



Joint Standard Operating Procedure

JOINT SOP	
Title	Aviation Resource Readiness (Bushfire)
Version	v12.0
Purpose	This procedure outlines the agreed minimum readiness levels of aviation resources (personnel and equipment) that are to be established by the Regional Controller (RC) or Zone Controllers (ZC) in some circumstances, based on bushfire risk (forecast FBIs and FDIs) and to support aviation readiness & response.
Scope	<p>Aircraft are strategically positioned at various locations around the state to support a risk-based approach to response activities.</p> <p>Aircraft undertake a wide range of operational and support activities and are crewed by appropriately trained and accredited personnel.</p> <p>This Joint Standard Operating Procedure (JSOP) relates to the pre-positioning and readiness of aviation resources including personnel and equipment to support bushfire response activities.</p> <p>To ensure adequate support for aircraft, including Pre-Determined Dispatch (PDD), RCs may identify the need for additional requirements above those described in this JSOP, based on their knowledge of the bushfire risk within their respective region.</p> <p>The following aviation roles are required to be identified as part of the regional aviation readiness arrangements: This JSOP includes details on the readiness arrangements for the following roles and resources.</p> <ul style="list-style-type: none"> • Aircraft Officer • Air Attack Supervisor • Air Observer • Airbase Manager and Airbase Support Crew • Aircraft Refuelling Truck Crew • Rappel Crew <p>This JSOP also includes details on the readiness arrangements for the following roles and resources, which are the responsibility of the State Response Controller (SRC):</p> <ul style="list-style-type: none"> • Airborne Information Gathering (AIG) Crew • Night Vision Imaging System (NVIS) Air Attack Supervisor (NVIS Crew-member) • State Fleet

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	<p>This JSOP does not cover the dispatch of aircraft. Interagency Aviation Operating Procedures (IAOP) provides the procedural content on the dispatch and operation of aircraft.</p>
<p>Applicable Agencies</p>	<p>The following agencies will apply this JSOP due to legislative accountabilities or agency role defined within the State Emergency Management Plan::</p> <ul style="list-style-type: none"> • CFA • DEECA (FFMVic) • EMV • FRV • VICSES <p>Other agencies may apply this doctrine as applicable.</p>
<p>Content</p>	<p>The procedural contents of this JSOP are:</p> <ul style="list-style-type: none"> • Readiness of aviation resources • Resource Levels • Additional Aircraft and/ or Aircraft Relocation • Support Resource Relocation • Flight Following • Record Management of Readiness Levels <p>The Schedules in this JSOP are:</p> <ul style="list-style-type: none"> • Schedule 1: Weather Forecast Locations • Schedule 2: Air Attack Supervisor • Schedule 3: Aircraft Officer • Schedule 4: Air Observer Crew • Schedule 5: Air Base Crew • Schedule 6: Aircraft Refuelling Tanker Crew • Schedule 7: Rappel Crew • Schedule 8: Airborne Gathering Information System • Schedule 9: State Aircraft
<p>Responsibilities</p>	<p>The following personnel have responsibilities within this procedure:</p> <ul style="list-style-type: none"> • Emergency Management Commissioner • State Response Controller • State Air Operations Coordinator (SAOC) • State Agency Commanders (SACs) • Regional Controllers • Regional Agency Commanders (RACs) <p>Note: When reference is made to ‘Regional Controller’ in this JSOP, this applies to Zone Controller when in place.</p>
<p>Definitions</p>	<p>Common Emergency Management terms and definitions can be found in EM-COP under Library > Definitions.</p> <p>Within this document, the following definitions apply:</p> <p>Air Attack Supervisor (AAS) 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>

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	<p>Airbase A generic term used to describe aircraft operations from either an airbase and or heli-base.</p> <p>Airbase Manager/ Support Crew A manager and crew that provide supervision and support for safe operations of aircraft at airbases and for the mixing and loading of retardant and/or the loading of water or foam into fixed wing firebombing aircraft.</p> <p>Aircraft Refuelling Tanker Agency Jet A1 refuelling tanker, for the conduct of cold or hot refuelling operations.</p> <p>Aircraft Officer (AO) Person responsible for providing the operational and logistic support necessary for a safe, effective and efficient aircraft operation.</p> <p>Aviation resources Aircraft, ground equipment and personnel required to maintain and operate aircraft in readiness or in response to an incident.</p> <p>Call When Needed (CWN) aircraft Aircraft available as required and sourced from the Department of Energy, Environment and Climate Action (DEECA) managed Panel of Providers – Aviation Services and/or National Aerial Firefighting Centre (NAFC) ad hoc (CWN) approved by Victoria for use.</p> <p>Flight Following and Search and Rescue (SAR) Initiation Procedures A flight following procedure whereby a responsible person keeps track of the progress of a flight through contact at regular pre-determined time intervals, and initiates SAR action if contact is not made, or if some doubt exists as to the safety of the aircraft. (As per IAOP AM1.04)</p> <p>Nominated Operational Base (NOB) The designated operational base for State Fleet Aircraft.</p> <p>NVIS Air Attack Supervisor (NVIS Crew member) An AAS trained and endorsed to conduct operations at night with the use of Night Vision Imaging Systems (NVIS).</p> <p>Pre-Determined Dispatch (PDD) The dispatch of aircraft by pager to a defined response area as approved and agreed by agencies.</p> <p>State Air Desk (SAD) A service within the State Control Centre, supervised on a daily basis by a rostered State Air Operations Coordinator, who coordinates and when appropriate, dispatches State aviation resources on behalf of the SRC, EMC or authorised requesting agency, where appointed.</p> <p>State Fleet Aircraft procured by NAFC for DEECA for predetermined service periods on behalf of the State.</p>
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Temporary Operating Base (TOB)

The temporary operating base for State Fleet Aircraft

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 Lightening
- 1– Isolated Thunderstorms
- 2– Scattered Thunderstorms
- 3 – Widespread Thunderstorms

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PROCEDURE**J02.06****Readiness of aviation resources**

1. To ensure the timely activation of aviation resources to support firefighting operations, agreed minimum readiness arrangements have been established based on forecast Fire Behaviour Index (FBI) for each Nominated Operational Base (NOB) operating area, or PDD response area.
2. For the duration of when aircraft services are contracted or positioned on a Call When Needed (CWN) basis, RCs are to ensure arrangements under this JSOP are in place for the readiness of aviation resources, unless specified by the SRC or EMC. The commencement and conclusion of these readiness arrangements within each region will generally coincide with state fleet aircraft service periods.
3. Aviation resources and aircraft in readiness under this JSOP are available to be shared across agencies, regions and or interstate.
4. Readiness arrangements need to be updated if subsequent weather forecasts indicate conditions are significantly different to the conditions previously forecast.
5. Where there are unresolved resource issues at the regional level, the RC will escalate the issue to the SRC as a priority.

Resource Levels

6. RCs are required to ensure that the regional readiness levels are met based on the forecast risk for the region. Pre-determined resourcing levels for personnel and equipment are outlined in Schedules 2 to 7.
7. In addition to the FBI forecast, RCs should consult with Regional Agency Commanders and consider other risk factors that could affect readiness levels. Factors to consider include:
 - 7.1. Potential for fire ignition
 - 7.2. Current fuel conditions
 - 7.3. Predicted fire behaviour
 - 7.4. Existing fire in the landscape
 - 7.5. Current deployment and availability of aviation and ground resources
 - 7.6. Fatigue management

7.7. Community risk

7.8. State priority areas

7.9. TAL – both recent lightning strikes and forecast TAL levels.

8. The RC, in consultation with the Regional Control Team and adjoining regions, may seek the approval to vary resource levels.

Additional Aircraft and/or Aircraft Relocation

9. Positioning of the state fleet will occur based on priorities, which have been established by the SRC or EMC in consultation with the respective SAC, SAOC and consider input from RCs.

10. RCs may vary the location of Air Observer aircraft following discussions with SAOC.

11. In the event that aircraft are dispatched or have been relocated from the NOB or TOB, RCs should provide advice to the SRC regarding potential relocation of aircraft within their Region to mitigate on risk.

Support Resource Relocation

12. RCs, in consultation with relevant RACs and adjoining RCs, may seek agreement to vary the location of aviation support resources.

12.1. Where a variation is made the RC is to notify the SAD.

Flight Following

13. RCs will ensure that flight following is established for the region, in accordance with IAOP AM1.04. RCs shall ensure that flight following, and flight notification procedures are strictly observed.

13.1. During the initial activation of aircraft, the SAD may assist with flight following, unless or until regional arrangements exist.

Record Management of Readiness Levels

14. RCs are to ensure resource requests for aviation resources that cannot be filled within their region as per *JSOP 03.09 Resource Request Process* no later than 1600hrs on the day prior, noting variations and the reasons for these.

14.1. 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 SRC or EMC.

15. The State Air Operations Coordinator will endeavour to provide a summary state-wide aircraft readiness arrangement to the, SRC and SACs, by 1800 hrs on the day prior.

SAFETY

Protection and preservation of life is paramount. This includes:

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

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

- Personnel need to operate within the fatigue management policies and/ or procedures of their agency.

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REFERENCE

Related Documents	<p>Emergency Management Act 2013</p> <p>Victoria State Emergency Management Plan</p> <p>Business Rule - Local Mutual Aid Plans – Fire agencies</p> <p>JSOP 02.03 – Incident Management Team- Readiness Arrangements</p> <p>JSOP 03.09 - Resource Request Process</p> <p>State Control Advisory Bulletin (AFDRS Readiness Decision-Making Aide Memoire 2023 – 2024)</p> <p>IAOP – Policies and Procedures</p> <p>IAOP AM1.04 – Flight Following and SAR Initiation Procedures</p> <p>Pre-Determined Dispatch Operating Protocols</p> <p>NFAP Operating Guidelines</p> <p>EMC Guidance Note – Factors to Consider when Allocating Firefighting Aircraft to Grass fires and Bushfires</p> <p>Complexity Analysis Tools (Air Operations & Airbase / Helibase Management)</p>
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Environment	Nil
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REVIEW

Date Issue	02 November 2023
Date Effective	14 December 2023
Date to be Reviewed	November 2026
Date to Cease	N/A

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AUTHORITY

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

Approved	Signature	Date
Rick Nugent Emergency Management Commissioner	Signed copy on file at the SCC	02 November 2023
Endorsed	Signature	Date
Jason Heffernan Chief Officer, CFA	Signed copy on file at the SCC	02 November 2023
Chris Hardman Chief Fire Officer, DEECA (FFMVic)	Signed copy on file at the SCC	02 November 2023
Gavin Freeman Commissioner, FRV	Signed copy on file at the SCC	02 November 2023
Tim Wiebusch Chief Officer Operations, VICSES	Signed copy on file at the SCC	02 November 2023

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Schedule 1: Weather Forecast Locations

AFDRS FBIs are the primary trigger for decision making for readiness.

The fire agencies in Victoria will continue to calculate and produce forecast forest and grassland fire danger ratings and fire danger indices (GFDI & FFDI) during the transition to AFDRS.

The SRC in consultation with the Regional Controllers, and fire agency State Agency Commanders (SACs) will use FBIs and a range of other factors, including FDIs to support the decision making.

The State Control Advisory (AFDRS Readiness Decision-Making Aide Memoire 2023 – 2024) contains a decision guide to assist in determining readiness. <https://files-portal.em.vic.gov.au/refdocs/SC-Bulletin.htm>

The AFDRS area rating for each **Airfield product** is to be used for:

- Schedule 2 Air Attack Supervisor Readiness and
- Schedule 5 Airbase Crew Readiness

These are available via COP:

- Desktop > Sections > Aviation > Fuel Based FDR Report (Airfield)
- Desktop > Weather > FDR Report (Airfield)

https://files-portal.em.vic.gov.au/refdocs/PID20503_VIC_Area_Ratings_PDD.html

The AFDRS rating for each **Region product** should be used for

- Schedule 3 Aircraft Officer Readiness,
- Schedule 4 Air Observer Readiness, and
- Schedule 6 Aircraft Refuelling Tanker Readiness.

Available via COP > Desktop > Sections > Weather > Fuel Based FDR Report (Regions)

https://files-portal.em.vic.gov.au/refdocs/PID20603_VIC_Area_Ratings_VGR.html

Pre-Determined Dispatch Operating Protocols

The schedules set out below may also be read in conjunction with Pre-Determined Dispatch Operating Protocols.

https://files-em.em.vic.gov.au/PDDdocs/PreDeterminedDispatch_OperatingProtocols.pdf

These protocols define the operating rules and provides an overview of the variances that have been established to apply PDD arrangements to suit local needs.

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Schedule 2: Air Attack Supervisor

Readiness Levels are as follows:

Level	Description
A	Airborne within 15 minutes
B	Airborne within 30 minutes
C	Airborne within 60 minutes

Normally, AAS duty starts at 1000 hours or 0900 hours if there is a Total Fire Ban (TFB) or as determined by the SRC or RC.

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



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Region	Potential AAS Location	Index Triggers							
		FBI	0-11	12-23	24-34	35-49	50-74	75-99	100+
		FDR	No rating	Moderate	High	Extreme	Catastrophic		
Barwon South West	Casterton		B	A	A	A			
	Hamilton			A	A	A			
	Colac			A	A	A			
Grampians	Stawell		C	A	A	A			
	Ballarat			A	A	A			
Loddon Mallee	Bendigo		C	A	A	A			
	Sea Lake		B	A	A	A			
Metropolitan ¹	Avalon ^{Lat}		A	A	A	A			
	Essendon ^{NFAP}		A	A	A	A			
	Moorabbin		-	A	A	A			
	Moorabbin ^{HV}		A	A	A	A			
Hume ²	Shepparton		C C	A C	A	A			
	Mangalore								
	Albury								
	Benalla				A	A			
	Ovens								
	Mansfield								
Gippsland ³	Latrobe Valley		B C	A	A	A			
	Benambra			A	A				
	Bairnsdale			A					
		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	100-149	150+

¹ North/ West Metro, Eastern Metro and Southern Metro Regions

Lat Large Airtanker

NFAP Night Fire Aviation Program

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² At 12-23 FBI 1 AAS on A readiness and 1 AAS on C readiness, the airbase to be determined by RC if primary AAS is dispatched the secondary AAS steps up to A readiness

³ Gippsland at 21-23 FBI 1 AAS on A readiness and 1 AAS on C readiness, the airbase to be determined by RC. if primary AAS is dispatched the secondary AAS steps up to A readiness

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Schedule 3: Aircraft Officer

Readiness Levels are as follows:

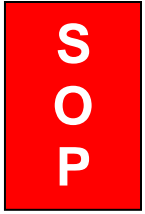
Level	Description
A	Aircraft Officer located at RCC/ ICC (operating in readiness)
B	Aircraft Officer located within 30 minutes travel time of RCC/ICC (operating in readiness) or a facility equipped to support incident aircraft operations and PDD
C	Aircraft Officer located within 60 minutes of a facility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

Normally, Aircraft Officer duty starts at 1000 hours or 0900 hours if there is a TFB or as determined by the, SRC or RC.

Where the Aircraft Officer is a shared resource, the AO will operate from an appropriate location as agreed by RCC/ICC and managed at a regional level.

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

The RC is responsible for ensuring flight following and logistical support is readily available for aircraft including those dispatched via PDD (in line with section 13).



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Region	Index Triggers							
	FBI	0-11	12-23	24-34	35-49	50-74	75-100	100+
	FDR	No Rating	Moderate	High		Extreme		Catastrophic
Barwon South West	-	C	B	A	C	A	C	A(X3)
Grampians	-					A	C	A (X2)
Loddon Mallee	-	C	B	A	C	A	C	A (X2)
North West Metro	-					A	A	
Eastern Metro	-	C	B	A	C	A	A	A
Southern Metro	-					A	A	
Hume	-	C	B	A	A	C	A (X4)	
Gippsland	-	C	B	A	A	C	A (X3)	
NFAP AO 1300-2100	A	A	A	A	A	A	A	
	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	100-149	150+

Note:

If the primary Aircraft Officer is dispatched the secondary Aircraft Officer steps up to A readiness

Below 35 the NFAP Aircraft Officer in the metropolitan basin may provide initial coverage across the 3 metropolitan regions in readiness unless deployed. Regions must have personnel rostered as per the table to support response.

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Schedule 4: Air Observer Crew

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 1000 hours or 0900 hours if it is a TFB or as determined by the SRC or RC.

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

Night Fire Aviation Program AAS aircraft are available to be used for air observation post last light. SAD to contact duty NFAP AAS prior to last light to confirm possible AOB mission post of last light.

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Region	Index Triggers							
	FBI	0-11	12-23	24-34	35-49	50-74	75-99	100+
	FDR	No Rating	Moderate	High		Extreme		Catastrophic
Barwon South West		-	C	B	A	A (x2)		
Grampians		-			A	A (x2)		
Loddon Mallee		-	C	B	A	A (2nd a B if TAL >1)		
Hume		-	C	B	A	A (x2)		
Gippsland		-	C	B	A	A (x2)		
Metropolitan		-			A	A (x2)		
	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	100-149	150+

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Schedule 5: Air Base Crew

Airbases are either a state fleet aircraft location (NOB) or secondary and support location.

A Single Engine Air Tanker (SEAT) or Large Air Tanker (LAT) airbase crew at a NOB comprises an Airbase Manager, and minimum three accredited personnel with the capability to; maintain radio communications; mix and load retardant, and/or load water and/or foam into fixed wing firebombing aircraft.

Secondary and support fixed reloading airbases crew comprises 2 x fixed wing reloaders.

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 1000 hours or 0900 hours if there is a TFB or as determined by the SRC or RC.

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

Airbase Location	Weather Forecast Location	Retardant Type	Index Triggers (For airfield)								
			FBI	0-11	12-23	24-34	35-49	50-74	75-99	100+	
			FDR	No Rating	Moderate	High	Extreme	Catastrophic			
Barwon South West											
Casterton (NOB)	As per schedule 1	Fixed	-	C	B	B	A	A	A		
Hamilton (NOB)	As per schedule 1	Fixed	-	B	B	B	A	A	A		
Grampians											
Stawell	As per schedule 1	Fixed	-	C	B	B	A	A	A		
Metropolitan (North West, Eastern, Southern)											
Avalon (NOB)	-	Fixed	A	A	A	A	A	A	A		
Hume											
Albury	As per schedule 1	Temp	-	C	B	B	A	A	A		
Mansfield (NOB)	As per schedule 1	Fixed	-	B	B	B	A	A	A		
Gippsland											
Bairnsdale (NOB)	As per schedule 1	Fixed	-	B	B	B	A	A	A		
Benambra (NOB)		Fixed	-	C	B	B	A	A	A		
Latrobe Valley (NOB)		Fixed	-	-	-	B	A	A	A		
			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	100-149	150+	

Schedule 6: Aircraft Refuelling Tanker Crew

Aircraft refuelling tanker crew readiness levels are as follows:

Level	Description
A	Crew located with the aircraft refuelling tanker
B	Crew is located within 30 minutes of the aircraft refuelling tanker
C	Crew is located within 60 minutes of the aircraft refuelling tanker

Aircraft refuelling tanker crew duty starts at 1000 hours or 0900 hours if there is a TFB or as determined by the SRC or RC.

An aircraft refuelling tanker crew consists of 2 personnel who are accredited for the operation of the tanker and where required the conduct of engine running (hot) refuelling.



Airbase Location	Index Triggers (For region)							
	FBI	0-11	12-23	24-34	35-49	50-74	75-99	100+
	FDR	No Rating	Moderate	High		Extreme		Catastrophic
Barwon South West								
Nil	-	-	-	-	-	-	-	-
Grampians								
Nil	-	-	-	-	-	-	-	-
Loddon Mallee								
Nil	-	-	-	-	-	-	-	-
Metropolitan								
Knoxfield	-	C	B	A	A			
Hume								
Benalla	-	C	B	A	A			
Ovens	Ad hoc as required							
Gippsland								
Heyfield	-	-	B	A	A			
Orbost	Ad hoc as required							
	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	100-149	150+

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Schedule 7: Rappel Crew

A rappel crew comprises:

- 1 Rappel Crew Leader; and
- 1 Rappel Dispatcher; and
- 4 Rappel Crew members; and
- 2 drivers. (and 2 vehicles)

Gippsland Region rappel crew readiness is based on the highest forecast FBI in the region and the highest forecast TAL.

Hume Region rappel crew readiness is based on the highest forecast FBI of the Wangaratta and Towong LGAs 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 or location agreed with the RC and DEECA RAC/SAC
B	Crew located within 60 minutes of aircraft
C	Crew located within 120 minutes of aircraft
D	Personnel rostered and available

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

Forecast TAL	Index Triggers (For region)							
	FBI	0-11	12-23	24-34	35-49	50-74	75-99	100+
	FDR	No Rating	Moderate	High		Extreme		Catastrophic
0		D	D	B	A	-		-
1		B	B	B	A	-		-
2		B	B	A	A	-		-
3		A	A	A	A	-		-
	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	100-149	150+

Note – from a state perspective – if an additional crew is established, it is expected that once the “first up” crew is dispatched, the second crew will step up to the applicable readiness as per Schedule 7



Schedule 8: Airborne Gathering Information System

Airborne information gathering (AIG) crew readiness is based on the highest forecast FBI of Central and North Central weather districts or TFB anywhere in the state.

An AIG crew comprises

- 1 camera operator
- 1 mapping operator

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	Index Triggers (For region)							
			FBI	0-11	12-23	24-34	35-49	50-74	75-99	100+
			FDR	No Rating	Moderate	High	Extreme	Catastrophic		
Firebird 300 (AIG platform)	Moorabbin	Central & North Central		D	D	A		A		A
Firebird 300 (AIG platform)	Moorabbin	TFB anywhere in the State		A						
Call When Needed AIG platform	As determined by State Air Operations Coordinator	As determined by State Air Operations Coordinator		E	E	E(A)*	E(A)*	E(A)*		E(A)*
			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	100-149	150+

Note: When five or more weather districts are in TFB, consideration is to be given to engaging a second CWN AIG aircraft,

*If a second AIG CWN aircraft is engaged, the crew are to be located with the aircraft

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Schedule 9: State Aircraft

The readiness requirement of each resource type is based on the FBI, and is subject to variation according to local conditions.

During daylight hours outside those specified below, aircraft are to remain reasonably available for response requirements and the pilot is to remain reasonably available and contactable at all times.

Operating hours Aircraft Availability

Level	Description
Standard Hours	1000 – 1800 hours
NFAP Hours	1300 – 2100 hours
TFB Hours ⁷	0900 – 1900 hours

Level	Description
Absolute	15 min standby refer schedule 2B
Partial	On recall within specified period (nominally 2 hrs)



Resource Type	Index Triggers							
	FBI	0-11	12-23	24-34	35-49	50-74	75-99	100+
	FDR	No Rating	Moderate	High		Extreme		Catastrophic
Type 3 Helicopters		Standard hours		Standard hours		Standard hours (TFB hours if declared in aircraft response area.)		Standard hours (TFB hours if declared in aircraft response area.)
Additional Call When Needed		No requirement		No requirement Consider if AIG is required		Consider if any Type 3 helicopters are currently deployed		Consider if any Type 3 helicopters are currently deployed
Type 2 and 3 Firebombing Helicopters		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 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 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 TFB hours if declared in aircraft response area		Standard hours, TFB hours if declared in aircraft response area
Non-Agency Aircraft Refuelling Tankers		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
	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	100-149	150+

Logistical arrangements for relocated and additional aircraft in readiness will be discussed between the State Air Desk and Region and is a shared responsibility.