

Leadplane Training Lesson Plan

Responsibility for Separation

09-01-N9065-HO

Objective:

To familiarize the student with the responsibility for separation procedures (Phase 1).

To develop the student's proficiency with the responsibility for separation procedures (Phase 2).

Content:

In the absence of an ATGS or when aircraft separation duties are delegated to the leadplane, the leadplane is responsible for assigned aircraft separation.

The leadplane will be at the maneuvering altitude and the tanker will be at the orbit altitude. The orbit altitude is 500 feet above the maneuvering altitude which will allow for vertical separation. Both aircraft have an active role in acquiring the other aircraft visually.

Once the leadplane has the tanker visually, the leadplane describes their position relative to the tanker. If the tanker has the leadplane visually, the tanker describes their position relative to the leadplane.

Once the tanker verbally communicates that they have the leadplane in sight, the responsibility for separation transfers to the tanker and the leadplane completes the join up maneuver. It is then the tankers responsibility to maintain visual separation with the leadplane.

- During a show me profile the tanker remains at the assigned altitude until the leadplane completes the show me and the leadplane and tanker join up at the maneuvering altitude for a live drop.
- If there is no show me, once cleared down by the leadplane, the tanker can descend to the maneuvering altitude behind the leadplane for a lead profile and a live drop.
- If the tanker is IA rated, the leadplane can clear the tanker to maneuver for a live drop without a lead profile. The responsibility for separation will transfer to the leadplane and the leadplane will fly a chase profile.

If the tanker loses sight of the leadplane, they must verbalize that they have lost sight of the leadplane and state their altitude. The responsibility for separation then transfers back to the leadplane. The leadplane must establish deconfliction to gain vertical and/or horizontal separation. Both aircraft again have an active role in acquiring the other aircraft visually. The join up procedure must then be initiated again once the aircraft have each other in sight.

After the tanker has made the drop, the responsibility for separation returns to the leadplane. Tankers must see and avoid and maintain visual separation with other aircraft.

If there is more than one tanker over the fire, the number two tanker in the orbit is responsible for separation with the number one tanker. If a tanker loses sight of the tanker they are following, they must communicate they have lost sight of the tanker they are following, state their altitude and maneuver to gain separation.

When tankers are being held over an IP away from the area the leadplane is operating over, the tankers are responsible for their own separation. The number two tanker is responsible for separation from the number one tanker. The number three tanker is responsible for separation from the number two tanker, and so forth.

At times, helicopters working in the same area as tanker operations may be given the responsibility for separation with the tanker and the leadplane. This usually happens when the helicopter would be cleared into the same drop area after a tanker drop. If the helicopter can remain clear of the tanker, the leadplane can transfer the responsibility for separation to the helicopter. After the helicopter has left the drop area the responsibility for separation returns to the leadplane.

If a helicopter is given responsibility for separation from a tanker and the tanker does not drop, the helicopter is still cleared to the drop area after the tanker exits the drop area. The leadplane must manage their assigned aircraft and airspace while the helicopter is inbound for the drop.

Helicopters have responsibility for separation with other helicopters when working near other helicopters.

Completion Standards:

The lesson is complete when the student can demonstrate the responsibility for separation procedures in a training environment for Phase 1 and in a fire environment for Phase 2. Safety will never be in question and responsibility for separation will be accomplished without the reliance on the evaluator.