



1. PURPOSE

- (a) To outline the requirements for the activation of aircraft, including QFRS Contract, Call When Needed and Queensland Emergency Helicopter Network aircraft for fire suppression and/or reconnaissance.

2. APPLICATION

- (a) Applies to all fire officers who require the assistance of aircraft for fire suppression and/or reconnaissance.

3. DIRECTIVE

- (a) Aircraft are available for operational support and must be managed in accordance with this Directive.

3.1 Activation

- (a) All requests for aircraft support are to be made through the relevant Firecom dispatching resources to the fire or the relevant Regional Fire Coordination Centre, if established.
- (b) Request for aircraft support may be made by the Incident Controller. The requesting person must state:
 - Type of support required (e.g. water bombing, reconnaissance/observation, transport);
 - Incident Control Point/Incident Controller name;
 - Grid reference of UBD or specified map latitude and longitude (if available) or specific location;
 - Fire ground channel to be used; and
 - Location of water source if known and applicable.
- (c) Firecom will obtain authorisation for deployment of aerial resources from the relevant Senior Rural Officer or Senior Urban Officer and will notify the relevant Assistant Commissioner and the State Air Operations Coordinator (SAOC) immediately the authorisation has been given.
- (d) Aircraft operations extending beyond two (2) hours must be authorised by the relevant Assistant Commissioner (or the regional authorised delegate, e.g., Regional Manager Rural Operations).
- (e) QFRS personnel are only permitted to travel in aircraft operated by operators who are pre-qualified by the QFRS Air Operations Unit. This does not apply to personnel travelling on aircraft operating as regular commercial passenger services.

- (f) Firecom will contact the State Air Operations Coordinator via any of the following means in priority order, ensuring that the coordinates of the fire are given in latitude and longitude in degrees minutes and decimal of minutes.

- Phone: [REDACTED]
- Pager: [REDACTED]
- Fax: [REDACTED]
- Email: [REDACTED]

- (g) The requesting centre must ensure sufficient detail is provided for aircraft to respond to the incident and communicate with the Incident Controller or other authorised person.
- (h) Where required, the State Air Operations Coordinator will identify suitable resources in accordance with the notified requirements and will provide the deployment details to the requesting centre.
- (i) Where Incident Control Centres are established, details must include the Communications Plan and the nominated air base, if applicable.
- (j) Appendix 1 presents the flowchart for activating QFRS contract aircraft (including Call When Needed aircraft on active standby and Queensland Emergency Helicopter Network aircraft) and Appendix 2 presents the flowchart for activating Call When Needed aircraft on *ad hoc* hire.

3.2 QFRS Contract Aircraft

- (a) Aircraft (fixed wing and helicopters with a variety of roles) may be contracted and placed on activate standby for exclusive use to support QFRS operations during the fire season or in response to any other forecasted significant fire weather event.
- (b) Aircraft may be based in a number of areas around the state, and can be relocated in response to potential or actual threats.
- (c) Regions may seek the support of any aircraft via Firecom who will contact the State Air Operations Coordinator who will coordinate deployment and tasking.
- (d) Contract aircraft are available to assist other agencies.
- (e) Contract aircraft will require significant logistical support that will be coordinated by the State Air Operations Coordinator with the Regional Fire Coordination Centre or the Incident Management Team (refer Incident Directive 1.14).
- (f) Contract aircraft are fitted with QFRS radios and are required to maintain communications with a Firecom Centre at all times except when allocated to an incident and under the tasking of the Incident Management Team (refer Incident Directive 1.9).
- (g) Regions are required to establish Flight Following Watch procedures initially via Firecom for any supporting aircraft. These arrangements must be discussed with the State Air Operations Coordinator.

3.3 QFRS Call When Needed (CWN) Aircraft

- (a) Aircraft (fixed wing and helicopters with a variety of roles) may be called to respond as a result of an activation request by an Incident Controller and may take some time to be available to respond. These aircraft would be on an *ad hoc* contract arrangement.
- (b) Aircraft are accessed as per 3.1 above.

3.4 Queensland Emergency Helicopter Network (QEHN)

- (a) There are six (6) providers of emergency helicopter services within the network, including four (4) community helicopter providers:
- EMQ Helicopter Rescue (Brisbane, Townsville and Cairns). State Government owned and operated.
 - Australian Helicopters Pty Ltd (Torres Strait and Northern Peninsula). Fully funded under contract with EMQ, DES.
 - Careflight Queensland (Gold Coast and Toowoomba).
 - Sunshine Coast Helicopter Rescue, also known as Energex Community Rescue (Sunshine Coast and Bundaberg).
 - Capricorn Helicopter Rescue Service (Rockhampton)
 - Central Queensland Helicopter Rescue Service (Mackay)
- (b) Firecom personnel must be aware of the primary response for aircraft (on Government contract) in the region.

4. QFRS RELEVANCY

	URBAN		RURAL OPERATIONS	RURAL FIRE BRIGADES				
	Full time	Part time	Full time	Special	iZone	Village	Rural	Primary Producer
Applicable	✓	✓	✓	✓	✓	✓	✓	✓
Not Applicable								
May Apply *								

* This document may apply to some Rural brigades. Check with your Senior Officer for additional information.

REFERENCES

The Australasian Inter-service Incident Management System
Fire and Rescue Service Act 1990
QFRS Training Material
QFRS Operational Guides

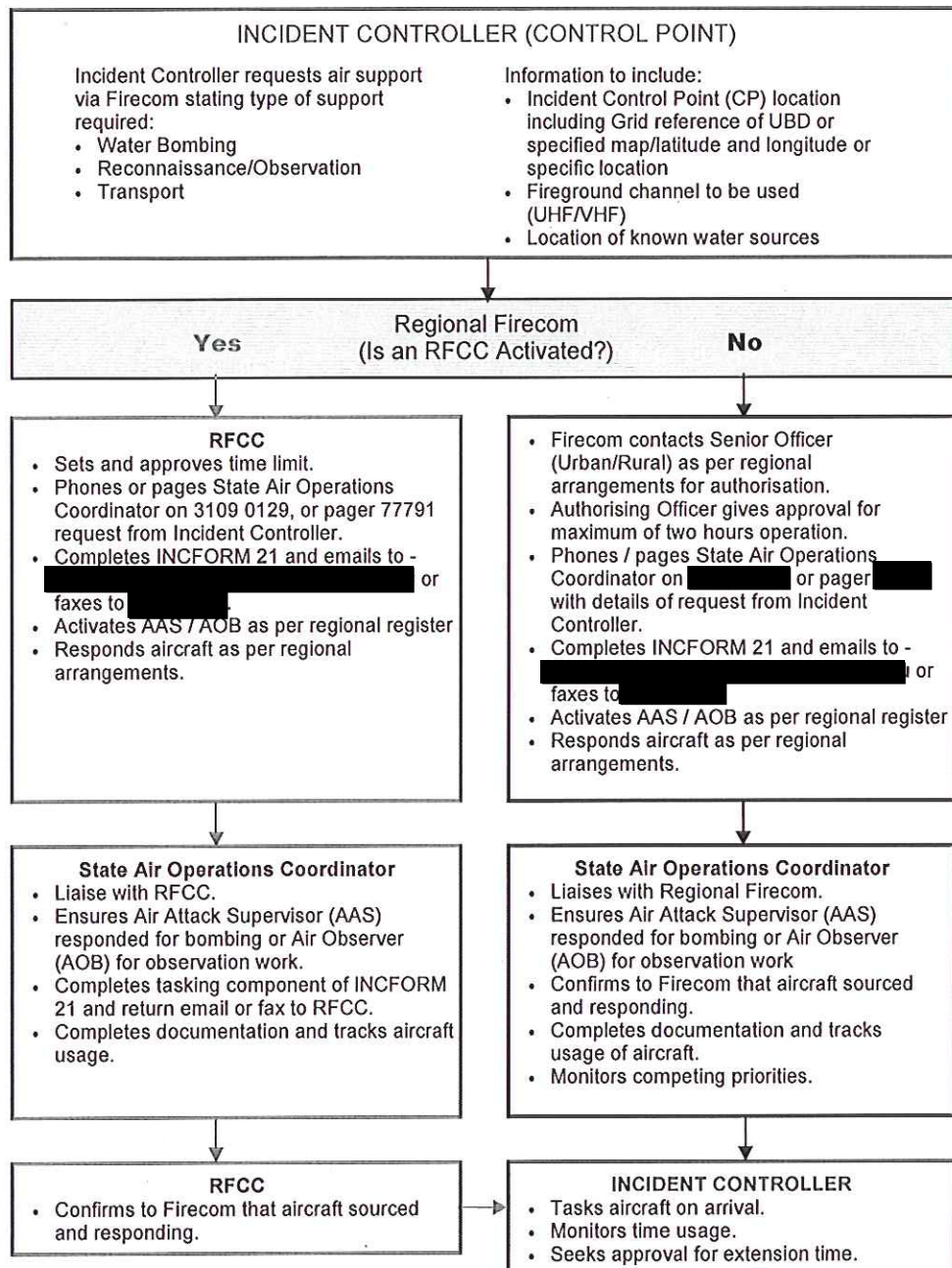


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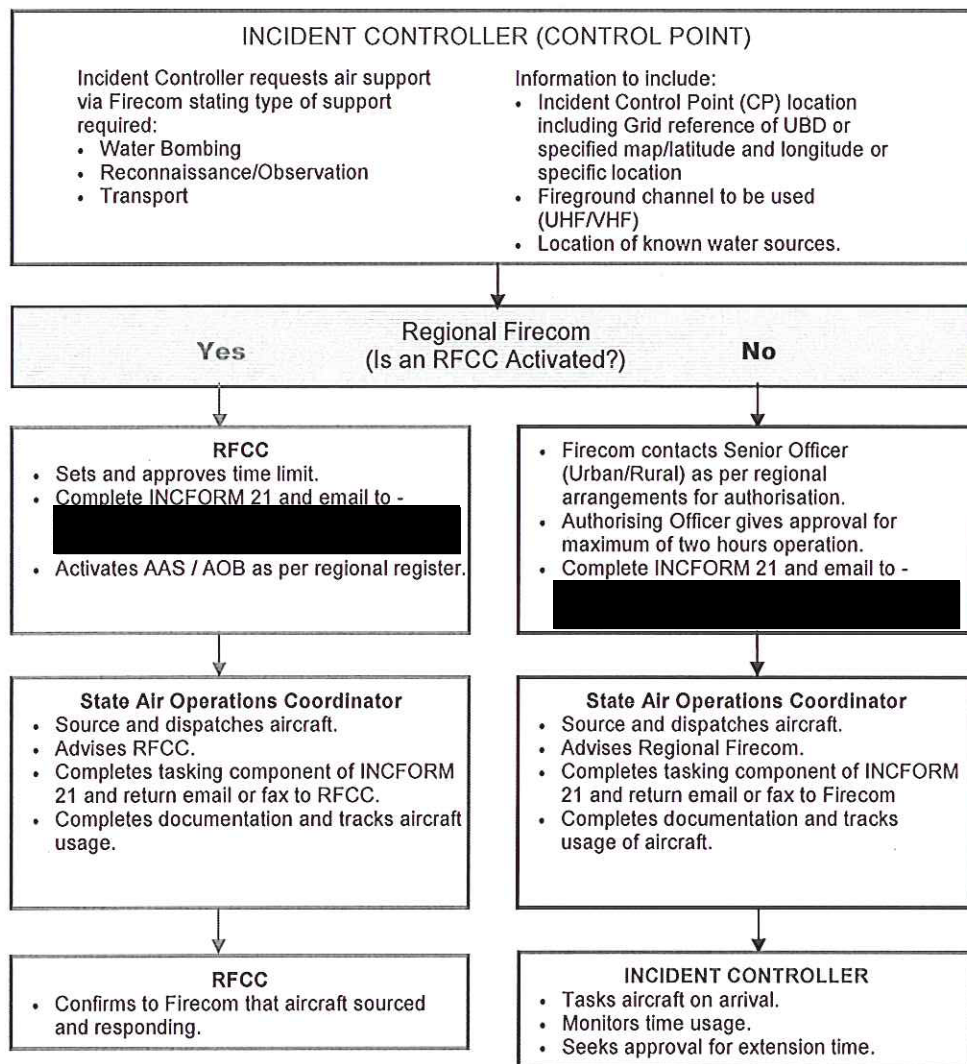



Appendix 1: Activation of QFRS Contracted Aircraft

(including CWN Aircraft on Active Standby and QEHN Aircraft)



Appendix 2: Activation of Call When Needed (CWN) Aircraft on *Ad Hoc* Hire



	Queensland Fire and Rescue Service Operations Doctrine	Air Operations
	INCIDENT DIRECTIVE	Regional Support for Aircraft
Version: 2.0 Valid from: 01/05/2006		INCDIR 1.14

1. PURPOSE

- (a) To outline the requirements for initial support of aircraft by Regions and Districts.

2. APPLICATION

- (a) Applies to all QFRS personnel.

3. GENERAL INFORMATION

- (a) Aircraft will require logistical support from regions and districts. Support may be required during fire detection flights or during the initial phase of fire, before the arrival of specialist support personnel. QFRS stations/brigades, in close proximity to local airports, may be requested to provide support that may include.
- Provision of foam and water.
 - Assistance with refuelling.
 - Airfield support.
 - Accommodation and transport.

4. DIRECTIVE

- (a) The appropriate Senior Officer of the Region/District is to be advised by the State Air Operations Coordinator to coordinate logistical support when QFRS tasked aircraft are operating in the vicinity of the Region/District.

4.1 Fuel

- (a) The Region/District will obtain information (in Region Operational Plans) on availability of Avgas or Jet A1 fuel at the airport or within the district and will ensure that suppliers are notified of the requirement and trained personnel available to assist with refuelling.

4.2 Local Airport Use

- (a) All operations at the local airport shall be conducted in a safe manner and any local airport operational requirements shall be adhered to.
- (b) Regions/Districts should become familiar with the Airport Emergency Plan and any other operational procedures of the local airport.
- (c) The airport manager or supervisor will be advised that water-bombing support activities are to be conducted at the local airport.

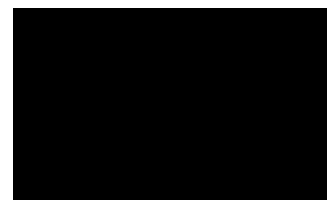
4.3 Suppressant (Foam/Water) Supply Requirements

- (a) The aircraft pilot shall determine the quantity of water or water foam mix that is to be loaded into the aircraft. Crews loading suppressant should work under the pilot's direction at all times.
- (b) QFRS or Council water tanker(s) may be required to provide water supply (est.2000-3000 litres per load) if the main water supply is not available.
- (c) Contract aircraft are required to carry CAMLOK to 64mm QRT Adapter. The connection to these aircraft will be a 2-inch CAMLOK or a 64mm QRT Adapter. Local agricultural aircraft may have different fittings.
- (d) Should foam be needed, then a 0.5% concentration of BFFF foam will be required. For a 2000-litre load of water, 10 litres of foam shall be added to the filling hose before water is pumped into the aircraft.

5. QFRS RELEVANCY

	Urban		Rural			
	Full time	Part time	Class 4 Brigade	Class 3 Brigade	Class 2 Brigade	Class 1 Brigade
Applicable	✓	✓	✓	✓	✓	✓
Not Applicable						
May Apply *						

* This document may apply to some Rural brigades. Check with the District Inspector for additional information.



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Commissioner

REFERENCES

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