

NWCG Standards for Airtanker Operations, PMS 514

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Appendix F – Table of Contents

Appendix F – S-2 Flight Comm Scripts 1

- Dispatch Over Base Victor..... 1
- Ready to Taxi 1
- Uncontrolled Field: 1
- Check-In..... 1
- Taxi 1
- Call Rolling..... 1
- Wingman Delayed..... 1
- Rejoin 2
- En Route..... 2
- IA Check-In on Air Tactics..... 2
- FTA Initial Check-In (per *NWCG Standards for Aerial Supervision, PMS 505*)..... 2
- Maneuvering/Dropping #1 and #2 2
- Traffic Check/ATIS/Fuel 3
- Return to Base/Landing Uncontrolled Field 3
- Blind..... 3
- Towered Airport Operations 3
- Check-In..... 4
- Towered Airport RTB..... 4
- Flight Following Request..... 4
- Cancel Flight Following..... 5

Appendix F – S-2 Flight Comm Scripts

S-2T Tactical Flight COMM SCRIPT

Dispatch Over Base Victor

Wingman: “McClellan Base Tanker 78 up ready to copy.”

Flight lead: “Tanker 76 up ready to copy.”

Ready to Taxi

Wingman: “Tanker 78 ready.”

The flight lead may acknowledge but not required.

Flight lead: “Tanker 76.”

Uncontrolled Field:

Check-In

At an uncontrolled airport the flight lead should check the flight in on Common Traffic Advisory Frequency (CTAF) prior to taxi.

Flight lead: “Tanker 76 check.”

The wingman will respond.

Wingman: “2.”

Taxi

The flight lead will call for taxi on CTAF. Wingman will not respond.

Flight lead: “McClellan traffic Tanker 76 flight of two taxi to RWY 16.”

Call Rolling

The wingman will call the flight rolling to the base and note the time.

Wingman: “Tanker 76 and 78 rolling.”

Wingman Delayed

IF as the wingman you are not ready for takeoff approaching the runway speak up on base victor. Flight lead may elect to wait or to split the flight.

Wingman: “T-78 needs one min.”

Rejoin

Flight lead will hold 160 knots, extend upwind, or fly a large radius turn. Wingman will use speed & geometry and report once in position:

Wingman: “2 Saddled.”

If outside one mile report:

Wingman: “2 Stripped 2 miles.”

En Route

Once clear of the airport operations area and done communicating with Air Traffic Control (ATC) the flight lead will direct a frequency change to 122.925:

Flight lead: “Tanker 76 flight push tactical.”

Wingman will switch frequency without verbal acknowledgement.

Initial Attack (IA) Check-In on Air Tactics

Once the flight lead pushes the flight to tactical frequencies on an IA dispatch while following the Air Attack both tankers will check-in on air tactics with their order.

Flight lead: “AA 410, Tanker 76 flight of 2 with Tanker 78, up Air Tactics 6. Tanker 76 number 1.”

Wingman: “Tanker 78 number 2.”

FTA Initial Check-In (per *NWCG Standards for Aerial Supervision, PMS 505*)

Initial call at 12 miles the flight lead will make the following call:

Flight lead: “Rock Air Attack Tanker 76 flight of 2 with Tanker 78, 12 miles southwest at 5500.”

The aerial supervisor will respond as follows:

Air Attack: “Tanker 76 flight altimeter 2992, you’re cleared in 6500’ Air Attack is 7500’ no known hazards.”

The flight lead will read back the clearance as follows:

Flight lead: “Tanker 76 Flight cleared in 6500, 2992.”

The wing man will then make the following call:

Wingman: “Tanker 78 number 2.”

Maneuvering/Dropping #1 and #2

CAL FIRE Air Attacks will not clear flights to maneuver “as a flight” but tankers may be “cleared to maneuver #1 and cleared to maneuver #2.” Each tanker will call their legs but comm priority will be given to the first tanker.

Air Attack: "T76 cleared to maneuver #1."
Flight lead: "T76 cleared to maneuver #1."
Air Attack: "T78 tag and extend, cleared to maneuver #2."
Wingman: "T78 cleared to maneuver number 2."
Flight lead: "T76 base."
Wingman: "T78 Downwind."

Traffic Check/ATIS/Fuel

During Return to Base (RTB) the flight lead should clear the wingman to get WX/FUEL/Traffic Check.

Flight lead: "T78, T76 is positive fuel you're cleared off traffic check, ATIS."
Wingman: "2"

Once Complete:

Wingman: "T78 information Bravo RWY 29, Altimeter 2992."

Return to Base/Landing Uncontrolled Field

Once approaching the airport flight lead will push the flight to CTAF and check the flight in on the CTAF frequency. Normally the flight will land and taxi back as a flight. **IF** there is ever confusion about the presence of two S-2s either pilot may report position and ensure other traffic is aware of the existence of two S-2s or the flight may split.

Flight lead: "T76 Flight push 122.97 (or push CTAF)."
Flight lead: "T76 Flight Check."
Wingman: "2"
Flight lead: "McClellan traffic Tanker 76 flight of 2 S-2s 15 miles east inbound for a right crosswind RWY 16."

Blind

Wingman: "T78 blind."
Flight lead: "T76 is level 1500'. T78 climb to 2000'. T76 is over the right flank just coming around the column."
Wingman: "T78 is visual, descending to 1500."
Flight lead: "T76 copy."

Towered Airport Operations

Both tankers will start, get ATIS, then monitor ground. Once the second tanker calls ready on base victor the flight lead will call for taxi as follows:

Flight lead: "Redding Ground T76 flight of two with T78, taxi with Alpha."

Approaching the runway, the flight lead will direct the flight to switch to tower frequency by stating:

Flight lead: “Tanker 76 Flight Push tower (or Tanker 76 flight push 119.8).”

Check-In

At a towered airport check-in on tower frequency prior to takeoff and during RTB.

Flight lead: “Tanker 76 flight check.”

The wingman will respond.

Wingman: “2.”

Flight lead: “Redding Tower T76 flight ready for departure RWY 16.”

Towered Airport RTB

Approaching the airport, lead will push the flight to tower (TWR) and check the flight in on the TWR frequency. Only the flight lead will make and acknowledge radio calls. Wingman will monitor tower Freq until clear of the runway and may not hear the taxi back instructions. Wingman will follow flight lead back using identical routing. Flight lead should communicate exceptions to wingman over base victor.

Flight lead: “T76 Flight push Tower.”

Flight lead: “T76 Check.”

Wingman: “2”

Flight lead: “Redding Tower Tanker 76 flight is a flight of 2 S-2s with T78 12 miles east inbound with Alpha.”

ATC: “Tanker 76 flight cleared to land RWY 16.”

Flight lead: “Tanker 76 flight cleared to land RWY 16.”

ATC: “T76 flight Redding Ground taxi to park via Delta.”

Flight lead: “Tanker 76 flight taxi to park via Delta.”

Flight Following Request

Flight will takeoff and rejoin to standard formation (within one mile and 100’) wingman will select standby.

Flight lead: “T76 flight push 127.4 comm 1 over 122.92 comm 2.”

Flight lead: “Norcal Approach Tanker 76 flight of 2 with Tanker 78 request flight following.”

ATC: “Tanker 76 squawk 2316 say request.”

Flight lead: “Tanker 76 2316. Tanker 76 is flight of 2 S-2T/G standard formation off McClellan en route to a fire north of Beale request flight following at 5500.”

ATC: “Tanker 76 radar contact have wingman squawk XXXX.”

Cancel Flight Following

Flight lead: “Norcal Approach Tanker 76 flight cancel flight following request frequency change to tactical.”

ATC: “Tanker 76 squawk 1255 frequency change approved.”

Flight lead: “Tanker 76 flight push tactical.”

Both flight members will switch to 122.92/Base Victor/Air Tactics and ensure both transponders are on ALT.