



# USFS Airtanker Program QR Code Menu



## FS Contracted Airtanker Status Notification Form



Use this form for FS airtankers that are out of service, and for maintenance breaks. It is the responsibility of the airtanker base staff to complete the form.

If a maintenance break is requested, ask the flight crew two questions:

1. Can you take a dispatch right now if one was given to you?
2. Has the AMI been notified of the issue you are requesting a maintenance break for?

[Click here, or Scan the QR Code to Use Form](#)

If the answer is 'no' to Question 1, do not authorize a maintenance break. If a dispatch cannot be taken, the aircraft is out of service and shall not be given a maintenance break. There are no exceptions due to weather, current fire situation, current need, etc.

If the answer is 'yes' to Question 1, and 'no' to Question 2, ensure that the AMI has been contacted before a maintenance break is approved.

If the answer is 'yes' to both questions, the ATBM should communicate with their dispatch center to ensure there aren't any needs locally/geographically. If there are, the maintenance break should be deferred to a more appropriate time.

## USFS Contracted Airtanker Assignment Turndown



Use this form any time a USFS contracted airtanker turns down an assignment for any reason. Be as real-time as possible.

The Airtanker Base staff is responsible for completing the form.

[Click here, or Scan the QR Code to Use Form](#)

## USFS Contracted Airtankers - Contractor Performance Assessment



This link can be used by CORs, airtanker base staff, aerial supervisors, or anyone who has feedback to provide regarding USFS airtanker contractor performance. Issues can be addressed in a timely manner, and the information collected may be used for CPARS documentation at the end of each year.

[Click here, or Scan the QR Code to Use Form](#)



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## Over/Underfilling Retardant on USFS Contracted Airtankers



Use this form to report whenever an airtanker is overfilled or underfilled.

Per the contract, “on the initial retardant load, with a minimum of 2.5 hours of fuel, a download of up to 30% of the maximum dispensable volume, will be allowed. All subsequent loads will be 90% or greater of the maximum dispensable volume.” Downloads that fall within the above language will not need to be reported through this form. If there are multiple downloads from the same base, on the same day, one report is adequate.

If an underfill is due to runway, temp, elevation etc., the vendor is responsible to fill out the form. If the over/underfill was a result of an issue on the airtanker base side, the airtanker base staff must complete the form.

[Click here, or Scan the QR Code to Use Form](#)

## USFS Airtanker Base Performance Assessment



This form can be used by vendors, visiting resources, CORs, etc. for providing feedback on airtanker base performance. This link includes an option for a COR for a FS Contracted Airtanker to provide feedback if there are issues with getting data from airtanker bases for a CLIN.

If there are immediate safety concerns, please contact the Airtanker Base Manager or Unit/Forest Aviation Manager as appropriate.

[Click here, or Scan the QR Code to Use Form](#)

## Retardant Jettison Log



Use this form for all jettisons from Forest Service contracted airtankers, and for any airtanker (BLM SEATs, State, etc.) where the jettison occurred while assigned to a federal incident, or the jettison is on Forest Service land.

The Airtanker Base staff is responsible for completing the form.

[Click here, or Scan the QR Code to Use Form](#)

## Retardant Issue Notification Form



Use this form any time there is an issue with retardant. This may include out of spec retardant, wastewater concerns, contractor not meeting requirements of contract, mass flow meter issues, retardant spills, etc.

The Airtanker Base staff is responsible for completing the form.

[Click here, or Scan the QR Code to Use Form](#)