

NATIONAL PARK SERVICE

Reference Manual #60: Aviation Management

Chapter 6 – Crewed Fleet Aircraft Equipment

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Reviewed by the Chief, Division of Fire and Aviation Management

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6 Crewed Fleet Aircraft Equipment

6.1 General

Aircraft used in support of aviation activities within the DOI must be equipped in accordance with [351 DM 2](#).

6.2 Additions/Alterations

No equipment or device may be permanently added to any aircraft without the concurrence of the RAM. Final approval requires completion of [OAS-74, Request for Fleet Aircraft Change or Modification](#), and authorization from the [Chief, OAS Technical Services Division](#). Parks should be aware that approved additions may become a permanent part of the aircraft. Parks are advised not to consider any aircraft or equipment additions as part of the park's property inventory regardless of how purchased or funded. Verbal approval is allowed in some circumstances involving the installation of equipment with sensitive national security components.

All aircraft with external devices, such as tracking antennas, must be operated in accordance with the limitations of FAA approval: [Form FAA-8110-12, Supplemental Type Certificate](#), or the aircraft make and model, or [Form FAA-337, Major Repair and Alteration](#). Additional requirements for tracking antennas are found in [351 DM 2.2 H](#).

Note: FAA policy for authorizing the carriage of external loads on airplanes in Alaska as a restricted category special purpose operation can be found in [Order 8400.34 CHC 1](#).

6.3 Wire Strike Protection Systems

DOI helicopters will have wire strike protection systems (WSPS) installed, when available. These systems have proven to be effective in preventing mishaps during low-level helicopter operations when wires are present.

6.4 Emergency Locator Transmitter (ELT)

An ELT meeting [ALSE Handbook](#) requirements must be installed in all crewed fleet aircraft owned by the NPS, NPS contracted aircraft, and DOI-approved personal aircraft. The ELT must be conspicuously placarded to indicate its location(s). Crewed fleet aircraft, NPS contracted aircraft, and DOI-approved personal aircraft used for passenger transport shall be equipped with 406 MHz ELTs.

ELT serial numbers are registered with the National Oceanic Atmospheric Administration (NOAA). Upon activation, the serial number as well as location data is transmitted by satellite and routed through NOAA. NOAA will contact the OAS aircraft fleet manager, who then contacts the appropriate employee at the NPS unit that operates the aircraft. The emergency contact information for each park must be reviewed and verified annually and updated when personnel changes occur. This information will be included in the park's mishap response plan and provided to OAS when requested.

6.4.1 Primary Contact Information

In the event of an ELT activation, the dispatch center or the office with flight following responsibility is the point of contact for emergency notification. The PAM or RAM, if they

have direct knowledge of the aircraft's mission and location and are available, can attempt to contact the pilot or crew via phone or satellite communication device.

Multiple primary contacts may be listed but must be accessible on a 24-hour basis. Office telephones not staffed on a 24-hour basis and that do not automatically forward to an employee that is immediately available should not be used. The pilot flying the aircraft will not be listed as a primary contact number.

6.4.2 DOI Alternate Contact Information

The 24-hour emergency contact should include the DOI aircraft accident reporting number, 1-888-4MISHAP (1-888-464-7427). Alternate telephone numbers may also include park offices and the aircraft's primary pilot, but only if multiple primary contacts are listed.

NOTE: Inadvertent activation of ELTs is the source of many false reports. The pilot can often quickly resolve a false report. Therefore, listing the pilot and aircraft satellite telephone, as an alternate 24-hour emergency contact is encouraged.

6.5 Satellite Based Tracking Systems

DOI crewed aircraft utilized by NPS require a satellite-based tracking system that is compatible with automated flight following (AFF). See Chapter 11.6, *Flight Plan and Flight Following* for additional information.