

**NATIONAL PARK SERVICE**

**Reference Manual #60: Aviation Management**

**Chapter 13 – Aviation Training**

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## 13 Aviation Training

### 13.1 Required Aviation Training

Superintendents are responsible for ensuring that all employees involved in the use or control of aviation resources receive the required level of aviation training based on their mission responsibilities. NPS personnel must be current with training and qualified in the aviation positions they perform. Qualifications and currency requirements can be found in the handbooks and guides listed in Chapter 2, *Aviation Directives* and [OPM-04, Aviation User Training Program](#). NPS recognizes the OPM-4 positions listed below.

#### 13.1.1 Line Managers and Supervisors with Aviation Management Responsibilities

Regional directors and their deputies, superintendents/USPP Chief of Police and their deputies, and those acting in line manager positions (first and second-level supervisors) will follow the DOI Supervisor training track in accordance with the [IAT Guide](#). This training includes A-200 Mishap Review and M-3 Aviation Management for Supervisors every 3 years. M-2 Aviation Management Line Managers Briefing, if offered, can be substituted for M-3. Initial and recurrent training may be completed online through [IAT](#).

#### 13.1.2 Park Aviation Managers

Park aviation managers of Level 1 and Level 2 parks are required to complete training for the position of Aviation Manager as defined in the IAT Guide and [OPM-04](#).

Level 3 aviation parks may operate under a regional aviation management plan, and no additional aviation management training is required beyond that specified for line managers and supervisors as outlined in Chapter 13.1.1, *Line Managers and Supervisions with Aviation Management Responsibilities*.

#### 13.1.3 Aircrew Members

A-100 Basic Aviation Safety must be taken in person the first time unless otherwise approved by the RAM. Recurrent training (every three years) for A-100, A-110, and A-200 may be taken online.

#### 13.1.4 Aviation Dispatch and Flight Follower Personnel

Parks choosing to use the position of Aviation Dispatch Personnel as trained and defined in the IAT Guide and [OPM-04](#) will identify in their park AMP the use of and differences between these positions. The training required for the position of *Flight Follower* is defined in the [IAT Guide](#) and [OPM-04](#). NPS flight followers must know how to initiate a response to an aircraft mishap or overdue and missing aircraft. See Chapter 17.3.

#### 13.1.5 Fixed Wing Flight Manager

A government representative who works jointly with the pilot-in-command and aircrew members to ensure safe, efficient flight management on point-to-point flights. This position does not include Special Use operations. The Flight Manager is not required to be on board for most flights. For flights that have multiple legs, or are complex in nature, a Flight Manager should be present on the entire flight. The training required for the position of *Fixed Wing Flight Manager* is defined in the [IAT Guide](#) and [OPM-04](#).

### 13.1.6 Fixed Wing Flight Manager – Special Use

A government representative who works jointly with the pilot-in-command and aircrew members to ensure safe, efficient flight management of missions other than point-to-point flying (e.g., reconnaissance, infrared, aerial photo), and other missions requiring special training and/or equipment. Refer to specific agency policy for a complete listing of Special Use Activities. The training required for the position of *Fixed Wing Flight Manager* is defined in the [IAT Guide](#) and [OPM-04](#).

### 13.1.7 Wildland Fire, All-Risk, and NPS Helicopter Crewmember and Manager Standards

Table 2: Wildland Fire, All-Risk, and NPS Helicopter Crewmember Standards

<b>Position</b>	NWCG Wildland Fire Helicopter Crewmember (HECM)	All-Hazard Helicopter Crewmember (HEAC)	NPS Helicopter Crewmember
<b>Description</b>	Serves as a member of a helicopter crew, assisting the Helicopter Manager and/or the Helibase Manager in the performance and completion of helicopter missions.	Serves as a member of a helicopter crew assisting the HEAM and/or the Helibase manager in the performance and completion of All-Hazard helicopter missions.	Assists with loading and unloading of cargo and people. Qualification as a crewmember is needed to become a helicopter manager.
<b>Course Requirements</b>	S-271	S-271	S-271
<b>Task Book</b>	NWCG HECM	All Hazard/Resource Helicopter Crewmember	All Hazard/Resource Helicopter Crewmember
<b>Currency Requirements</b>	Experience in the position once every three years	Experience in the position once every three years	Experience in the position once every three years
<b>Physical Fitness Requirement</b>	Yes	Yes	No
<b>Qualification Tracking</b>	IQCS	IQCS	IAT
<b>Equivalency</b>	None	HECM	HECM and HEAC

**Note:** 1) Individuals who were qualified Resource Helicopter Managers prior to 2016 are not required to complete a task book and 2) USPP personnel have their own specific training documentation to meet policy requirements.

Table 3: Wildland Fire, All-Risk, and NPS Helicopter Manager Standards

<b>Position</b>	NWCG Wildland Fire Helicopter Manager (HMGB)	All-Hazard Helicopter Manager (HEAM)	NPS Helicopter Manager
<b>Minimum Qualification</b>	Fire Helicopter Crewmember (HECM)	All-Risk Helicopter Crewmember (HEAC) or HECM	NPS Helicopter Crewmember or HEAC or HECM
<b>Description</b>	Administers the helicopter contract in the field and manages the helicopter operations. Provides supervision and coordination of the helicopter module operations,	Administers the helicopter contract in the field and manages the helicopter operations. Provides supervision and coordination of the helicopter module operations.	Administers the helicopter contract in the field and manages the helicopter operations. Provides supervision and coordination of the helicopter and module if applicable.
<b>Course Requirements</b>	S-372	S-372	S-372
<b>Task Book</b>	NWCG HMGB	All Hazard/Resource Helicopter Manager	All Hazard/Resource Helicopter Manager
<b>Currency Requirements</b>	RT-372 and experience once every three years	RT-372 and experience once every three years	RT-372 and experience once every three years
<b>Physical Fitness Requirement</b>	Yes	Yes	No
<b>Qualification Tracking</b>	-IQCS	IQCS	IAT
<b>Equivalency</b>	None	HMGB	HEAM and HMGB

For the benefit of All-Hazard and resource personnel, S-271 and/or S-372 courses should be tailored by the instructors to be inclusive of the types of operations in which the participants plan to engage. The courses must, however, be maintained to meet the NWCG course standards and length requirements.

USPP Aviation Personnel with command and/or supervisory responsibility (Commander, Assistant Commander, and Chief Pilot) are recognized as NPS Helicopter Managers with respect to USPP Aviation Operations. These personnel will make best efforts to meet the training requirements for NPS Helicopter Manager.

USPP Rescue Technician Candidates undergo a rigorous and comprehensive training program before being fully qualified as Rescue Technicians. This training program meets or exceeds the requirements of S-271 and will qualify Rescue Technicians to serve as crewmembers in all missions performed by the USPP Aviation Unit.

## 13.2 Crewed Aircraft Pilot Training

See Chapter 12, *Uncrewed Aircraft Systems*, for uncrewed aircraft systems training.

Initial and ongoing training requirements for NPS GS-2181 and dual function pilots can be found in [351 DM 3](#) and [OPM-22, Crewed Aircraft, Pilot-Training Program](#). Requirements for auxiliary pilots are found in [OPM-34](#).

New hire pilots who fail to meet FAA Practical Test Standard and DOI Interagency Practical Test Standards during initial or recurring flight evaluations are not authorized to manipulate the controls of DOI aircraft without a Certified Flight Instructor (CFI) onboard or act as PIC for flight operations. Failure to meet flight experience and training requirements may result in the withdrawal of NPS flight authorization.

Parks, in collaboration with the RAM and NAO, are encouraged to provide additional training to improve pilot skills and professional development. Examples of training include glider training, airline transport pilot, or CFI ratings.

DOI and NPS pilots with CFI ratings who can become DOI Instructor Pilots (IP) are extremely important to the NPS. DOI operational and special use activities skills are not normally found in civil FAA pilots or CFIs. An NPS IP provides the bureau the ability to meet pilot training requirements internally and reduce training costs by avoiding reliance on outside vendors, other bureaus, or OAS. Training provided by IPs fulfills continuing education requirements for both the bureau instructor pilot and the pilot.

### 13.2.1 Fixed Wing Pilot Training

NPS crewed fixed wing pilots are required to satisfy training requirements as defined by [OPM-22](#). NPS pilots may request additional specialized training based on their mission requirements after their [OPM-22](#) requirements are fulfilled.

### 13.2.2 Emergency Procedures Training for Rotary Wing Pilots

NPS crewed rotary pilots should attend an emergency procedures course every year, but at a minimum every four years.

### 13.2.3 Certified Flight Instructor Training

NPS crewed pilots should, within 3 years of employment, receive Certified Flight Instructor (CFI) training.

## 13.3 United States Park Police – Crewed Aircraft Pilot Training Program

The USPP Pilot Training Program establishes a standardized process for selecting, training, and evaluating internal candidates for the position of USPP Pilot. The program builds upon practical flight and mission experience developed as candidates and serve as USPP Rescue Technicians. Additionally, USPP Officers may be selected for the pilot training program provided they meet OAS requirements. Candidates are selected for the program based on demonstrated interest and aptitude. Selection for, and continued participation in, the program requires the approval of the USPP Aviation Commander and the USPP Chief Pilot. Candidates must be approved by the appropriate OAS regional director prior to manipulating the controls of any DOI aircraft.

## 13.4 Specialty Training

The following NPS aviation training requirements are in addition to any training requirements specified by departmental or interagency requirements.

### 13.4.1 Short-haul, ACETA, Rappel, Hoist, STEP and Night Flying Training

Short-haul, ACETA, rappel, hoist, STEP, and night flying training will be conducted in accordance with the corresponding national operations plan or OPM. Training provided by sources other than qualified DOI personnel must be requested through RAMs and approved by the NAM instead of OAS since this is not training required by [OPM-04](#).

### 13.4.2 Water Ditching and Survival Training

NPS pilots and personnel acting as crewmembers onboard aircraft conducting over-water flights beyond gliding distance to shore or take-off/landings to water will complete A-312, *Water Ditching and Survival* training in person for the first time. However, this requirement may be met by an OAS-approved equivalent, such as military or commercial instruction. Seat fare passengers are exempt from this requirement.

Currency is required every three years. It is recommended to conduct A-312 in person. However, if that is not feasible, A-325R is authorized.

### 13.4.3 Helicopter External Cargo Training

NPS fire and non-fire personnel involved with NPS helicopter external cargo work must complete A-219. To remain current, A-219 or NPS-RHEX within the last 3 years must be completed.

## 13.5 Interagency Aviation Training Equivalencies

The RAM will submit a request to the NAM for consideration with the specific equivalent training that has been acquired from sources other than IAT (e.g., former military training, private industry, etc.) See [OPM-04, Aviation User Training Program](#). The NAM must concur before providing the request to OAS for equivalency approval consideration. OAS has the final approval authority to determine equivalency.

## **13.6 Regaining Currency**

Deficiencies or a lapse in training can often be corrected through IAT training. Enhanced positions such as NPS Pilot, NPS Helicopter Crewmember, and NPS Helicopter Manager will seek guidance from the RAM for a corrective plan. Documentation of recent experience and/or participation in these roles should be provided.