

Experience:

1. List your NWCG position qualifications. Include both qualified and trainee positions.
2. Give a brief description of your aviation experience and/or duties. For example: helitack experience, previous dispatch experience, flight manager duties, etc.
3. Who are your Center Manager and Fire Management Officer? (First and last name)
4. Briefly describe the types of dispatch computer software you have experience operating (i.e. Automated Flight Following (AFF), WildCad, ROSS, and etc).
5. Submit the following Interagency Aviation Training (IAT) course certificates with your pre-course work. These courses are required as part of the pre-course work for this course.
 - A-100 (Basic Aviation Safety)
 - A-103(FAA NOTAM System)
 - A-109 (Aviation Radio Use)
 - A-115(Automated Flight Following)
 - A-203(Basic Airspace)
6. What other Interagency Aviation Training (IAT) courses have you taken?

Pre-Course Work Questions (200 possible points)

Use your local/regional aviation organization and reference materials to answer the questions. You may also refer to the following guides and web sites:

- National Interagency Mobilization Guide (NFES 2092 March 2016)
- Interagency Standards for Fire and Fire Aviation Operations (NFES 2724 January 2016)
- Wildland Fire Incident Management Field Guide (PMS 210 January 2014)
- Interagency Aerial Supervision Guide (NFES 2544 April 2016)
- Interagency Helicopter Operations Guide (PMS 510 June 2016)
- The reference section in the Aircraft Dispatcher Reference Guide for a list of forms, manuals, handbooks, guides, plans, and other publications.
- Safecom: <https://www.safecom.gov/>
- Wildland Fire Lessons Learned Center: <http://www.wildfirelessons.net/home>
- Interagency Aviation Training (IAT) Glossary: <https://www.iat.gov/glossary.asp>
- NWCG Glossary of Wildland Fire Terminology (PMS 205 July 2015)
<http://www.nwcg.gov/sites/default/files/data-standards/glossary/pms205.pdf>

Go to <http://www.airnav.com/airports/> to answer questions 1-9 about the Sandpoint, Idaho Airport.

1. What are the latitude (DDMMSS), longitude (DDDMMSS), and elevation of Sandpoint Airport? (3 points)
2. What is the FAA three-letter identifier for the airport? (1 point)
3. What is the name of a sectional chart that covers the airport? (1 point)
4. Which Air Route Traffic Control Center (ARTCC) jurisdiction does Sandpoint Airport fall under? (1 point)
 - a. Salt Lake City
 - b. Los Angeles
 - c. Oakland
 - d. Seattle
5. What are the dimensions and surface type for Runway 01/19? (1 point)
6. Using the airport distance calculator found on the webpage, what is the distance from KRDM to Sandpoint? (1 point)
7. What types of Aviation fuels are available at the airport? (1 point)
8. How many Fixed-Wing Base Operators (FBOs) are located at the airport? (1 point)
9. What types of hazards are located around the airport? (1 point)

10. List your agency aviation and fire contacts for the following levels. (3 points)

- a. Local Unit Aviation Officer or Manager (District, Forest, Park, Refuge, etc.): _____
- b. Local Unit Fire Management Officer or Manager (District, Forest, Park, Refuge, etc.): _____
- c. Regional or State Aviation Officer or Manager: _____
- d. Regional or State Fire Director, Officer or Manager: _____
- e. National Fire Director, Officer or Manager: _____
- f. National Aviation Officer or Manager: _____

11. You are an aircraft dispatcher located at a Geographic Area Coordination Center. Indicate whether you would interact with the following individuals (Yes or No). (7 points)

- a. Aviation User Yes No
- b. Air Attack Yes No
- c. Expanded Dispatch Yes No
- d. Regional Aviation Officer Yes No
- e. Vendors Yes No
- f. Pilots Yes No
- g. Contracting Officer Yes No
- h. Smokejumper Spotter Yes No

12. Match the terms to the correct statements. (6 points)

- | | | |
|----------------------------|-------|--|
| a. Direct Attack | _____ | 1. Flights under visual conditions. |
| b. Airspace Deconfliction | _____ | 2. Average height of the surface of the _____. |
| c. Special-Use Airspace | _____ | 3. Control efforts are conducted at the distance from fire perimeter. |
| d. SafeNet | _____ | 4. Process to reduce the risk of mid-air collision. |
| e. Flight Following | _____ | 5. Height above the surface of the earth. |
| f. Visual Flight Rules | _____ | 6. Average height of the surface of the sea. |
| g. Red Flag Warning | _____ | 7. Control efforts are conducted at the fire perimeter. |
| h. Indirect Attack | _____ | 8. Knowledge of the location of an aircraft. |
| i. Military Operation Area | _____ | 9. Airspace reserved for flight operations that are not in a normal civilian category. |
| j. Above Ground Level | _____ | 10. Process to report safety concerns on an incident. |
| k. Fire Weather Watch | _____ | 11. Weather conditions that could result in critical fire behavior within 48 hours. |
| l. Mean Sea Level | _____ | 12. On-going or imminent critical weather conditions. |

13. Choose the most correct statement describing Civil Aircraft. (1 point)

- a. Aircraft only used in the service of the government.
- b. An aircraft performing water dropping operations on a fire.
- c. Any aircraft that is not public aircraft.

14. Who has final say on an aircraft flight? (1 point)

15. Drawdown levels are established at what fire organization level. (1 point)

- a. National
- b. Regional
- c. Local
- d. All of the above

16. What is the purpose of the Fire Operations Doctrine? (1 point)

17. List five pieces of information an aircraft dispatcher needs to set up a flight:
(5 points)

18. Select the statement that DOES NOT describe a Public Aircraft. (1 point)

- a. Any aircraft on more than a 90 day contract.
- b. An aircraft performing water dropping operations on a fire.
- c. Any aircraft on less than a 90 day contract.
- d. Aircraft only used in the service of the government.

19. List the 7 types of Wildland Fire Incident and Accidents. (3 points)

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____

20. Discuss the complexity differences between a Type 4 and Type 3 incident.
(3 points)

21. Who can approve the use of retardant and equipment in wilderness area? (1 point)

22. Define the following aviation terms: (9 points)

- a. Congested Area:

- b. Initial Attack:

c. Operational Control:

d. Extended Attack:

e. Safety Alert:

f. Risk Management

g. Special-Use Flight:

h. Entrapment:

i. Point to Point Flight:

23. What is the general incident operation driving policy, as found in the Interagency Standards for Fire and Fire Aviation Operation (RED BOOK)? (3 points)

24. What is the maximum number of consecutive duty hours a pilot may have in any assigned duty period? (1 point)

25. When can more restrictive flight/duty hour limitations be imposed and by whom? (1 point)
26. What are the Phase 2 Limitations for pilots, as found in the Interagency Standards for Fire and Fire Aviation Operation? (1 point)
27. During any 14 consecutive calendar days, how many calendar days of rest must a pilot be given? (1 point)
28. Do incident Work to Rest guidelines apply to pilots? (1 point)
29. What three pieces of information should an aircraft dispatcher obtain from an aircraft making a flight following check-in call (using radio or AFF)? (3 points)
30. What are three purposes of flight following? (3 points)
31. Who is responsible for flight following? (1 point)
32. What is the standard interval for mission flight following check-in calls? (1 point)
33. What information should the dispatch center receive from initial size up? (List 5)

34. Match the types of aircraft with the correct definition: (3 points)

- | | | |
|------------------------|-------|---|
| a. Government Aircraft | _____ | 1. Any aircraft maintained and operated by an active reserved component of the Department of Defense. |
| b. Cooperator Aircraft | _____ | 2. Any aircraft that the government has operational control over for that flight. |
| c. Military Aircraft | _____ | 3. Any affiliated military or other government agency aircraft. |

35. Airtanker start-up time is _____ minutes before _____ and cut-off time is _____ minutes after _____. (1 point)

36. The application of retardant needs to be how far away from waterway? (1 points)

37. What information should a dispatcher provide to resources responding to a new fire? (List 5) (5 points)

38. Can law enforcement and media enter a Temporary Flight Restriction (TFR) without permission? Explain. (2 points)

39. Match the following frequencies: (5 points)

- | | | |
|---------------------------------------|-------|-------------------------|
| a. National Air Tanker Base Frequency | _____ | 1. 168.550 |
| b. Air Guard | _____ | 2. 168.6250: Tone 110.9 |
| c. National Flight Following | _____ | 3. 123.9750 |
| d. NIFC Tac 2 | _____ | 4. 168.200 |
| e. Smokejumper Air-to-Ground | _____ | 5. 168.6500: Tone 110.9 |

40. What are your center protocols for frequency management? (2 points)

41. You have an incident that is located on a military training route. You have been asked to shut down the route. Can you shut down the route? (1 point)

42. Define the difference between Preparedness Level and Staffing Level. (1 point)

43. What is the purpose of a Lesson Learn Review? (1 point)

44. What is the purpose of the Medical Incident Report (ICS 206)? (2 points)

45. What is the nearest regional burn center to your host dispatch office? How did find that information? (2 points)

46. Who can make the decision on whether a burned firefighter can be sent to a regional burn center? (1 point)

47. What guide is available to assist agency administrators when a serious accident occurs on an incident or home unit? (1 point)

48. Match the reference material with the correct definition: (5 points)

- | | | |
|----------------------------|-------|--|
| a. Manual | _____ | 1. Provides information not distributed in official regulations and guides. |
| b. Handbook | _____ | 2. Information on preferred procedures for a specific aspect of aviation operations. |
| c. Guide | _____ | 3. Graphical interpretation of daily fire potential. |
| d. Plan | _____ | 4. General policy statements and responsibilities. |
| e. Fire Danger Pocket Card | _____ | 5. "How to" information on procedures, performance, and equipment specifications. |

49. Why is it important to have manuals, handbooks, and guides in your center? (1 point)

50. What are some of the Military Training Routes (MTR) and Military Operating Areas (MOA) in your area? (1 point)

51. Describe the events that cause the National Preparedness level to move from a level 3 to 4. (2 points)

52. Match the controlled airspaces with the correct definition: (7 points)

- | | | |
|------------|-------|---|
| 1. Class A | _____ | 1. Uncontrolled airspace. |
| 2. Class B | _____ | 2. Used for smaller airports that have a control tower. |
| 3. Class C | _____ | 3. International airspace. |
| 4. Class D | _____ | 4. Not depicted on sectional charts. |

- | | | |
|------------|-------|--|
| 5. Class E | _____ | 5. Surrounds the busiest airports. |
| 6. Class F | _____ | 6. Around airports and military air bases with a moderate traffic level. |
| 7. Class G | _____ | 7. Includes a large part of the lower airspace. |

53. What are the elements of an After Action Review (AAR)? (2 points)

54. Does your dispatch office have a Continuity of Operations Plan (COOP)? What are your dispatch office's protocols for power outage? (2 points)

55. Match the terms to the correct situation: (4 points)

- | | | |
|---------------------------|-------|---|
| a. Aircraft Accident | _____ | 1. Aircraft engine will not start. |
| b. Aircraft Incident | _____ | 2. Near mid-air collision. |
| c. Aviation Hazard | _____ | 3. Passengers not wearing required PPE. |
| d. Maintenance Deficiency | _____ | 4. Airplane crash with fatalities. |

56. Indicate the ICS Type for the resource criteria: (7 points)

- | | |
|---|-------|
| a. Air tanker retardant capacity of 799 or less gallons. | _____ |
| b. Helicopter that can transport 15 or more passengers. | _____ |
| c. Helicopter bucket capacity of 700 or more gallons. | _____ |
| d. Air tanker retardant capacity of 1,800-2,999 gallons. | _____ |
| e. Helicopter that can transport 3-5 passengers. | _____ |
| f. Water Tender with 1000 gallons tank capacity and a pump minimum flow of 200 gpm. | _____ |

g. Crew with a leadership consisting of a Crew Boss, 3 Squad Bosses qualified as ICT5's.

57. In what city and state is your Geographical Area Cache located? Where did you find this information? (2 points)

58. List five things a dispatcher take into account during an emergency do when dispatching an emergency incident. (5 points)

1.
2.
3.
4.
5.

59. Explain the No Divert Policy with aircraft.

60. Can dispatchers request additional frequencies for incidents? (1 point)

61. What is the difference between a command frequency and a tactical frequency? (4 points)

62. Can the Air Guard frequency be used for routine flight following? Justify your answer. (3 points)

63. Describe the role that Initial Attack and Aircraft dispatchers have in supporting extended attack incident? (4 points)

64. What is the primary purpose of an Air to Ground Frequency? (2 points)

Scenarios Exercises

For each scenario below, answer the questions and list the reference source where the applicable regulation **for your agency** is found. Reference sources may include agency directives, aviation manuals, handbooks, guides, FARs, etc.

Scenario 1:

A. You receive information that a helicopter is going to fly a mission over your area. They will be flying a grid pattern. You do not have the exact location that they will be working in.

1. Who do you notify? (2 points)

2. What additional information would be helpful? (2 points)

B. Operations seem to be going well throughout the day. At 1630 you hear over the scanner that the helicopter has crashed, you hear and record the location of the aircraft, after plotting it out you realize the helicopter has crashed on your unit.

3. What actions do you take? (2 points)

4. Who needs to be notified? (2 points)

Scenario 2:

Your local fire manager would like to transport the lookout up to Wolf Point lookout next Wednesday. The flight will have to be by helicopter and will require several sling loads of gear. The fire manager has the following questions related to helicopter flight.

1. Can a passenger be transported while the helicopter is carrying a sling load? (2 points)

2. What support personnel will be needed for the flight? (2 points)

Scenario 3:

You have a fire on the border with an adjacent unit; you send a full response of resources to the incident. Once first units are on scene it is determined that the fire is on the adjacent agency.

1. What discussion needs to occur with adjacent agency? (1 point)

2. If it is determined that frequencies need to be change when is the appropriate time to change? Is there difference between the times for ground frequencies and aircraft ? (3 point)

Scenario 4: Flight Cost Comparison (this scenario has 120 possible answers; ¼ point for each answer for a total of 30 points)

The intent of this exercise is for you to work through the cost comparison process at your own pace. Information on cost comparison formulas can be found in the Aircraft Dispatcher Reference Guide.

Passenger Loss Work Cost is the cost the government incurs when employees are away from their workstation. **Passenger Loss Work Cost** is calculated by multiplying the individual's hourly salary by the number of hours they are away from their workstation. For commercial airline, charter, and government flights, the following times can be included in the total hours used in the loss work cost calculation:

Commercial Airline:

1. Pre-boarding time at airports (2 hours at large airport, 1.5 at smaller airports)
2. Commercial flight time
3. Time waiting for connecting flights
4. Baggage/rental car pick up (0.5 hour)
5. Any driving time to/from employee meeting or training location.

Charter and Government Aircraft:

1. Pre-boarding and safety briefing time (0.5 hour)
2. Charter flight time with passengers on board (ferry time is not included in loss work cost)
3. Any driving time to/from employee meeting or training location.

Scenario: Six individuals (hourly wage: \$27.30/individual) based in Portland, Oregon (PDX) have a meeting in Lakeview, Oregon (LKV) tomorrow morning. The meeting starts at 0900 and ends at 1600. The group needs to be in Lakeview 1 hour before meeting start time. The nearest commercial airport to Lakeview is at Klamath Falls, Oregon (LMT). Klamath Falls is about a 1.5 hour drive. Mr. Brown (group leader) would like to use a government or charter aircraft to fly the group directly to Lakeview. Mr. Brown's charge code is NFGS03. Under your agency regulations, you are required to compare the cost of these aircraft against commercial airline costs. Mr. Brown needs the information within 2 hours.

Passenger Manifest: B. Brown – 225 lbs, M. Mobile – 110 lbs,
J.K. Cocker – 130 lbs, G. Guide – 159 lbs, K. Coat – 200 lbs, S. Ship – 165 lbs

You called your travel agent and found out the commercial airline schedule between Portland and Klamath Falls is limited to the following daily morning and afternoon flights:

Portland to Klamath Falls:

Morning flight departs Portland at 0830 and arrives in Klamath Falls at 1000.
Afternoon flight departs Portland at 1700 and arrives in Klamath Falls at 1830.

Klamath Falls to Portland:

Morning flight departs Klamath Falls at 0630 and arrives in Portland at 0800.
Evening flight departs Klamath Falls at 2000 and arrives in Portland at 2130.

Commercial Airline Information for Cost Comparison:

Airline fare: \$300.00 (round trip PDX to LMT)

Transportation cost (rental car cost \$50.00/day)

Loss work time information:

Departure airport (2 hours large airport, 1.5 hours small airports).

Commercial flight time: 3.0 hours.

Arrival airports (0.5 hours, pick up baggage and rental car).

Travel time to the meeting site, if away from arrival city airport is 1.5 hours each way.

Lakeview/Klamath Falls per diem rate: \$91/day

You check with your local charter aircraft vendors on aircraft availability for the flight. Only two vendors with aircraft are available for the flight date. One of the vendors is located in the Portland metro area and the other vendor is out of the Seattle area. Each charter company provides you with the following flight information:

Charter Aircraft Information for Cost Comparison:

Vendor A:

Aircraft Type: MU-2 (N100PJ)

Air Speed: 300 mph

Flight Rate: \$1050.00/hour

Standby Rate: \$50.00/hour

Location: Hillsboro (HIO), OR

Flight Route: HIO to PDX to LKV to PDX to HIO

Flight Time: HIO to PDX 0.3 hour (one way)

PDX to LKV 1.25 hour (one way)

Flight Hours: 3.1 hours

Standby Hours: 8 hours

Loss work time information:

Departure airport time: 0.5 hour (safety briefing)
Actual flight time: 2.5 hours
Arrival airports time: 0.0 hours
Travel time to meeting site: 0.0 hours
Number of per diem days: 0.0 days

Vendor B:

Aircraft Type: Cessna 414 (N2769G)
Air Speed: 250 mph
Flight Rate: \$900.00/hour
Standby Rate: \$45.00/hour
Location: Boeing Field (BFI), WA
Flight Route: BFI to PDX to LKV to PDX to BFI
Flight Time: BFI to PDX 0.75 hour (one way)
PDX to LKV 1.75 hours (one way)
Standby Hours: 8 hours

Loss work time information:

Departure airport time: 0.5 hour (safety briefing)
Actual flight time: 3.2 hours
Arrival airports time: 0.0 hours
Travel time to meeting site: 0.0 hours
Number of per diem days: 0.0 days

While you were on the phone talking with charter companies, B. Birch from Central Oregon Dispatch Center called with the following information for the Government aircraft:

Government Aircraft Information for Cost Comparison:

Agency: USFS
Aircraft Type: King Air 100 (N28M)
Air Speed: 270 mph
Flight Rate: \$750.00/hour
Stand By Rate: \$0.00/hour
Location: Redmond (RDM), OR
Flight Route: RDM to PDX to LKV to PDX to RDM
Flight Time: RDM to PDX 0.75 hour (one way)
PDX to LKV 1.60 hour (one way)
Flight Hours: 5.0 hours
Standby Hours: 8 hours

Loss work time information:

Departure airport time:	0.5 hour (safety briefing)
Actual flight time:	3.5 hours
Arrival airports time:	0.0 hours
Travel time to meeting site:	0.0 hours
Number of per diem days:	0.0 days

You have received all the information you need to perform a cost comparison between commercial airline, charter, and government aircraft. Complete the forms on the following pages. Mr. Brown will be calling soon for the cost comparison information.

Commercial Cost

Departure/Arrival Airports		Air Fare	X	# of Passengers			Cost
_____	_____	_____		_____	_____	_____	_____
/	/	_____	X	_____	_____	_____	_____
_____	_____	_____	X	_____	_____	_____	_____
Passenger loss work cost:							
Hourly Wage	X	# of Passengers	X	Travel Time (Hours)			Cost
_____	X	_____	X	_____			_____
_____	X	_____	X	_____			_____
_____	X	_____	X	_____			_____
_____	X	_____	X	_____			_____
_____	X	_____	X	_____			_____
Passenger loss work cost:							
Per Diem Cost:							
Destination M&IE	X	# of Passengers	X	Days			Cost
_____	X	_____	X	_____			_____
_____	X	_____	X	_____			_____
Total Per Diem Cost:							
Rental Car Cost:							

Aircraft Cost

Flight Route:	To	To	To
Aircraft "A"	To	To	To
Aircraft "B"	To	To	To
Government	To	To	To

Flight Leg Times: (Distance/Airspeed)				Total Flight Time
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Aircraft "A"
Aircraft "B"
Government

Flight Time Cost:	Flight Rate	X	Total Flight Time	Cost
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Aircraft "A"
Aircraft "B"
Government

Standby Time Cost:	Standby Rate	X	# of Standby Hours	Cost
---------------------------	---------------------	----------	---------------------------	-------------

Aircraft "A"
Aircraft "B"
Government

Airport Tax Cost	Total flight Cost	+	Total Standby Cost	X	0.1	Cost
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Aircraft "A"
Aircraft "B"

+	X	0.1
+	X	0.1

Aircraft Passenger Per Diem Cost:

Aircraft "A"

**Location
Per Diem Rate**

X	# of Passengers	X	# of Days	=	Cost
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____

Total Cost:

Aircraft "B"

**Location
Per Diem Rate**

X	# of Passengers	X	# of Days	=	Cost
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____

Total Cost:

Government:

**Location
Per Diem Rate**

X	# of Passengers	X	# of Days	=	Cost
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____
X	_____	X	_____	=	_____

Total Cost:

TRAVEL COST ANALYSIS

Justification for use of Government aircraft for travel:

A. BASIC DATA:

Dates and time of required times(s) at Temporary Duty Station(s) (TDS):

Location _____	Date _____	Hours Required to be on site _____ to _____
Location _____	Date _____	Hours Required to be on site _____ to _____
Location _____	Date _____	Hours Required to be on site _____ to _____

Manifest (only persons required to at TDS):

<u>Name</u>	<u>Hourly Salary</u>
_____	\$ _____
_____	_____
_____	_____
_____	_____

Annual Salary + 2087 x 1.20 = Hourly Salary Rate

Note: 1.20 covers average Fringe Benefits. Retirement, Health & Life Insurance, Medicare. Other Fringes. The 1.20 does not include COLA: for Alaska-based employees. Add an additional .25.

TOTAL Hours Cost of All Required Travelers \$ _____

(Continue on attached sheet if needed)

B. COST COMPARISON:

1. **Commercial Airline Costs to meet the required TDS locations and times.** \$ _____
Individual ticket cost x # of required travelers.
 - Cost of total duty hours away from office or regular duty station to meet commercial airline schedule. _____
 - Cost of required per diem and ground transportation. _____

TOTAL Cost by commercial transportation \$ _____

2. **Leased, Contract, or Rental Aircraft.**
 1. Flight hours x flight hour costs. \$ _____
 2. Cost of total duty hours away from office or regular duty station. _____
 3. Cost of required per diem and ground transportation. _____
 4. Any additional aircraft or crew costs not included in above hourly rate, i.e., standby charges, tie down fees, overnight parking, extra crew, etc. _____

TOTAL Cost by Lease, Contract, or Rental Aircraft. \$ _____

3. **DOI Operated Aircraft** – identify specific aircraft: _____
 - Flight hours required x variable flight hour cost. \$ _____
 - Cost of total duty hours away from office or regular duty station. _____
 - Cost of required per diem and ground transportation. _____
 - Any additional costs to be incurred that are not included in the above flight hour rate. Variable cost of crew, as defined on page 1 of OMB Circular A-126. Attachment B, if not included in the flight hour rate. (Do not include pilot costs here if pilot is one of the Government officials required to meet or perform duties at the TDY location.) _____
 - Fuel costs, if not included in the above flight hour rate. Any additional aircraft costs not in the above flight hour rate, i.e., tie down fees, overnight parking, etc. _____

TOTAL Cost by DOI Fleet Aircraft. \$ _____

C. MOST COST EFFECTIVE METHOD:

- Commercial
- Lease, Contract or Rental – N# _____ Pilot/Crew _____
Purpose _____
- DOI Fleet -----N# _____ Pilot/Crew _____
Purpose _____

REMARKS: *(Must be completed if other than most-cost-effective method is chosen.)*

D. GENERAL APPROVAL REQUIREMENTS FOR TRAVEL ON GOVERNMENT AIRCRAFT:

 Print name of designated approving official Signature Date

E. SPECIAL APPROVAL REQUIREMENTS FOR REQUIRED USE TRAVEL: (see para. 11.b page 6 of OMB Circular A-126)

 Print name of designated approving official Signature Date

F. SPECIAL APPROVAL REQUIREMENTS FOR USE OF GOVERNMENT AIRCRAFT FOR TRAVEL BY THE FOLLOWING CATEGORIES OF PEOPLE: (see para. 11.c. page 7 of OMB Circular A-126 and paragraph a., page 3-1 of OMB Bulletin No. 93-11)

1. Senior Executive Branch Officials
2. Senior Federal Officials
3. Members of Families of Senior Executive Branch and Senior Federal Officials
4. Non-Federal travelers

 Print name of designated approving official Signature Date