

AERIAL OPERATIONS

MISSION (COMMAND) CONSIDERATIONS

- Command Use Main Map to determine the closest airfield from which to initiate an aerial suppression response. » Note that during the summer months the dams in the Western Cape, in particular the North and northwestern areas may be too low for Bambi Bucket water pick-up
- » Use the relevant Pre-Attack Plan for suppression response guidance in the area that the wildfire is burning in if available.
- Incident Command Intent Always use the following to guide your priority for Strategy and Tactics. » 1) Life Safety first at all times, 2) Protection of Property, 3) Incident Stabilisation.
- Leaders Intent Remember to brief your resources so they clearly understand what actions they must take to achieve objectives. » Leaders Intent must include - Task, Purpose and End State.
- Specific tactical assignments Given out once the overall strategy has been decided on.
- **Be Aware** that the coordinates for aerial operations use the Degrees Minutes Seconds format and not the Decimal Degrees. • Be Aware that the minimum runway distance required by the Air Tractor 802 for Take Off is 1000km when considering runways to
- use duringsuppression operations. • Suggest that operational leadership (Crew Leaders, Strike or Task Force Leaders, Division or Group Supervisors use a pole (or hand tool) with a bright flag or material on the end to attract pilots attention and direct aerial water drops.

RISK MANAGEMENT

• Identify known and expected hazards and risks and make them known to your personnel and the other resources alongside you. • Use the Go/No-Go Risk Management decision-making process when determining taking actions.

THE 'INITIAL HOUR' RESPONSE

- The 'Initial Hour' is the first hour of active firefighting by an initial attack sortie, the sortie may consist of a single aerial resource, a strike team of similiar aerial resources or a task force I.e. spotter, 2 x SEAT and 1 x chopper. The hour is measured from time of first drop + 60 min. The initial hour excludes "ferry" time to and from the fire which is obviously variable depending on distance. The PDMC initial attack therefore includes 1 hour firefighting + ferry times. Extended attack hours are generally funded by the requesting agency and/or landowner.
- The Provincial Government of the Western Cape through its Chief Directorate: Disaster Management and Fire and Rescue Services have embarked on this proactive approach (*the initial hour*) to managing veld fires, which occur in certain parts of the province mainly between the months of December till April each year.
- The multiagency aerial dispatch and coordination arrangement is for use by Western Cape Fire Protection Associations, Districts Fire Services and City of Cape Town Fire and Rescue personnel or other persons involved in administration, management, use of contracted, Call When Needed (CWN) aircraft, and/or other aircraft contract working together on veld fires. • This cooperation arrangement addresses cooperation between all service providers and clients, end users and entities as well as
- aviation-related safety practices and procedures that:
- » Will reduce the risk of mishaps occurring during operations.
- » Will ensure consistent procedures and aviation management.
- » Will act as a reference to provide the basic knowledge to conduct air operations without accident or incident.

COMMUNICATIONS

• Use the following frequencies as required or appropriate for communicating with the aerial resource or Spotter.

Operational VHF Frequencies within the various Districts and Metro Areas				
Metro / District	Primary (1st)	Secondary (2nd)	Tertiary (3rd)	
Cape Winelands District Municipality	129.2	123.55	123.35	
City of Cape Town Metro	120.55	123.35	123.80	
Garden Route District Municipality	123.35	123.55	123.15	
Overberg District Municipality	121.75	123.15	123.35	
Mast Caset District Municipality	107.75	107 55	107.15	

- West Coast District Municipality123.35123.55123.15 • Please Note: Incident Command (IC) communication with Spotter - communication is Mid-band.
- PDMC is exploring Airband licensing and City of Cape Town Fire & Rescue Services are exploring the use of trucking in their jurisdiction wrt spotter communication
- Air-band only used in exceptional circumstances and Incident Commander to avoid communications with the spotter during critical phases of airdrops.
- Whenever Aerial operations take place, a dedicated Air Branch Director must be appointed and not the IC, as air operations are intense, and IC needs to focus on other activities and keep oversight - see Roles and Responsibilities of this position. **GROUND TO AIR COMMUNICATIONS**
- Make use of RADIO CHANNEL WOF Blue channel (2) 80.7625RX 80.7625TX (simplex-direct) to communicate with the spotter
- plane. • If the spotter cannot be raised on the WOF Blue channel (2) switch to WOF Yellow channel (3) and request via Dispatch Control that the spotter pilot changes to the WOF Yellow channel (3)

Other Channels on radios

- RADIO CHANNEL-1 WOF RED channel (1) 80.7125RX 80.7125TX (simplex-direct)
- RADIO CHANNEL-2 WOF BLUE channel (2) 80.7625RX 80.7625TX (simplex-direct)
- RADIO CHANNEL-3 WOF YELLOW channel (3) 71.8875RX 77.3375TX (repeater)
- RADIO CHANNEL-4 WOF GREEN channel (4) 71.8875RX 71.8875TX (simplex-direct)
- If no communications can be established the Spotter will take control and established tactics in combatting and preventing the spread of the fire.
- The Spotter is to establish contact with dispatch every 30 minutes safety procedures

REQUESTS FOR PROVINCIAL AERIAL SUPPORT - PDMC SORTIE • Etienne Du Toit 073 995 1609 or Colin Deiner 082 550 6770.

• Marlu Rust 071 481 9437.

- Once the reference number is received, the respective fire officer will inform his or her dispatch center for activation. Please note:
- PDMC Sortie = 2 x suppression resources and a Spotter.
- If one of the resources requested is a SEAT then a second spotter will position bomber loaders to the closest operational runway to the fire. • The closest aerial resources should respond to the fire.

Initial Air attack- It should be immediate and based on:

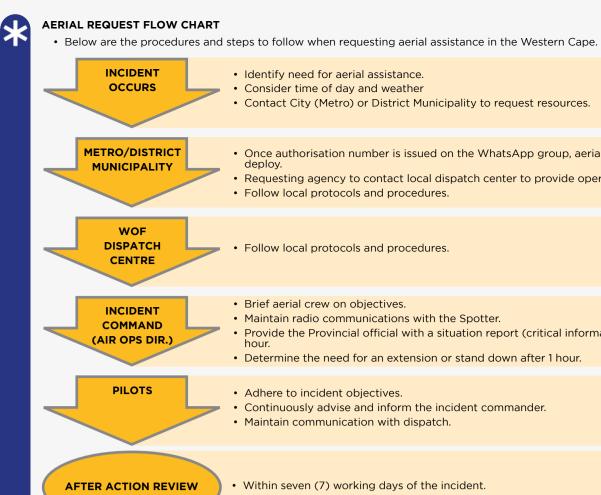
- Pre-season municipal risk assessments (high risk areas identified, communicated to Senior staff in case of eventuality), current weather conditions and linked to a 3-day FDI prediction. • The Initial attack should quickly build up to a force greater than that of the fire to achieve fire control, containment, and
- extinguishment.
- To achieve fire superiority where applicable, the provincial sortie should be supplemented by own or additional aerial and ground resources. The aim is to hit quick and hard, overpower the fire while in incipient stage. To achieve this the IC's, have access to the provincial sortie as well as other aerial and ground resources in the Western Cape.

ACTIVATION OF OWN OR ADDITIONAL AERIAL SUPPORT

• WOF resources: Dispatching Centre's protocol as per District or Metro.

• Others service providers: Once activated inform nearest dispatch Centre of movement.





DISPATCH CENTRES CONTACT DETAILS

WoF Western Cape Pro	WoF Western Cape Provincial Coordinator					
Alwyn de Wet	072 609 4221					
Land Line	028 425 1287					
Email Address	alwyn.dewet@wofire.co.za					
Margie Hopewell	082 883 4707					
Land Line	028 514 2452					
Email Address	margie.hopewell@wofire.co.za					
Stellenbosch Dispatch (T1)					
Fire Line	060 961 8847					
Admin Line	021 880 2639					
Fax-to-Email	086 514 4729					
Email Address	ops.wc@wofire.co.za					
Bredasdorp Dispatch (T1)						
Fire Line	082 312 9507					
Admin Line	028 425 1690					

dispatch.bredasdorp@wofire.co.za

AERIAL RESOURCE PLACEMENTS

Email Address

N	Note: Current as of January 2024. Subject to change, please confirm resource availability when establishing ICP.							
Airfield Base	Resource Kind	Resource Type	Endurance	Air Speed	Firefighting Personnel	Load Capacity		
Bredasdorp	Huey x 1 (PDMC)	Rotary Wing - Type2	2 Hours	180 km/h	Trooping Possible	1200 Litres		
Denneoord George	Spotter x 2 (WoF) Air Tractor 802 x 2 WoF) Huey x 1 (PDMC)	Fixed Wing - Type ? Fixed Wing - Type 1 Rotary Wing - Type ?	4 Hours 3 Hours 30 mins 2 Hours	245 km/h 306 km/h 180 km/h	None None Trooping Possible	4 Seats 3000 Litres 1200 Litres		
Newlands	Huey x 2 (CoCT) Huey x 1 (SANparks)	Rotary Wing - Type 2 Rotary Wing - Type 2	2 Hours	180 km/h	Trooping Possible	1200 Litres		
Porterville	Spotter x 2 (WoF) Air Tractor 802 x 1 WoF) Huey x 1 (PDMC)	Fixed Wing - Type ? Fixed Wing - Type 1 Rotary Wing - Type ?	4 Hours 3 Hours 30 mins 2 Hours	245 km/h 306 km/h 180 km/h	None None Trooping Possible	4 Seats 3000 Litres 1200 Litres		
Stellenbosch	Spotter x 2 (WoF) Spotter x 1 (CoCT) Air Tractor 802 x 1 WoF) Huey x 2 (WoF) Huey x 2 (QRF) Black Hawk x 1 (PDMC)	Fixed Wing - Type ? Fixed Wing - Type ? Fixed Wing - Type 1 Rotary Wing - Type 2 Rotary Wing - Type 2 Rotary Wing - Type 1	4 Hours 4 Hours 3 Hours 30 mins 2 Hours 2 Hours ? Hours	245 km/h 245 km/h 306 km/h 180 km/h 180 km/h 306 km/h	None None None Trooping Possible Trooping Possible 5 x Helitack Crew	4 Seats 4 Seats 3000 Litres 1200 Litres 1200 Litres 2500 Litres		
Tulbagh	Huey x 2 (Henley Air)	Rotary Wing - Type 2	2 Hours	180 km/h	Trooping Possible	1200 Litres		
Zeekoeivlei	ТВС	ТВС	ТВС	ТВС	ТВС	ТВС		

AERODROMES, AIRFIELDS & RUNWAYS - LIST & INFORMATION

Aerodrome Name	Location	Runway & L / W
Black Oyster Catcher	S 34°10'17" E 019°03'08"	Grass - 900m/15m
Bredasdorp	S 34°32'09" E 020°02'58"	Grass - Helipad
Caledon	S 34°15'36" E 019°25'02"	Gravel - 735m/15m
Cape Winelands	S 33°46'17" E 018°44'25"	Tar - 1000m/60m
Ceres	S 33°19'06" E 019°25'12"	Gravel - 1500m/25r
Citrusdal Suid	S 32°42'40" E 019°03'08"	Gravel - 985m/30r
Darling Cellar	S 33°26'32" E 018°31'46"	Gravel - 1000m/15r
Denneoord	S 33°56'59" E 022°29'12"	Gravel - 930m/10n
Diemerskraal	S 33°34'32" E 018°55'02"	Gravel - 860m/15n
Diepkuil	S 32°39'19" E 018°23'03"	Gravel - 1200m/15r
George	S 34°00'20" E 022°22'42"	Tar - 2170m/40m
Groot Bos	S 34°32'02" E 019°25'04"	Gravel - 720m/12m
Hendrik Swellengrebel	S 34°02'50" E 020°28'28"	Tar - 1000m/12m
Langebaanweg	S 32°58'22" E 018°09'44"	Tar - 2200m/40m
Lochlynn	S 32°02'06" E 019°02'37"	Gravel - 1200m
Malmesbury	S 33°20'51" E 018°41'49"	Tar - 815m/15m
Misgund	S 33°44'89" E 23°28'32"	Gravel - 770m/30n
Mossel Bay	S 34°09'32" E 022°03'20"	Tar - 1270m/15m
Nachtwag	S 34°32'52" E 020°05'05"	Gravel - 890m/15n
Newlands	S 33°58'13" E 018°56'25"	Grass - Helipad
Oak Valley	S 34°10'17" E 019°03'08"	Gravel - 735m/15m
Oudtshoorn	S 33°36'22" E 022°11'21"	Tar - 1500m/30m
Pakhuis	S 32°02'06" E 019°02'37"	Gravel - 1200m/15r
Pearly Beach	S 34°37'49" E 019°28'34"	Tar - 800m/8m
Plettenberg Bay	S 34°05'17" E 023°19'45"	Tar - 1290m/20m
Porterville	S 33°01'37" E 018°59'55"	Gravel - 880m/30r
Red Tea	S 32°16'50" E 018°53'33"	Gravel - 1060m/25r
Robertson	S 33°38'40" E 019°54'35"	Tar - 1500m/15m
Saldanha	S 32°57'48" E 017°58'12"	Tar - 1400m/25m
Stellenbosch	S 33°58'50" E 018°49'22"	Tar - 800m/16m
Stillbay	S 34°21'03" E 021°25'39"	Gravel - 1010m/15n
Tsitsikamma Regnye	S 34°01'58" E 024°13'13"	Gravel/Grass - 853
Tsitsikamma Witelsbos	S 34°59'32" E 024°07'19"	Grass - Helipad
Van Wyksdorp	S 33°45'37" E 021°32'49"	Gravel - 1450m/25r
Winkelshoek	S 32°42'30" E 018°48'55"	Gravel - 820m/16n
Worcester	S 33°39'49" E 019°24'56"	Tar - 1000m/25m
Ysterplaat	S 33°54'03" E 018°29'51"	Tar - 1585m/25m
Zeekoeivlei	S 34°32'54" E 020°05'05"	Gravel - 890m/15n



• Contact City (Metro) or District Municipality to request resources. • Once authorisation number is issued on the WhatsApp group, aerial resources can start up and • Requesting agency to contact local dispatch center to provide operational information.

• Provide the Provincial official with a situation report (critical information) soonest and then every • Determine the need for an extension or stand down after 1 hour.

• Continuously advise and inform the incident commander.

Porterville Dispatch (T1)	
Fire Line	060 961 4215
Admin Line	023 004 0424
Fax-to-Email	086 295 5229
Email Address	dispatch.porterville@wofire.co.za
Newlands Dispatch (T1)	
Fire Line	082 312 9413
2nd Hot Line	021 689 7438 / 7439
Admin Line	021 689 7438
Fax Line	021 685 5944
Fax-to-Email	086 611 5855
Email Address	dispatch.newlands@wofire.co.za
George Dispatch (T1)	
Fire Line	082 312 9461
Admin Line	NA
Email Address	opswit.sc@wofire.co.za

Comms		Haz	ard		
Dispatch 121.75 VFR 124.8	Possible cattle on runway.				
Overberg APP 119.8 Dispa	tch 123.55 VFR 12	4.8	None Identified		
Dispatch 123.55 VFR 124.8		None Ide	entified.		
Circuit 131.1 Dispatch 123.35	VFR 124.8	No	one Identified.		
Dispatch 123.55 VFR 124.8	Loose stones	on runw	ay. Protect propellor.		
Dispatch 123.35 VFR 124.8		None Ide	entified.		
Dispatch 123.35 VFR 124.8	Crosswind. Onl	y 1 a/c or	n runway when refilling.		
Dispatch 123.55 VFR 124.8		None Ide	entified.		
Dispatch 123.55 VFR 124.8	Single a/c rur	way whe	en refilling with water.		
Dispatch 123.35 VFR 124.8	Single a/c rur	way whe	en refilling with water.		
Approach 128.2 TWR 118.9 I	Dispatch 123.35 VI	-R 124.8	None Identified		
Dispatch 123.55 VFR 124.8	Not usable	if other a	a/c parked at tanks.		
Dispatch 123.55 VFR 124.8		None Ide	entified.		
Approach 122.5 TWR 128	.8/120.8 Dispatch	123.35 V	FR 124.8 GND 121.75		
Dispatch 123.35 VFR 124.8		None Ide	entified.		
Dispatch 123.55 VFR 124.8		None Ide	entified		
Dispatch 123.15 VFR 124.8	W	ater fron	n hydrant.		
TWR 124.2 Dispatch 123	.55 VFR 124.8		None Identified		
Overberg APP 119.8 Dispate	h 123.55 VFR 124.	8	None Identified		
Cape Town TWR 118.1 Dis	patch 123.55 VFR	124.8	Tall trees all around.		
Dispatch 123.55 VFR 124.8		of runway both app	y, Tractors. High trees on proaches		
Dispatch 123.55 VFR 124.8		None Ide	entified.		
Dispatch 123.55 VFR 124.8		None Ide	entified.		
Dispatch 123.55 VFR 124.8	Not operational.	Animals	. Use only in emergency.		
Dispatch 123.55 VFR 124.8		None Ide	entified.		
Dispatch 123.35 VFR 124.8	High Tensio	n (HT) w	ires at threshold 35.		
Dispatch 123.35 VFR 124.8	Loose stones a	t filling a	rea. Take keys for gate.		
Dispatch 123.55 VFR 124.8	Needs Red box.	Take key	s to unlock pumphouse.		
Approach 122.5 Dispatch	123.35 VFR 124.8		No refill available.		
Cape Town TWR 118.1 Dispa	atch 123.35 VFR 12	24.8	None Identified		
Dispatch 123.55 VFR 124.8	Watch out	for stray	animals on runway.		
/16m Dispatch 123.15 VF	FR 124.8 None Identified				
TBC		None Ide	entified.		
Dispatch 123.55 VFR 124.8	None Identified.				
Dispatch 123.35 VFR 124.8	Telephone wires at threshold 22.				
Dispatch 123.55 VFR 124.8	Take ke	/s to unlo	ock pumphouse.		
TWR 125.6 Dispatch 1	23.55 VFR 124.8		Emergency only.		
Overberg APP 119.8 Dispatc	h 123.55 VFR 124.8	3 Ve	ery slippery when wet. Do not use.		



	NEWLANDS HELIPAD LAYOUT				
Helipad	Surface Condition	Runway Length	Stopway Length	Total Length/Width	
O1	Grass	NA	NA	NA	
02	Grass	NA	NA	NA	
Latitude	/Longitude	Elevation in Feet	Navigation Aids	ATC	
S 33°58′50″ E 018°49′22″		ТВС	Nil	Uncontrolled	
Tak	e Off	Land	Circuits	Slope %	
В	oth	Both	ТВС	ТВС	
COMMS	Cape Town TWR 118.1	Dispatch 123.55	VFR 124.8	Cicrcuit 119.3	
HAZARDS	Large members of the public in area. Tall trees surrounding Helipads.				

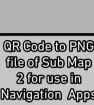


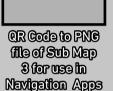
STELLENBOSCH AERODROME LAYOUT				
Runway	Surface Condition	Runway Length	Stopway Length	Total Length/Width
O1	Tar	800m	Nil	800m / 16m
19	Tar	800m	Nil	800m / 16m
Latitude	/Longitude	Elevation in Feet	Navigation Aids	АТС
S 33°58' 50"	E 018°49' 22"	308 ft	Nil	Uncontrolled
Tak	Take Off Land Circuits Slope %			Slope %
В	oth	Both	West	2.25%
COMMS	Cape Town TWR 118.1	Dispatch 123.55	VFR 124.8	Cicrcuit 119.3
HAZARDS	None Identified.			



NACHTWAG AIRFIELD LAYOUT					
Runway	Surface Condition	Runway Length	Stopway Length	Total Length/Width	
14	Gravel	890m	Nil	890m / 15m	
32	Gravel	890m	Nil	890m / 15m	
Latitude	/Longitude	Elevation in Feet	Navigation Aids	ATC	
S 34° 32' 54"	E 020° 05' 05"	82 ft	Nil	Uncontrolled	
Tal	ke Off	Land	Circuits	Slope %	
E	Both	Both	West	0.50%	
COMMS	Dispatch 121.75	VFR 124.8	Overberg APP 119.8	-	
HAZARDS	None Identified.				

QR Code to PNC file of Sub Ma 1 for use in Nevigetion Appa



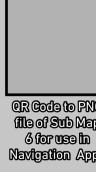




QR Code to PNC file of Sub Mag 4 for use in Newlocation Apps

QR Code to PNC file of Sub Ma

Newlgetion App







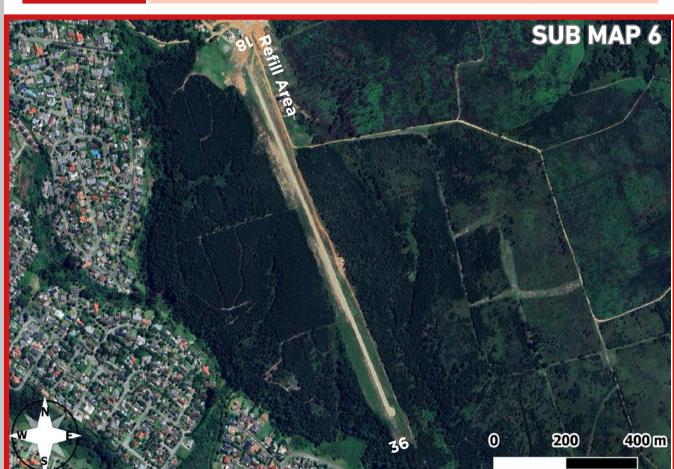


PORTERVILLE AIRFIELD LAYOUT				
Runway	Surface Condition	Runway Length	Stopway Length	Total Length/Width
17	Gravel	880m	Nil	880m / 30m
35	Gravel	880m	Nil	880m / 30m
Latitude/	'Longitude	Elevation in Feet	Navigation Aids	АТС
S 33° 01' 37"	E 018° 59' 55"	560 ft	Nil	Uncontrolled
Take Off		Land	Circuits	Slope %
В	oth	Both	Both	1.60%
COMMS	Dispatch 123.35	VFR 124.8	-	-
HAZARDS	None Identified.			





BREDASDORP HELIPAD LAYOUT				
Helipad	Surface Condition	Runway Length	Stopway Length	Total Length/Width
O1	Grass	NA	NA	NA
02	Grass	NA	NA	NA
Latitude/	/Longitude	Elevation in Feet	Navigation Aids	ATC
S 34° 32' 09"	E 020° 02' 58"	ТВС	ТВС	Uncontrolled
Take Off Land		Circuits	Slope %	
В	oth	Both	ТВС	ТВС
COMMS	Dispatch 121.75	VFR 124.8	Overberg APP 119.8	-
HAZARDS	None Identified.			



	DENNEOORD AIRFIELD LAYOUT					
Runway	Surface Condition	Runway Length	Stopway Length	Total Length/Width		
18	Gravel	930m	Nil	930m / 10m		
36	Gravel	930m	Nil	930m / 10m		
Latitude/Longitude		Elevation in Feet	Navigation Aids	ATC		
S 33° 56' 59	9" E 022 [°] 29' 12"	830 ft	Nil	Uncontrolled		
Ta	ke Off	Land	Circuits	Slope %		
	18	Both	East	2.40%		
COMMS	Dispatch 123.55	VFR 124.8	-	-		
HAZARDS	None Identified.					

5 for use in

