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Aerial Supervision Standard Scripts

PMS 505e

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This document supplements the *NWCG Standards for Aerial Supervision*, PMS 505,
<https://www.nwcg.gov/publications/505>.

Aerial Supervision Standard Scripts

The following scripts are used to standardize communication procedures for aerial supervisors of aircraft assigned to all hazard incidents. “Clearance” scripts are covered in the standardized written format to ensure communications are understood. “Briefing” scripts are tailored by the aerial supervisor to meet the needs of the incident and provide assigned resources with the best information to increase effectiveness and safety.

- **Solid bullets followed by bold words are standard scripts**
 - Additional Information
 - Example

Flight Following Script

The following information is required every time you initiate flight following with dispatch.

- **Call sign.**
- **Departure location.**
- **Number on board.**
- **Fuel on board (hours).**
- **ETE.**
- **Destination.**
- **AFF confirmation.**

Key Points

- Always identify yourself as Air Attack, Recon, Jumper, Helicopter, etc.
- Always state the frequency you are transmitting on.

FTA/TFR Calls in the Blind Script

- **Receiving unit.**
- **Call sign.**
- **Location.**
- **Altitude.**
- **Intent.**
- **“Any traffic please advise.”**
- **Frequency.**

Initial Briefing Script

- **Altimeter setting.**
- **Clearance altitude.**
- **ATGS altitude.**

- **Other aircraft altitudes.**
- **Hazards**

Tactical Briefing

- **Orientation.**
- **Specific Hazards.**
- **Objectives.**
- **Target Description.**
 - Target Location
 - Coverage level.
 - Load portion.
 - Drop Objectives/Type of Drop
 - Hazards

Clearance to Maneuver

- **Cleared to Maneuver**
 - Airtanker will announce the following flight legs of the maneuver:
 - Downwind
 - Base
 - Final
- **I have your final, clear to drop.**
 - ATGS will Acknowledge Final
 - ATGS will Clear to Drop

Departure Briefing

- **Drop Evaluation**
 - Start
 - Line
 - End
- **Instructions**
 - Load and Return/Hold/Release
 - Location
 - Special instructions

Emergency Script

- **Consider Load.**
- **Acknowledge/Maintain Visual.**
- **Communicate.**

Lead Plane Specific Scripts

Lead plane training scripts are the foundation of communication between lead plane pilot trainees and airtanker pilots. The lead plane mission is very complex. The ability to communicate information at the right time is essential to becoming a qualified Lead Plane Pilot. Because what a lead plane pilot says is as important as when he says it, scripts are associated with a leg of the lead plane pattern. It is expected that mission Evaluators will use the scripts until students demonstrate mastery, and that students will memorize script/leg associations to maximize training. Additionally, Evaluator/student utilization of the scripts will minimize leadplane mission Evaluator inconsistencies when students move from one Evaluator to another. Upon qualification, continued use of the script are encouraged in preparation for future Evaluators and to contribute to the standardization of the lead plane mission. For more information on leadplane scripts and the lesson plans associated with the scripts please refer to the NWCG N-9065 National Interagency Leadplane Pilot Training Course.

Initial

Clearance to Enter (standard script see Chapter 6 Aerial Supervisor On-Scene Responsibilities)

- **Altimeter Setting** “2992”
- **Clearance Altitude** “Cleared in 7000”
- **ATGS Altitude** “Air Attack is at 8000”
- **Other aircraft altitudes** “2 copters 6000 and below”
- **Hazards** “Power lines south side ridge top”

Join Up

The join up is the maneuver that initiates positive communication and separation between the leadplane and the airtanker. As the two aircraft will be converging, it is imperative that the join up be conducted at a minimum of 500’ and that location and altitude of the leadplane are briefed until separation responsibilities fall to the airtanker pilot.

Visual contact

- **Tanker _____** “Tanker 123”
- **Clock location.** “At your 11 o’clock”
- **Altitude** “6500”

At 2 Miles

- **Tanker _____** “Tanker 123”
- **Clock location** “At your 11 o’clock”
- **Altitude** “6500”
- **“Here is a wing and smoke” (positive confirmation)**

Tactical Brief

The leg from the Join Up to the pattern

- **Brief Drop Objective**

- Direct/indirect
- Anatomy (shoulder, head, etc.)
- Type of drop (tag and extend, roll-up, etc.)
- Coverage Level

Down Wind

Establish the leg. This contributes to being predictable and aids in target description. *If no Show Me is required brief speeds and the exit on this leg.*

- **LEG/Profile** “Downwind for show me / live run”
- **Drop Heading** “Drop Heading is 165”
- **Drop Altitude** “Drop Altitude 4300”
- **Speeds** “What speeds would you like”
- **Exit** “On the exit I’ll be up and left, you be straight out”.

Abeam

This call is to aid in target description and situational awareness.

- **Abeam**

Turning Base

After establishing a leg, subsequent calls will communicate intentions

- **Turning Base/Profile:** “Turning base for show me / live run”
 - “Start at the buckskin snag”

Turning Final

- “Turning Final”

Final

- “This Is the Line, start here”

Exit

For show me profile reestablish positive communications and separation

- “On the Exit I’ll be up and left you are straight out.”
- “Keep me in sight and I’ll meet you at 6500”.
- “What speeds would you like?”

(Off the run with 20* of bank and flying the requested speeds set you up for the correct downwind)

Downwind – reestablish the leg

- “Downwind”
- “Abeam”

Turning Base

- “Turning Base”

Turning Final

- “Turning Final”

Final

- “This is the Line”
- “Start here”