



May 25, 2022

First Responder Partner,

This letter is provided as an update to users regarding the statewide use of the Standard Non-Federal Interoperability Channels as described in the MIFOG for air-to-ground communications with air ambulance / medevac agencies.

In April of last year, we began using the National TAC channels in our day-to-day helicopter air ambulance operations across Massachusetts for this purpose. Numerous training sessions, inflight communications checks, and scene call simulations have been performed to assure our readiness. To date, the use of the National TAC channels has gone extremely well. In an estimated 70% of all remote LZ operations, we are now able to establish reliable communications between the helicopter and the LZ Command using these standard channels. Thank you for all your cooperation with the Commonwealth of Massachusetts Executive Office of Public Safety and Security (EOPSS), the Massachusetts Department of Transportation (MassDOT) Aeronautics Division and the North East Air Alliance (NEAA) in updating your communications equipment and procedures which has helped lead to this success.

During these exercises and incidents, one questions has come up repeatedly which is addressed here.

1) Q: Who will decide which Interoperability Tactical channel will be used for a particular landing zone operation?

A: When the helicopter air ambulance operator's communications center is contacted by the respective agency dispatch center requesting a medevac, the HAA's communications specialist will confirm the desired channel. As indicated in the ICS 217a plan in the guidance, if the agency operates in the UHF band, UTAC41D. If the agency uses the VHF band, VTAC11, and 8TAC91D for 800MHz agencies. If those channels are actively in use in the response area for other interoperability missions and interference is a concern, the next available adjacent interoperability channel shall be used, and so on, as advised by the incident commander. (217a Worksheet attached.)





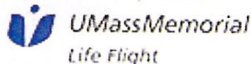
If you have any questions about this communications plan, or suggestions to enhance our cooperative operations, please contact Rick Kenin at Rick.Kenin@BostonMedFlight.org. If you have questions or suggestions regarding designated landing zones in your town or city, please contact Ken Panciocco at Kenneth.Panciocco@BostonMedFlight.org. If you have any questions about the Commonwealth's documents referenced here (MIFOG and MTCP) or public safety agency emergency/interoperability communications planning, please contact the Massachusetts Statewide Interoperability Coordinator (SWIC) at ma.swic@mass.gov.

Sincerely,

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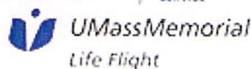
DORCHESTER-HITCHCOCK AIRMANAGED RESPONSE TEAM





The red highlighted channels are primary and should be used first. If a primary channel is in use, any of the other channels may be used. Reminder that use of simplex communications is for landing zone coordination on approach and the helicopter air operators will only attempt radio contact once they are below 1000 feet elevation. Use of National TAC Frequencies is restricted to public safety agencies.

COMMUNICATIONS RESOURCE AVAILABILITY WORKSHEET ICS 217A						Frequency Band VHF/UHF/700/800			Description MA Aviation Interoperability	
Channel Configuration	Channel Name/Trunked System Talkgroup	Eligible Users	Mobile RX Freq	N or W	RX Tone / NAC	Mobile TX Freq	N or W	TX Tone / NAC	Mode A, D, or M	Notes
Simplex	123.025	Rotary Wing	123.0250	AM	N/A	123.0250	AM	N/A	A	Air-to-Air
Simplex	123.750	Fixed Wing	123.7500	AM	N/A	123.7500	AM	N/A	A	Air-to-Air
Simplex	123.075	Unicom	123.0750	AM	N/A	123.0750	AM	N/A	A	Air-to-Ground
Simplex	Marine CH 17	Maritime	156.8500	W	N/A	156.8500	W	N/A	A	Air-to-Maritime
Simplex	Marine CH 22A	Maritime	157.1000	W	N/A	157.1000	W	N/A	A	Air-to-Maritime
Simplex	DCR FIRE 13	Fire	151.2350	N	71.9	151.2350	N	71.9	A	Air-to-Ground (Water Drop Coord)
Simplex	DCR FIRE 14	Fire	151.3100	N	71.9	151.3100	N	71.9	A	Air-to-Ground (Water Drop Coord)
Simplex	VTAC11	All	151.1375	N	156.7	151.1375	N	156.7	A	Air-to-Ground
Simplex	VTAC12	All	154.4525	N	156.7	154.4525	N	156.7	A	Air-to-Ground
Simplex	VTAC13	All	158.7375	N	156.7	158.7375	N	156.7	A	Air-to-Ground
Simplex	VTAC14	All	159.4725	N	156.7	159.4725	N	156.7	A	Air-to-Ground
Simplex	UTAC41D	All	453.4625	N	156.7	453.4625	N	156.7	A	Air-to-Ground
Simplex	UTAC42D	All	453.7125	N	156.7	453.7125	N	156.7	A	Air-to-Ground
Simplex	UTAC43D	All	453.8625	N	156.7	453.8625	N	156.7	A	Air-to-Ground
Simplex	7AG58D	All	769.13125		\$F7E	769.13125		\$293	D	Air-to-Ground
Simplex	7AG60D	All	769.63125	N	\$F7E	769.63125		\$293	D	Air-to-Ground
Simplex	7AG67D	All	770.13125	N	\$F7E	770.13125		\$293	D	Air-to-Ground
Simplex	7AG68D	All	770.63125	N	\$F7E	770.63125		\$293	D	Air-to-Ground
Simplex	7AG78D	All	773.11875	N	\$F7E	773.11875		\$293	D	Air-to-Ground
Simplex	7AG80D	All	773.61875	N	\$F7E	773.61875		\$293	D	Air-to-Ground
Simplex	7AG85D	All	774.11875	N	\$F7E	774.11875		\$293	D	Air-to-Ground
Simplex	7AG88D	All	774.61875	N	\$F7E	774.61875		\$293	D	Air-to-Ground (Landing Zone Use)
Simplex	8TAC91D	All	851.5125	W	156.7	851.5125	W	156.7	A	Air-to-Ground
Simplex	8TAC92D	All	852.0125	W	156.7	852.0125	W	156.7	A	Air-to-Ground
Simplex	8TAC93D	All	852.5125	W	156.7	852.5125	W	156.7	A	Air-to-Ground
Simplex	8TAC94D	All	853.0125	W	156.7	853.0125	W	156.7	A	Air-to-Ground



DRUGS WITH TECHNOLOGY-ADVANCED RESPONSE TEAM

