

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:

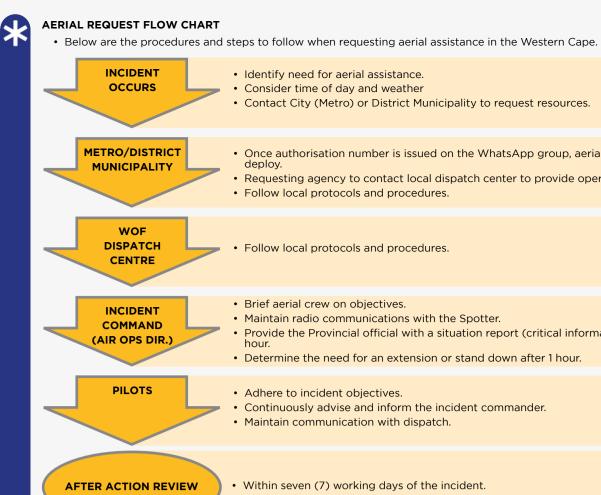
- Pre-season municipal risk assessments (high risk areas identified, communicated to Senior staff in case of eventuality), current weather conditions and linked to a 3-day FDI prediction. • The Initial attack should quickly build up to a force greater than that of the fire to achieve fire control, containment, 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. | | | | |

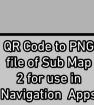


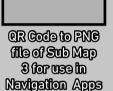
| STELLENBOSCH AERODROME LAYOUT | | | | |
|-------------------------------|--------------------------------|-------------------|-----------------|--------------------|
| Runway | Surface Condition | Runway Length | Stopway Length | Total Length/Width |
| O1 | Tar | 800m | Nil | 800m / 16m |
| 19 | Tar | 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



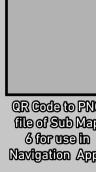




QR Code to PNC file of Sub Mag 4 for use in Newlocation Apps

QR Code to PNC file of Sub Ma

Newlgetion App







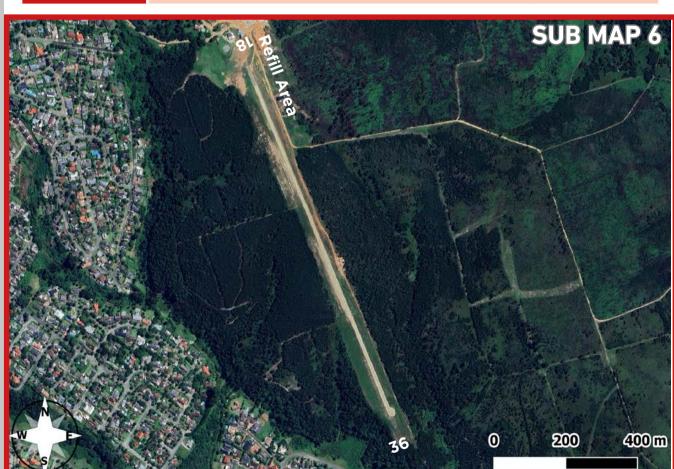


| PORTERVILLE AIRFIELD LAYOUT | | | | |
|-----------------------------|-------------------|-------------------|-----------------|--------------------|
| Runway | Surface Condition | Runway Length | Stopway Length | Total Length/Width |
| 17 | Gravel | 880m | Nil | 880m / 30m |
| 35 | Gravel | 880m | 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

