09:00am if it is a TFB or as determined by the EMC, SRC or RC.

An Air Observer crew may consist of more than 1 person. The requirement below describes the number of air observer crews required.

Region	Low to High	Very High	Severe to Code Red
	1-24	25-49	50+
Barwon South West	-	B	A (x2)
Grampians	-	B	A (x2)
Loddon Mallee	-	B	A (2 <sup>nd</sup> at B if TAL >1)
Hume	-	B	A (x2)
Gippsland	-	B	A (x2)
Metropolitan <sup>1</sup>	-	B	A (x2)

<sup>1</sup> North/ West Metro, Eastern Metro and Southern Metro Regions



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# Schedule 5

## Airbase Crew Readiness

Airbases are either a State Fleet Aircraft Nominated Operational Base (NOB) or a DELWP managed airbase.

An Airbase Crew comprises an Airbase Manager and support crew with the capability to; maintain radio communications; and to mix and load retardant, water enhancer and/or foam.

Airbase Crew readiness levels are as follows:

Level	Description
A	Crew located at the airbase
B	Crew located within 30 minutes travel time of the airbase to support Incident Aircraft Operations and PDD
C	Crew located within 60 minutes travel time of the airbase to support Incident Aircraft Operations and PDD



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Airbase Crew duty starts at 10:00am or 09:00am if it is a TFB or as determined by the EMC, SRC or RC.

Other airbases may be used, the preparedness status of these bases are determined as per regional and agency readiness arrangements.

Airbase location	Weather forecast location	Retardant Type	Fire Danger Index									
			FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+		
			GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+		
			FDR	Low /Mod	High	Very High	Severe	Extreme	Code Red			
Barwon South West												
Casterton (NOB)	As per schedule 1	Fixed	-	C	B	B	A	A	A			
Hamilton (NOB)		Fixed	-	B	B	B	A	A	A			
Grampians												
Stawell (NOB)	As per schedule 1	Fixed	-	B	B	B	A	A	A			
Loddon Mallee												
Linga	TAL forecast	Fixed	As per regional readiness arrangements									
Metro <sup>1</sup>												
Avalon (NOB)	-	Fixed	A	A	A	A	A	A	A			
Hume												
Mansfield (NOB)	As per schedule 1	Fixed	-	C	B	B	A	A	A			
Gippsland												
Bairnsdale (NOB)	As per schedule 1	Fixed	-	C	B	B	A	A	A			
Benambra (NOB)		Fixed	-	C	B	B	A	A	A			
Latrobe Valley (NOB)		Fixed	-	C	B	B	A	A	A			

<sup>1</sup> North/ West Metro, Eastern Metro and Southern Metro Regions

# Schedule 6

## Hot Refuelling Truck Crew Readiness

Hot Refuelling Truck Crew readiness levels are as follows:

Level	Description
A	Crew located with the Hot Refuelling Truck
B	Crew is located within 30 minutes of the Hot Refuelling Truck
C	Crew is located within 60 minutes of the Hot Refuelling Truck

Hot Refuelling Truck Crew duty starts at 10:00am or 09:00am if it is a TFB or as determined by the EMC, SRC or RC.

A Hot refuelling truck crew consists of 2 personnel.

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Hot Refuelling location	Fire Danger Index							
	FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+
	GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+
	FDR	Low /Mod	High	Very High	Severe	Extreme	Code Red	
Barwon South West								
Nil	-	-	-	-	-	-	-	-
Grampians								
Nil	-	-	-	-	-	-	-	-
Loddon Mallee								
Nil	-							
Metro <sup>2</sup>								
Braeside	-	C	B	A	A	A	A	
Altona	-	-	-	-	-	-	-	
Hume								
Benalla	-	C	B	A	A	A	A	
Gippsland								
Heyfield	-	C	B	A	A	A	A	
Orbost	-	C	B	A	A	A	A	

<sup>2</sup> North/ West Metro, Eastern Metro and Southern Metro Regions

# Schedule 7

## Rappel Crew Readiness

A Rappel Crew comprises:

- 1 Rappel Crew Leader; and
- 1 Rappel Dispatcher; and
- 4 Rappel Crew members; and
- 1 driver.

Gippsland Rappel Crew readiness is based on the highest forecast forest FDI in the Region and the highest forecast Thunderstorm Activity Level (TAL).

Hume Rappel Crew readiness is based on the average forecast forest FDI of Wangaratta and Hunters Hill forecast location and the highest TAL for the North East, East Gippsland or North Central weather districts.

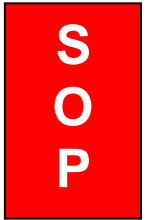
Where there is a variation from these arrangements, the RC will notify the variation to the SRC, SAD and adjoining Region(s)

Rappel crew readiness levels are as follows:

Level	Description
A	Crew located at airbase
B	Crew located within 60 minutes of airbase
C	Crew located within 120 minutes of airbase
D	Personnel rostered and available

The table below describes the minimum level for the duty crew in each region; a RC may establish additional crews, based on risk.

Forecast TAL	Fire Danger Index							
	FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+
	GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+
	FDR	Low /Mod	High	Very High		Severe	Extreme	Code Red
<b>0</b>		D	D	B	A	-	-	-
<b>1</b>		C	C	B	A	-	-	-
<b>2</b>		B	B	A	A	-	-	-
<b>3</b>		A	A	A	A	-	-	-



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# Schedule 8

## Airborne Information Gathering Readiness

The SRC is responsible for these arrangements – provided for information only

**Airborne Information Gathering (AIG)** crew readiness is based on the highest forecast FDI of Central and North Central or TFB anywhere in the state.

An AIG crew comprises (one of which MUST be an air observer):

- 1 FLIR / camera operator
- 1 mapping operator



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Readiness levels for AIG crews are as follows:

Level	Description
A	Crew located with aircraft
B	Crew located within 30 minutes of airbase
C	Crew located within 60 minutes of airbase
D	Crew located within 120 minutes of airbase
E	Personnel rostered and available

Aircraft/ Task	Airbase location	Weather forecast location	Fire Danger Index							
			FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+
			GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+
			FDR	Low /Mod	High	Very High	Severe	Extreme	Code Red	
Firebird 300 (AIG platform)	Moorabbin	Central & North Central		D	D	A	A	A		
Firebird 300 (AIG platform)	Moorabbin	TFB anywhere in the State		A	A	A	A	A		
CWNAIG platform	As determined by State Aircraft Coordinator (SAC)	As determined by SAC		D	D	E (A)	E(A)*	E(A)*		

Note when 5 or more weather districts in TFB a second CWN AIG aircraft will be engaged and crew located with the aircraft.

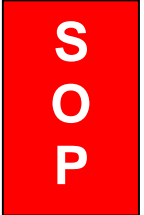
# Schedule 9

## State Aircraft Readiness

The SRC is responsible for these arrangements – provided for information only

The readiness requirement of each resource type is based on the FDI for the resource response area, the FDI for the adjoining area, and is subject to variation according to local conditions.

Aircraft may be placed on 15 minutes availability during daylight hours if higher levels of readiness are required. During daylight hours outside those specified below, aircraft are to remain reasonably available for response requirements and the pilot is to remain contactable at all times.



### Operating hours:

Level	Description
Standard hours	1000 – 1800 hours
TFB hours*	0900 – 1900 hours

### Availability:

Level	Description
Absolute	With aircraft
Partial	On recall within specified period (nominally 2 hrs)

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Resource Type	Fire Danger Index							
	FFDI	1-11	12-24	25-34	35-49	50-74	75-99	100+
	GFDI	1-11	12-24	25-34	35-49	50-99	99-149	150+
	FDR	Low /Mod	High	Very High	Severe	Extreme	Code Red	
Type 3 Helicopters	Standard hours	Standard hours	Standard hours	Standard hours	Standard hours (TFB hours if declared in aircraft response area.)	Standard hours (TFB hours if declared in aircraft response area.)		
Extra Call When Needed Type 3 Helicopters	No requirement	No requirement	Consider if FLIR is required	Consider if any Firebirds are currently deployed	Consider if any Firebirds are currently deployed			
Type 2 and 3 Firebombing Helicopters	Standard hours	Standard hours	Standard hours	Standard hours	TFB hours if declared in aircraft response area	Standard hours	TFB hours if declared in aircraft response area	
Type 1 Firebombing Helicopters	Standard hours	Standard hours	Standard hours	Standard hours	TFB hours if declared in aircraft response area	Standard hours	TFB hours if declared in aircraft response area	
Light Fixed Wing	Standard hours	Standard hours	Standard hours	Standard hours	TFB hours if declared in aircraft response area	Standard hours	TFB hours if declared in aircraft response area.	
SEATs/LATs	Standard hours	Standard hours	Standard hours	Standard hours	TFB hours if declared in aircraft response area	Standard hours, TFB hours		
Non-Agency Hot Refuelling Trucks	No requirement.	No requirement.	No requirement.	Consider engaging additional resources if required	Engage additional resources if required			

Firescan					
Primary	120 mins	120 mins	30 mins	30 mins	30 mins
Secondary/ Normal Activity	240 mins	240 mins	30 mins	30 mins	30 mins
Secondary/ High Activity	240 mins	30 mins	30 mins	30 mins	30 mins

\* unless varied by EMC/SRC