

2022

ELY BLM FIRE  
AVIATION  
BRIEFING GUIDE



**Fire Management Organization:**

The organizational chart for the fire management staff is too large to include here, the following will help you to see the managers for each division.

**Ely District Office**  
702 N Industrial Way  
HC 33 Box 33500  
Ely, NV 89301

**Fire Organization**

Title	Name	Work #	Cell #	Radio Call#
District Manager	Robbie McAboy	775-289-1840		
BLM FMO	Ty Peterson	775-289-1835	775-293-0243	4900
BLM AFMO	Raymond Maestes	775-289-1923	775-296-0374	4901
Fire Operations Coordinator	Kip Goff		775-293-3970	4902
Unit Aviation Manager Ely in Caliente	Juan Torrealday	775-728-4204	775-293-3065	
Center Manager	Mary Anderson	775-289-1915	775-289-9313	
Budget & Program Analyst	Jen Hollingsworth	775-289-1802	775-296-0814	
BLM Fire Support		775-289-1924		
Ella Mtn. Lookout	Ryan Riekkoff	775-726-3793		
Fire Warehouse Ely	Evaughn Moreno	775-289-1932		4913
Ely FOS	Seth Trodahl	775-289-1928		4903
Ely District Fire Planner	Jon Holmes	775-289-1921		
Caliente FOS	Rueben Rowe	775-726-8112	775-962-1006	4905
Pony Springs FOS	Robert Washburn	775-724-3181	775-962-1552	4904
Helicopter Manager (Detailed)	Jayson Walker	775-728-4204	775-293-3067	
ESR	Vacant	775-289-1911		
Fuels	Cody Coombs	775-289-1854		
Forest Service FMO	Billy Panagopoulos	775-289-5131	775-293-3012	Division 9
Forest Service AFMO	Sheena Waters		775-296-0312	

**ECC Organization Dispatch**

Title	Name	Work #	Cell #
Center Manager	Mary Anderson	775-289-1915	289-9313-w cell 775-275-0006 p cell
Assistant Center Manager	Mike Brown	775-289-1925	
BLM Dispatcher	Brett Steffen	775-289-1925	
BLM Dispatcher	Kris Prislipsky	775-289-1925	
HTF Dispatcher	Vacant	775-289-1925	

Duty Officers will be assigned for each day of the week. This is recorded on the duty officer schedule and on the board; both are located on the back wall in dispatch. It is the responsibility of the duty officer to notify dispatch of any changes in the schedule.

**Dispatch:**

775-289-1925

1-800-633-6092

Email: [eicc@blm.gov](mailto:eicc@blm.gov) or [nvecc@firenet.gov](mailto:nvecc@firenet.gov)

Fax: 775-289-1930

After Hours / Emergency Cell- 775-289-9395

Hard Lines:775-289-2064 & 775-289-8466

Center Manager..... Mary Anderson

Assist. Center Manager..... Mike Brown

**Ely Fire Station Resources:**

702 N Industrial Way  
Ely, NV 89301  
Various Management Personnel  
Interagency Dispatch Office (EICC)  
Fire Operations Specialist ..... Seth Trodahl

**Caliente Field Station Address**

Caliente Field Station  
1400 South Front St.  
PO Box 237  
Highway 93  
Caliente, NV 89008  
Caliente Field Station Phone: 775-726-8146 or 726-8156  
Fire Operations Specialist.....Rueben Rowe

**Pony Springs Fire Station Address**

HC 10030  
Highway 93  
Pioche, NV 89008  
Phone: 775 724-3181  
Fax: 775-724-3182  
Fire Operations Specialist .....Robert Washburn

**Aviation**

B3-E Helicopter – N-5199F will work out of Panaca (1L1) and as needed Ely base  
SEAT's out of Cedar City, UT (CDC) and Mesquite, NV (67L) and Panaca (1L1) as needed.  
Air Attack – shared with Elko in Mesquite

### **Morning Briefing**

Morning briefing in Ely will be held in the engine bay located adjacent to the Dispatch Office. These briefings will take place at approx. 9:30 and by local fire management personnel. The time and location may vary with increased fire activity. For Caliente & Pony Spring, check with FOS for location.

### **Entering and Exiting the Yard**

When any government vehicle leaves the yard, the operator of the vehicle is to contact dispatch and notify them of his/her destination and estimated time of return. *Example:* "Ely Dispatch, Engine 4662

(Pause) will be in service local, en route to Bath Lumber. ETR is 1 hour." When returning, call in to dispatch and say, "Ely Dispatch, 4662, on North Local (what repeater), back in the yard."

### **Partnering up off-District Engines**

If possible, we like to partner or "marry up" off-district engines with a local engine when responding to an incident to familiarize these units with the district. You will be informed about this in morning briefing.

### **Fire Calls**

Once dispatch receives a call, they will notify the Duty Officer (D.O.). Next dispatch will contact the unit that will respond with the location, general info and if aircraft is needed a wag. Dispatch will try to get more info like an updated wag (wild guess) for aircraft, repeater info for off-district units and if other units are requested or more info has been received on the incident. All plans and decisions will be coming from the D.O.

If multiple fires happen, there will not be multiple tone outs. Dispatch and D.O should know where you are and will relay info to the closest resources to respond.

### **Shift Rotations**

Engine rotation will be relayed and recorded in morning briefing each day. Each station will give dispatch their line-up and it will be posted in dispatch. The Duty officer can change the order at anytime.

### **Situation Reports**

These reports include the following:

- Great Basin Situation Report
- National Situation Report
- Weather Reports, Advisories and Updates
- Additional pertinent information

The reports will be posted outside dispatch on the bulletin boards and will be covered in the morning briefing as well.

### **Red Flag Notification Policy**

A RED FLAG WARNING may be issued for many things. However, primarily in our district, it is issued for high winds or dry lightning. If one is issued for any of the areas Ely District controls, it will be posted outside dispatch, engine bay and verbal confirmation will be made with all the engine bosses, crew bosses and chiefs of party. Red flag warnings will also be announced over the radio for fire personnel out in the field.

### **Hazard/Current Fire Behavior**

This information will be provided to you at the morning briefing and relayed as it becomes available. Daily reports regarding this will also be posted on the bulletin boards outside dispatch and the engine bay.

### **Protocol for Human Caused Fires**

When you respond to a suspected human caused fire on the Ely District, it is very important that you do not disturb the point of origin. All human caused fires will need a fire investigator, which will be ordered through dispatch. Until an investigator arrives on scene, it is very important that the area be protected. Certain areas an investigator could be order before you get there.

### **Status / Responding to an incident**

Once you arrive on incident, you must advise dispatch. If you take control of the incident you will advise dispatch as responding units report on scene. You will give updates every couple hour, this is for planning purposes and to assure you get what you need.

### **IA Size up Cards:**

IA size up cards will be given to dispatch, fax to 775-289-1930 or emailed to "eicc@blm.gov or nvecc@firenet.gov"  
The card should be into dispatch as soon as possible but no later than 4 days after fire is called out or a copy given to dispatch as soon as you hand fire over to another IC. Extra copies of blank IA cards are available in dispatch. Write clearly and print your name and title on it. *Smokey Joe ICT4T*

### **Dress Code**

#### **Fire Crew:**

Daily dress for the fire crew will consist of cotton T-shirt, Nomex pants, and boots with 8" high tops (logger type with Vibram soles preferred). The t-shirt and if a cap are worn, they must be the appropriate fire shirts and caps. Any t-shirt or cap with writing on it other than an agency logo is not to be worn while representing the BLM. Clothing identifying the BLM should not be worn when in off-duty status.

#### **Physical Fitness Clothing:**

P.T. clothing may be worn only when exercising at the pre-determined P.T. time. P.T. clothes and tennis shoes are not to be worn in the office area or at any other time during duty hours.

#### **Conduct:**

The fire program is highly visible and as a representative of the government please always conducts you in a professional manner. As an employee, you must treat government equipment with respect and maintain government standards.

#### **Medical Emergencies:**

USFS, BLM and NPS employees holding a current First Aid card or EMT certificate may give first aid to the injured and must stay within their scope of authority. Notify dispatch who in turn will contact the appropriate sheriff's office with all available information about the incident. We may be able to dispatch a federal firefighting helicopter if requested by the sheriff's office. These helicopters are not equipped for medical evacuation but may be available on a case-by-case basis in a life-or-death situation. The requesting entities may be charged for such flights. If a request is made for our helicopter for a medical emergency, notify your supervisor who will seek Duty Officer Approval. There is a complete list of emergency contacts, including air and ground ambulances in the Emergency Medical Plan located in dispatch.

#### **Hazardous Materials Incidents:**

Refer to the Ely District Hazardous Materials Plan located in dispatch. Please contact Ely Dispatch for any questions or concerns. (Dispatch will handle getting info to the right person)

#### **Check In/Out of Administrative and Fire Personnel:**

ECC is responsible for radio checkouts of people entering and departing the BLM yard. ECC may also provide service to the Ely Ranger District as needed. When leaving the BLM complex, employees are to call dispatch before 0800 or within 30 minutes of departing, the yard for a radio check. Employees will call dispatch again when returning to the complex or prior to 1530 giving an ETA to the complex. The only exceptions to the radio checks will be short trips downtown and town to town travel on improved roads. In the event a trip to the field begins before dispatch is open, employees will make a radio check with dispatch by 0800. Office personnel are also required to use the InOut board; here they will enter their location and ETR.

#### **Pre-Attack and WFU Plans:**

**Pre-Attack-** The Ely District has a pre-planned dispatch plan known as the Pre-Attack Plan. There are copies of this in dispatch. The Pre-Attack Plan is used to respond to wildland fire incidents unless we are in the lightning/multiple starts mode. Please make yourself familiar with the plan and make sure you know how to access a copy. The Duty Officer may override the Pre-Attack Plan on any occasion.

## **General Procedures:**

### **Full-service Aircraft Bases**

**Cedar City Air Tanker Base:** Located approximately 150 nautical miles (200 road miles) southeast of Ely. Ely will use leadplanes, heavy air tankers and smokejumpers from this base. Cedar City is available to refuel.

**Mesquite SEAT Base:** Located approximately 60 nautical miles (141 road miles) southeast of Panaca, NV. Ely will use SEATs and reload SEATs from here for fires on the southern portion of the district. Ely will also preposition an air attack platform there at the beginning of the season. Mesquite is also use Mesquite to preposition helicopters and smoke jumpers if needed. Mesquite is in Southern Nevada BLM District. Any aircraft dispatched there must make initial contact to Southern Nevada Dispatch and then contact Ely Dispatch if responding to Ely District. If transiting to Mesquite, ensure you make positive contact with Southern Nevada Dispatch prior to landing.

**Battle Mtn. Air Tanker Base:** Located approximately 140 nautical miles (217 road miles) southeast of Ely. Generally, Ely will use leadplanes and heavy air tankers from this base to receive and/or reload leadplanes and smokejumper aircraft. Cedar City and Battle Mountain Air Tanker Bases serve as our reload bases depending on location of incident and closest resource.

### **Hazard Maps:**

An Aviation Sectional Chart is in dispatch; this map is checked and updated when needed. You can also find aircraft hazards in the GIS Dispatch Project on the computer. These maps should be consulted before dispatching any aircraft.

### **Spot Weather Forecast:**

Spot weather forecasts are used to give a more precise depiction of the weather around an incident. The process requires field personnel to take weather observations and then relay them to the weather service via dispatch. The dispatcher will receive the weather observations and then forward them to the National Weather Service in Elko or Las Vegas via the Spot Weather page on the internet. Complete instructions on how to do this can be found in the Dispatch Reference Guide.

The weather service will process the information and make a forecast for that incident. They will post the Spot Weather Forecast on the web page. When the forecast has been retrieved from the internet, the information is then relayed to the incident by phone, radio, or fax. Dispatch must ensure delivery and confirm receipt of all weather forecasts.

### **Crews:**

There are no crews assigned to ECC that we can dispatch. However, for initial attack ECC can request Type II crews directly from the NDF. The Ely Conservation Camp and Pioche have Type II crews, for mop up. These are inmate crews and have a few special needs unique to this type of crews. They cannot go out of state, such as to the eastern part of the Goshute Indian Reservation. The initial attack areas for these crews are limited. Resource orders for crews from the Ely or Pioche camp need to be sent to Elko Dispatch.

### **Aircraft:**

The Ely District has A Star B3 helicopter available on the district for initial attack during the peak times of fire season. The Ely district also has a 10-person helitack crew that staffs the helicopter and a helitender. A fuel truck supplied by the vendor also accompanies the helicopter. Whenever the helicopter is committed to an incident, GBCC will be notified.

### **Human Resources / Overhead:**

Overhead can be anyone in any position ordered on an individual basis. This can be a dispatcher, truck driver, camp help or DIVS. People for the skilled red card positions can be in the Red Card Qualifications List. Other positions that do not need red cards can be filled locally within the agency or via AD (EFF) hires.

### **Logistics and Supplies:**

There are four local caches of wildland firefighting equipment and supplies. The cache located in Ely is the largest and supplies the local area as well as the caches at GBNP, Pony Springs and Caliente. They do not have a large amount of material but should be able to handle most Type IV / V fires.

### **Odds and Ends:**

Structure and vehicle fires are not the responsibility of the federal land management agencies, (excepting the Park Service). In certain circumstances, we can when requested by the responsible agency and approved by the duty officer, assist our cooperators with water and logistical support.

Do not give information to the public or the media. Refer these calls to your supervisor or to the public information officer. The BLM Public Information Office is Chris Hanefeld.

### **Volunteer Assists**

The Ely District assists local volunteer forces when fires occur near residential areas. These assists are coordinated through local agency agreements. Follow the guidance of the lead partner engine when dealing with these situations.

### **Fire Fax/Copy Machines**

There is a fax machine and a copy machine in the support room located next to the dispatch office. The fax number is 775-289-1930. To send a fax, first dial "8" and then the number. Please see a member of dispatch if you need help operating the equipment.

### **Telephone Usage**

A phone is in the engine bay and support room, which can be used by fire personnel. To place a call outside of the BLM, first dial "8" and then the desired number. Please use it at your discretion. Please do not give out dispatch phone numbers for personal use.

### **Messages**

On the cabinet located by the door going out to the engine bay dispatch will put in an envelope your name, the date and time with your message inside. It will be up to you to check this area.

### **Restroom Locations**

Ely Restrooms are located just outside of the dispatch office. There are showers and a changing area in both the women and men restrooms. Pick up after yourselves!

### ***Directions from Ely District Office***

**To Pony Springs Fire Station** (approx. 80 miles) Leave the Ely yard and turn left on Highway 93. Follow Highway 93 to the second stop light. Turn left. Continue to follow Highway 93 past McDonald's and out of town. About 27 miles from Ely, you will reach the junction of Highway 50/6 and Highway 93, turn right (south) on highway 93. Stay on Highway 93 for approximately 50 miles. On the left side of the road, you will see a sign that says, "Pony Springs Fire Station". Turn left and you are there!

**To Panaca Airport**- Leave the Ely yard and turn left on Highway 93. Follow Highway 93 to the second stop light. Turn left. Continue to follow Highway 93 past McDonald's and out of town. About 27 miles from Ely, you will reach the junction of Highway 50/6 and Highway 93, turn right (south) on Highway 93. Continue Highway 93 through Pioche. Just **before** you reach the left turn that will take you into the town of Panaca – there is a right turn at the base of a small hill – a sign says "Airport" take the right turn and follow the road.

**Caliente Office/Fire Station** - Just off Highway 93 at the very southwest end of Caliente, the fire station is behind the BLM office.

**To Ella Mountain Look Out** - From the Caliente Field Station, go back into town go across the railroad tracks take your first right then take the first left you will go by some houses. Then it will turn into a dirt road the Look Out is approx. 15 miles from Caliente, it is a slow trip on a semi good road but because of the terrain, follow the signs it will take a little over an hour to get there.

**To Ely Airport workstation / Helibase** – take a left onto US 93 from Ely BLM yard, ½ mile on your right before the tan storage building (airport road), follow the road to end, keep right passed some old building, at the fork in the road go left, straight ahead is helitack.



### **Local Factors**

Here are some local factors to take into consideration while assigned to the Ely District.

- Predominate winds are 5-15 out of the Southwest.
- Summer temperatures range from the 80s in the north to triple digits in the southern part of the district (Please keep yourselves HYDRATED!)
- Low Relative Humidity's are often in single digits.
- Haines Index of 5-6 is common.
- Next closest resources are at least 2 hrs away when ordered through dispatch and available locally.
- Off District, resources can take up to 16 hrs to get on scene depending on the area activity.
- If available, large airtanker turn around times can take up to 1-2 hrs. We do not have a lot of urban interface so do not be surprised if the tankers are diverted. The closest heavy airtanker bases are Battle Mountain, NV (BAM) and Cedar City, UT (CDC).
- The Duty Officer will make the initial go/no go decision for suppression; dispatch will get that to you as quickly as possible.

### **Radios and Repeater:**

Clear verbal and written communications are essential to the mission of the Ely Interagency Communications Center. Keeping each other and the agencies, we serve informed of any pertinent changes in daily routine is paramount to effective communications. It is the responsibility of all ECC personnel to keep the supervisor and each other informed of any incident status changes, new incidents or changes in ongoing incidents. During the fire season there will always be a Center Manager, Assistant Center Manager, Lead Dispatcher or Duty Officer to answer questions and if necessary, to make decisions. The communication technology that we use keeps us abreast of what is happening outside of dispatch.

### **Radio Channel and Repeaters:**

Dispatch has pocket size Frequency Plans; there should also be one in each engine. If you need one, please ask.

### **Dispatch Interaction**

The dispatch radio room is not a place to congregate. The office area will have employees working, we ask that you respect the area, keep the area clean if you use that area. However, if you have a question or need assistance from dispatch, they would be more than happy to help you or direct you to someone who can help. Generally, most questions that arise can be directed to the Fire Operations Specialist.

At any time if you have questions or need assistance with anything, please ask. The Duty Officer, your FOS, Engine bosses and dispatch are here for you. Dispatch will have plans, guides, and maps available to you.

## Protecting Sagebrush Saves Sage Grouse

### MANAGING WILDFIRES IN SAGEBRUSH FUEL TYPES PRIORITIES AND GUIDANCE FOR ELY DISTRICT FIRE PERSONNEL SPRING 2018

During periods of high fuel loads and hot, dry, windy weather conditions, wildfires in the sagebrush fuel types have the potential to exhibit extreme fire behavior and grow quickly. Agency administrators must provide guidance to incident commanders on resource values, goals, and constraints through preseason planning and incident specific planning.

1. REGARDLESS OF ALL ELSE, **THE PRIORITY FOR ALL FIRE SUPPRESSION ACTIONS WILL BE TO ENSURE FIREFIGHTER AND PUBLIC SAFETY.**

2. **MINIMIZE ACRES BURNED (HABITAT LOSS) THROUGH EFFICIENT AND RAPID FIRE SUPPRESSION EFFORTS**

3. **MINIMIZE SUPPRESSION DAMAGE TO NATURAL RESOURCES**

Protecting life and property is paramount in every decision and action. Firefighters are encouraged to safely and aggressively suppress wildfires to reduce total acres burned. Consider the current and predicted weather, fire behavior, fuel loading, available suppression tools, and resources that are threatened by the fire, and implement appropriate firefighting methods that will minimize acres burnt and minimize suppression related resource damage. *Incident commanders should not wait for Resource Advisors before implementing all safe and aggressive suppression tactics necessary during Initial Attack:*

- Consider immediately the use of air resources to limit fire spread.
- Retain remnant stands of sagebrush...mop up islands
- Direct tactics are preferred over indirect when they can be implemented safely.

Using backfires/burnouts, off- road driving or heavy equipment to construct fire line may have resource impacts, but may be justified in order to minimize acres burned. Use tactics appropriate for the area designation and administering agency. *In designated wilderness, all motorized equipment usage must be approved by the appropriate agency administrator. Stop all habitat damaging tactics when they are no longer required* to prevent a larger or more severe fire. Constantly assess the fire situation and Sage Grouse priorities as they relate to your operations. Document actions to facilitate post-fire rehabilitation of suppression actions. **Upon communication with the Resource Advisor**, incorporate his/her knowledge and advice into the Incident Operations in a safe and efficient manner.

***STAY CALM, BE ALERT, THINK CLEARLY, ACT DECISIVELY***

**MANAGING WILDFIRES IN THE MOJAVE DESERT  
PRIORITIES AND GUIDANCE FOR INCIDENT COMMANDERS  
SPRING 2009**

During periods of high fuel loads and hot, dry, windy weather conditions, wildfires in the Mojave Desert have the potential to exhibit extreme fire behavior and grow large quickly. The Mojave Desert is not a fire-adapted ecosystem, but exotic vegetation can fuel fires that can drastically alter the landscape. Firefighters are encouraged to safely and aggressively suppress wildfires to reduce total acres burned, while minimizing impacts from their suppression actions. Agency administrators must provide guidance to incident commanders on resource values, goals, and constraints through pre-season planning.

**MOJAVE DESERT PRIORITIES**

1. **ENSURE SAFETY OF FIREFIGHTERS AND THE PUBLIC**
2. **MINIMIZE ACRES BURNED (HABITAT LOSS) THROUGH RAPID FIRE SUPPRESSION**
3. **MINIMIZE SUPPRESSION DAMAGE TO RESOURCES**

**DECISION MAKING**

Protecting life and property is paramount in every decision and action. Consider the current and predicted weather, fire behavior, fuel loading, available suppression tools, and resources that are threatened by the fire, and implement appropriate firefighting methods that will minimize resource damage. Rapid and aggressive response may be warranted and can minimize acres burned. Resource damage occurs from both fire and some suppression actions, but burned desert is damaged desert. Use Best Management Practices to minimize resource damage.

Incident commanders should not wait for Resource Advisors before implementing all safe and aggressive suppression tactics necessary during Initial Attack:

- **Consider immediately the use of air attack resources to limit fire spread.** Avoid spreading non-native organisms by following the *Operational Guidelines for Aquatic Invasive Species Prevention and Equipment Cleaning*.
- **Using backfires/burnouts, off-road driving or heavy equipment** to construct fireline may have substantial impacts, but may be justified in order to minimize acres burned. Use tactics appropriate for the area designation and administering agency. **\*\*For NPS lands the Resource Advisor must be consulted before use of heavy equipment or off-road driving. In designated wilderness, all motorized equipment usage must be approved by the appropriate agency administrator\*\*.**
- **Stop all habitat damaging tactics when they are no longer required** to prevent a larger or more severe fire. Constantly assess the fire situation and Mojave Desert priorities as they relate to your operations. Document actions to facilitate post-fire rehabilitation of suppression actions.
- **Upon communication with the Resource Advisor**, incorporate his/her knowledge and advice into the Incident Operations in a safe and efficient manner.

**STAY CALM, BE ALERT, THINK CLEARLY, ACT DECISIVELY**

## ELY AIRPORT WORKSTATION GUIDE

Welcome to Ely Airport workstation! We appreciate your support in suppressing wildland fires on the Ely District. We have developed this information sheet for you to feel at home and help us take care of this facility. We have a lot of time and money invested into the Airport Facility. The following guidelines will facilitate a strong working relationship with the Ely Engines, Ely Helitack and Smokejumpers, who all share this space during the fire season. For any additional questions, please contact Seth Trodahl, Ely Station FOS, 775-289-1928 or Raymond Maestes AFMO, 775-289-1923.

- Engine crews use this as office space, Ely Helitack and the Boise Smokejumpers use this facility as storage and as a home away from home, treat it as you would your own.
- Visiting helicopters, please utilize the Northwest helipad located furthest from the station for aircraft parking.
- To continue our strong relationship with White Pine County Airport we request that only fuel trucks and helicopter service vehicles be utilized on the airport side of the station. The gate to the helipads MUST remain closed during the day and be locked nightly. For location of the key to the airport, please contact Seth Trodahl or Raymond Maestes.
- Please park all other vehicles in front of the station, backed in, and parked close enough to share the space with other incoming resources.
- If you need to wash your aircraft, a hose can be found at the station and connected to the faucet on the backside of the building.
- Crash rescue equipment including fire extinguisher and crash rescue kit can be found in the metal box near the landing pad.
- We do not have cleaning services so please clean and refurbish anything you use including bathrooms, tabletops, coffeepot, floors etc. Please empty trashcans and deposit refuse across the street at the main office.
- If the lawn needs watering, please water using the two faucets located at both entrances.
- The base is shared with the Boise Smokejumpers, we have a very strong working relationship. They occupy the small area and in our absence are welcome to utilize the entire base. The speed rack utilized by the jumper is typically moved into the engine / helitack side of the base due to the bulkiness and space required to suit up. If the jumpers are dispatched to an assignment outside of the Ely District the speed rack can be put back on the west side.
- Please follow the Airport Station shut down checklist posted on the wall when leaving the station.
- There are storage sheds on the premises that house Ely Helitack and Boise Smokejumper gear and equipment and are off limits to all transient personnel without permission or direction from those entities.
- Supplies, if needed, can be obtained from the warehouse manager at the Main Ely District Office. Please coordinate this with dispatch 775-289-1925
- Please review the ***Ely Fire Briefing Guide*** and ***Ely District Helicopter Operations Supplement***.
- AC is set & locked in a reason, PLEASE do not touch it.

We appreciate your cooperation and aide in suppressing fires on the Ely District. If you have any additional, questions please do not hesitate to ask.

Thank you,

Ely BLM Fire Operations

### Ely Area Lodging

The per Diem rate for the Ely area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

<https://www.gsa.gov/travel/plan-book/per-diem-rates/per-diem-rates-lookup>

HOTEL	ADDRESS	PHONE
		Area code 775
Ramada Inn	805 Great Basin Blvd	289-4884 or 800-851-9526
Holiday Inn Express	1505 E Aultman St	405-4577
Hotel Nevada	501 Aultman	289-6665 or 888-406-3055
La Quinta	1591 Great Basin Blvd	289-8833
Bristlecone Motel	700 Ave. I	289-8838 or 800-497-7404
Jailhouse Motel	211 Fifth St	289-3033 or 800-841-5430
Four Sevens Motel	500 High St	289-4747
Best Western Park Vue	930 Aultman	289-4497
Magnuson Motel	1101 Aultman	289-4529
Motel Six	770 Ave O	289-6671 or 800-4motel6
White Pine Motel	1301 Aultman	289-4600
Deseret Motel	1425 Aultman	289-8885
El Rancho Motel	1400 Aultman	289-3644
Rustic Inn	1555 Aultman	289-2800
Prospector Casino*	1501 E Aultman	289-8900

- Prospector charges you for the room, no canceling

### Caliente Area Lodging

The per Diem rate for the Caliente area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

HOTEL	ADDRESS	PHONE
		Area code 775
Shady Motel	430 Front Street	726-3107
Rainbow Canyon	900 Front Street	726-3291
Midway Motel	40 N Spring Street	726-3291

### Pioche Area Lodging

The per Diem rate for the Pioche area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

HOTEL	ADDRESS	PHONE
		Area code 775
Overland Hotel	662 Main Street	962-5895
Mother Load Motel	378 Lacour Street	962-5159
Hutchings Motel	411 Lacour Street	962-2853

### Alamo Area Lodging

The per Diem rate for the Alamo area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

HOTEL	ADDRESS	PHONE
		Area code 775
Alamo Inn	367 US -93	725-3371

### Ely Area Dining

The per Diem rate for the Ely area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

Dining	ADDRESS	PHONE
All Aboard	Near railroad station	289-3959
Evah's	805 Great Basin Blvd.	289-4271
Happy Garden Restaurant	558 Aultman St.	289-3313
Hotel Nevada / Denny's	501 Aultman	293-4032
Jailhouse Motel- Café & Steak house	211 Fifth St	289-3033
La Fiesta Mexican Restaurant	700 Ave. H	289-4114
Twin Wok	700 Park Ave.	289-3699
McDonald's	1695 Great Basin Blvd.	289-2272
Anderson's	940 E Aultman	289-8844
Prospector Hotel / Margarita's	1510 E. Aultman St.	289-6296
Rack's	753 Aultman	289-3131
Subway (R. Place Gas station)	1690 Great Basin Blvd.	289-8226
Taco Time (R. Place Gas station)	1690 Great Basin Blvd.	289-8226
Hometown Pizza	2060 Aultman St	289-3739
Economy Drugs (lunch)	696 Aultman	289-4929
Mr. Gino's	484 Aultman St	289-3540
Hunter's	1455 Aultman St	289-3560
Carl's Jr	1701 Great Basin Hwy	289-3240
Nardi's Restaurant	1204 E Aultman St	289-3585

### Caliente Area Dining

The per Diem rate for the Caliente area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

Dining	ADDRESS	PHONE
		Area Code 775
J&J Fast Food	900 Front St.	726-3288
Mom & Pops Knotty Pine Restaurant	690 Front Street	726-3767 or 726-3194
Sidetrack	190 Clover St	726-3164

### Pioche Area Dining

The per Diem rate for the Pioche area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

Dining	ADDRESS	PHONE
		Area code 775
Historic Silver Café	97 Main St.	962-5124
Ghost town coffee shop	597 Main St	962-5124

Weekend meals could be a problem in Pioche; they close early and are not open on Sundays.

### Alamo Area Dining

The per Diem rate for the Alamo area is the standard CONUS rate of \$96.00 for lodging and \$59.00 for meals.

<b>Dining</b>	<b>ADDRESS</b>	<b>PHONE</b>
		<b>Area code 775</b>
<b>Chester Chicken (Sinclair)</b>	<b>Alamo</b>	<b>725-3341</b>
<b>Alamo Diner</b>	<b>151 Broadway Alamo</b>	<b>725-3503</b>
<b>Green Valley Grocery (Sandwiches, Corn, Grill Dogs)</b>	<b>Ash Springs</b>	<b>775-725-3545</b>

To check Per Diem Rates for out of the area:

<https://www.gsa.gov/travel/plan-book/per-diem-rates>

# AVIATION SUPPLEMENT

For and questions please direct them to Unit Aviation Manager, Juan Torrealday – [jtoreal@blm.gov](mailto:jtoreal@blm.gov) (775) 293-3065

## FIRE TRAFFIC AREA (FTA) 09 DEC 2015

**INITIAL RADIO CONTACT:** 12 nm on assigned air tactical frequency.

**CLEARANCE IS REQUIRED TO ENTER FTA**

**NO RADIO CONTACT:** Hold a minimum of 7 nm from the incident.

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**Note:** Airtanker maneuvering altitude determines minimum airtanker and ATGS orbit altitudes. Assigned altitudes may be higher and will be stated as MSL.

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**FTA**

**Note 1**

ATGS Orbit	2500' AGL Minimum
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Media	*
VFR	

**Note 2**

Airtanker Maneuvering	Maximum 1000' AGL
-----------------------	-------------------

**Note 2**

1500' AGL Minimum	Airtanker Orbit
-------------------	-----------------

**Note 2**

Max 500' AGL	HELOS *
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**Note 3**

12nm	7nm	5nm	0	5nm	7nm	12nm
------	-----	-----	---	-----	-----	------

Note 1	1000' min. separation between ATGS orbit and airtanker orbit altitude.
Note 2	500' min. separation between airtanker orbit and maneuvering altitude.
Note 3	On arrival reduce speed to cross 7 nm at assigned altitude and 150 KIAS or less.

\* **HELOS** - Fly assigned altitudes and routes.

\* **MEDIA** - Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

AIRTANKER BASE AS ASSIGNED	AIR GUARD 168.625 TONE 110.9 TX & RX	AIR to AIR AS ASSIGNED	NATIONAL FLIGHT FOLLOWING 168.650 TONE 110.9 TX AND RX
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# OPERATIONAL CONSIDERATIONS

## Complacency

The following is an excerpt from the Interagency Aviation Lessons Learned Bulletin No. IA LL 18-02:

“There are many repetitious and dull moments in aviation. Some key factors that contribute to our success such as experience, standardization of tasks, and familiarity with the environment can also contribute to complacency. It is during these routine moments that we can let our guard down. The FAA calls ‘complacency’ one of their ‘dirty dozen’ of human factor error causes. They define it as, ‘a feeling of self-satisfaction accompanied by a loss of awareness of potential dangers.’ Address complacency before it begins. When you are feeling like everything is the same and nothing could go wrong is exactly the moment where you need to catch yourself and make sure that you are fully engaged in order to be ready to respond.”

## Normalization of Deviance

Normalization of deviance is a gradual process through which an unsafe practice becomes acceptable. Another way to describe normalization of deviance is “procedural drift”; the difference between a standard operating procedure (SOP) and how that

procedure is carried out in actual operations.1 Murphy’s law is wrong. Everything that can go wrong usually goes right. We live in a digital era where access to data provides volumes of information about past events and what may happen in the future2. When speed, cost and efficiency become more important than safety and accuracy, safe

practices can be eroded by shortcuts. Recommendations:

1. Don’t use past success to redefine acceptable performance.
2. Utilize methods to be proven safe for an acceptable risk level.
3. Encourage personnel to voice their opinion before operational discussions.

## STANDARDS/TOOLS REQUIRED FOR SUCCESS

<b>Mission Risk Assessment Worksheet</b>				
Risk rated 1-10 for each category. (Mitigations should be considered for any category rated higher than 5)				
	<i>Overall Mission Risk</i>		<b>Rating</b>	
	<b>1-35</b>	<b>36-60</b>		<b>61-80</b>
	<i>Green</i>	<i>Amber</i>		<i>Red</i>
<b>Supervision:</b> Presence, accessibility, and effectiveness of leadership for all teams and personnel. Clear chain of command.				
<b>Planning:</b> Current SOP/Operations Guidelines, team trained in accordance with same. Adequate mission planning time. Required equipment and training is provided. Briefs/debriefs planned, team input solicited.				
<b>Team Selection:</b> Level of individual training and experience. Cohesiveness and atmosphere that values input/self-critique.				
<b>Team Fitness:</b> Level of overall physical fitness of team. Level of crew members rest/fatigue and overall morale. Team members with major life distractions.				
<b>Communication:</b> Infrastructure: Radio communications possible throughout area of operations (presence of portable repeaters). Communications plan established and rehearsed. Good CRM techniques in place.				
<b>Contingency Resources:</b> MOU's in place with participating cooperators. Planning accomplished with cooperators. Shared communications plan and frequencies				
<b>Environment:</b> Extreme temperatures, inclement weather elevation, difficulty of terrain (aspect, foliage, slope etc.), long approach, remoteness, high density altitude.				
<b>Incident Complexity:</b> Severity and probability of mishap. Potential for incident that would tax the current staffing levels.				
<i>Total</i>				

## Medical Emergency Plan

### Ely District

#### 1. Contact Dispatch: Ex; "Dispatch, Div Alphas. Stand by for Priority Medical report"

<b>2. Severity of Emergency</b>	<b>Transport Priority</b>
<b>Urgent - Red - Life Threatening injury or illness</b>	Ambulance
Ex; Unconscious, difficulty breathing, bleeding severely, burns, heat stroke	MEDIVAC - Helicopter

Evacuation need is IMMEDIATE

<b>Priority - Yellow - Serious injury or illness</b>	Ambulance
Ex; Significant trauma, unable to walk, small burns	Air transport if in remote area

Evacuation may be DELAYED

<b>Routine - Green - Not a life threatening injury or illness</b>	Non-Emergency
Ex; Sprains, strains, minor heat-related illness	

Evacuation considered of Convenience

#### 3. Incident Status:

Nature of injury/illness:	Describe the injury
Incident Name	incident name+medical

#### 4. Initial Patient Assessment: Complete for each patient, a brief initial assessment

Number of Patients:	Approx Age:	Approx Weight:	Conscious? Yes No=MEDIVAC!
			circle one; Breathing? Yes No=MEDIVAC!

Mechanism of Injury:	What caused the injury?
Latitude / Longitude	relay to dispatch

#### 5. Transport Plan:

Air Transport: (agency aircraft preferred)

Helispot	Short-haul/Hoist	Life Flight	Other
Ground Transport:			
Self-Extract	Carry-Out	Ambulance	Other

#### 6. Additional Resource / Equipment Needs:

Paramedic/EMT(s)	Medication(s)	Oxygen	Burn Sheets
SKED/Backboard/C-Collar	Cardiac Monitor /AED	Crew(s)	IV/Fluid(s)
Trauma Bag	Other (i.e. splints, rope rescue, wheeled litter)		

#### 7. Communication: \*(NAC for digital radio system)

Function	Ch Name /Number	Receive (Rx)	Tone/NAC*	Transmit (Tx)	Tone/NAC*
COMMAND					
Air-GRND					
Tactical					

#### 8. Evacuation Location:

Lat / Long:
Patient's ETA to location:
Helispot/Extraction Size and Hazards:

#### 9. Contingency:

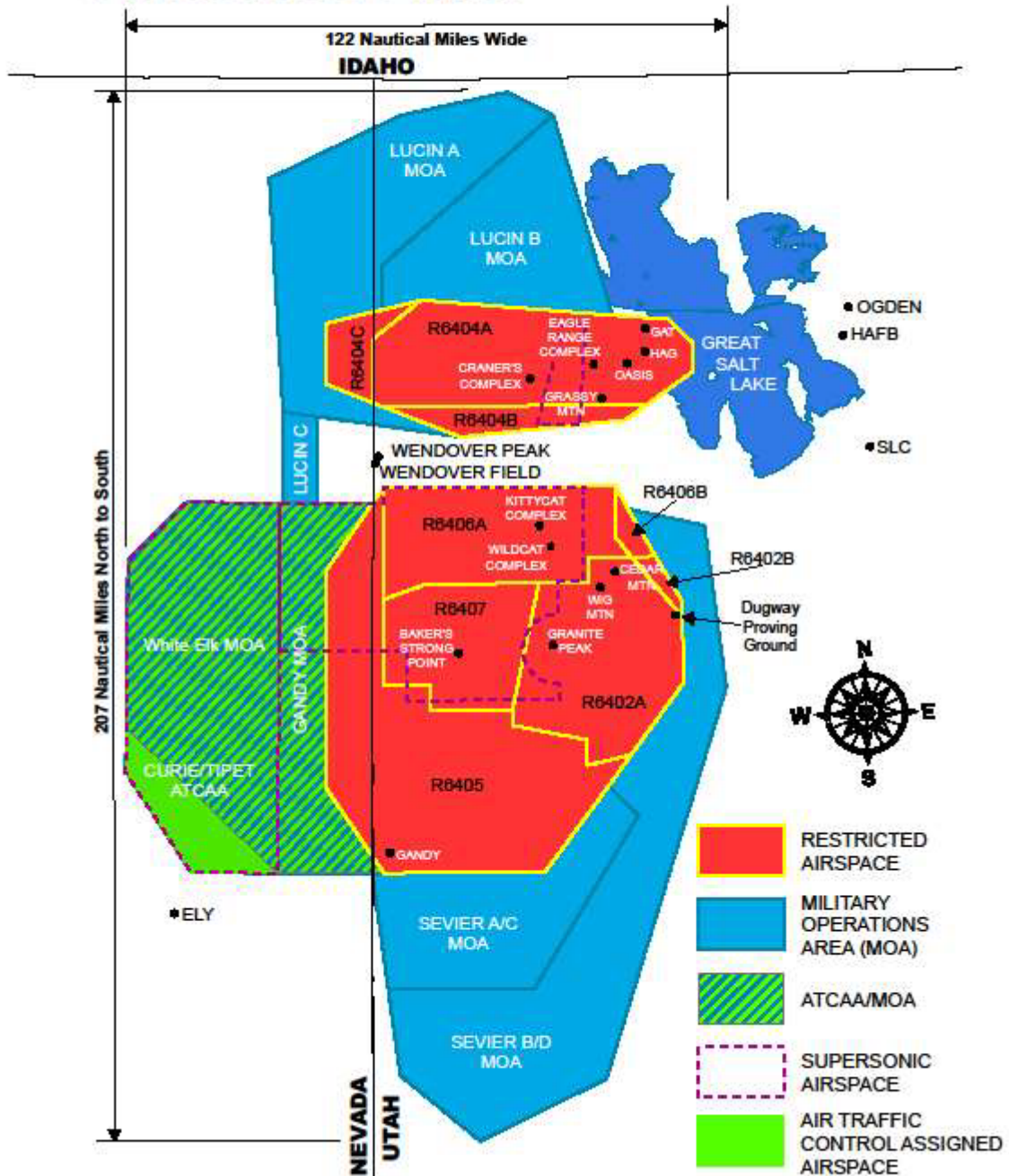
<b>Considerations:</b> If primary options fail, what actions can be implemented in conjunction with primary method	<b>Remember:</b> Confirm ETA Be Alert & Calm
---	--

<b>Trauma Centers / Burn Centers:</b>	
<b>University Medical Center LV NV</b>	
36° 09' 36"N x 115° 09' 56"W	
702-383-2000	
<b>University of Utah SLC UT</b>	
40° 46' 34"N x 111° 50' 24"W	
801-581-2121	
<b>LDS Hospital SLC UT</b>	
40° 46' 05"N x 111° 52' 59"W	
801-408-1181	
<b>University of Utah Burn Center SLC UT</b>	
40° 46' 34"N x 111° 50' 24"W	
801-581-2700	
<b>University Medical Burn Center SLC UT</b>	
36° 09' 36"N x 115° 09' 56"W	
702-383-2268	
<b>ST. George Regional Medical Center-Level 2 Trauma Center</b>	
37° 05' 935"N x 113° 33' 160"W	
435-251-1000	
<b>Law Enforcement (BLM)</b>	
775-726-8182	

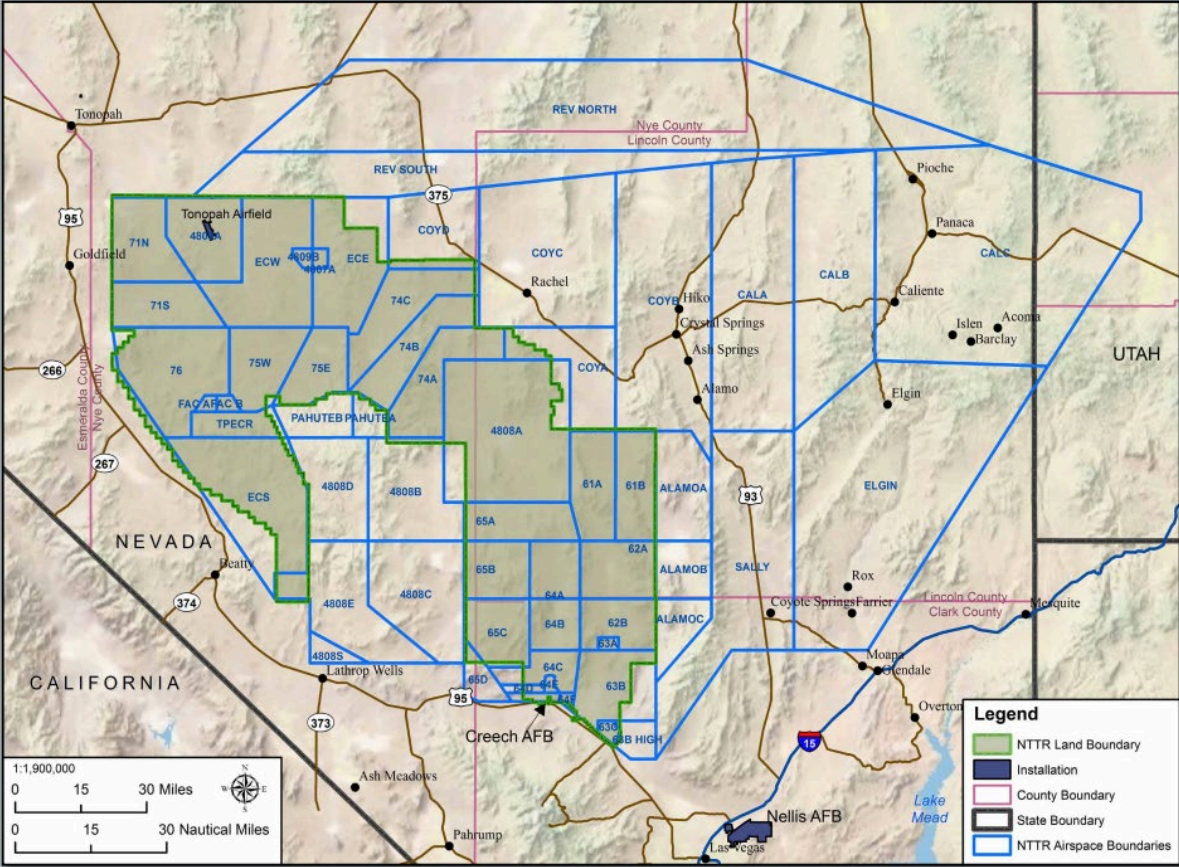
### Special Use Airspace in Nevada

<b>Nellis Test and Training Range</b>	
<b>Nellis Control West (lee sector)</b>	<b>119.35</b>
<b>Nellis Control East (sally sector)</b>	<b>126.65</b>
<b>Blackjack (Scheduling/Info)</b>	<b>139.75</b>
<b>Fallon Naval Air Station</b>	
<b>NAS Fallon Approach Control</b>	<b>118.3</b>
<b>NAS Fallon ATC (Desert Control)</b>	<b>126.2</b>
<b>NAS Fallon Tower</b>	<b>119.25</b>
<b>Mountain Home Air Force Base</b>	
<b>Cowboy Control</b>	<b>134.1</b>
<b>Rapcon</b>	<b>124.8</b>
<b>Utah Test and Training Range</b>	
<b>Clover North Sector</b>	<b>118.45</b>
<b>Clover South Sector</b>	<b>134.10</b>

# UTAH TEST & TRAINING RANGE **AIRSPACE MAP**



# Nevada Test and Training Range Land and Airspace Boundaries





## Wildland Fire Operations Maps

Below are maps that may aid in the planning/suppression efforts of wildland fires in the state of Nevada.



Fire & Aviation Atlas  
Nevada  
Size: 11" x 17" multiple PDFs  
Year: 2017

Surface Management Agency (landowner)  
Nevada  
Size: 36" x 48"  
Year: 2019



Sage-Grouse Habitat  
Nevada  
Size: 36" x 40"  
Year: 2020

FIAT Fire Suppression Priority Areas  
Nevada  
Size: 36" x 36"  
Year: 2017



Scooper Accessible Water Bodies  
Nevada  
Size: 8 1/2" x 11"  
Year: 2019

NV-BLM 1:100k Quads Reference  
Nevada  
Size: 11" x 17"  
Year: 2014



Fire Facilities/Resources & Repeater Locations (BLM, HTF, NDF)  
Nevada  
Size: 36" x 48"  
Year: 2022



Medical Plan Spatial Data (Medical Facilities, Airports, Rotor Wing Coverage)  
Nevada and adjacent states  
Size: 36" x 48"  
Year: 2022

## State Repeater Map

Below is a map of repeater locations throughout the state of Nevada for the Bureau of Land Management, Humboldt-Toiyabe National Forest, and Nevada Division of Forestry. There are no frequencies on this map.



State Repeater Map  
Nevada  
Size: 8 ½" x 11"  
Year: 2022

## District Frequency Maps

Below are maps of repeater locations for the Nevada Bureau of Land Management, Humboldt-Toiyabe National Forest, and Nevada Division of Forestry. Frequencies are displayed on all maps that correspond to repeater locations. Aviation and tactical frequencies are also shown. The frequencies on these maps are unclassified but sensitive and are NOT releasable under the Freedom of Information Act. All maps below have the same theme but are customized to each individual district. The repeaters and frequencies are specific to the district in focus on each map.



District Frequency Map  
Battle Mountain District  
Size: 8 ½" x 11"  
Year: 2022

District Frequency Map  
Carson City District  
Size: 8 ½" x 11"  
Year: 2022



District Frequency Map  
Elko District  
Size: 8 ½" x 11"  
Year: 2022

District Frequency Map  
Ely District  
Size: 8 ½" x 11"  
Year: 2022



District Frequency Map  
Southern Nevada District  
Size: 8 ½" x 11"  
Year: 2022

District Frequency Map  
Winnemucca District  
Size: 8 ½" x 11"  
Year: 2022





## Aviation Frequency Maps

PRODUCED BY THE NATIONAL INTERAGENCY FIRE CENTER (NIFC)

Below are maps of aviation frequencies used throughout the Great Basin Coordination Center geographic area and other western U.S. states. The maps have Air to Air and Air to Ground frequencies that correlate to the geographic area they are used in. The frequencies on these maps are unclassified but sensitive and are NOT releasable under the Freedom of Information Act.



Aviation Frequency Map  
Great Basin Coordination Center  
Size: 22" x 34"  
Year: 2022

Air Med Frequency Map  
Western United States  
Size: 24" x 18"  
Year: 2022



## Aviation Hazard Maps

Below are Aviation Hazard Maps consisting of transmission lines, vertical obstructions, military turning points, and military special use areas. Aviation sectionals serve as the base map.



Aviation Hazard Map  
Nevada - Statewide  
Size: 36" x 48"  
Year: 2022



Aviation Hazard Map  
Battle Mountain District  
Size: 36" x 48"  
Year: 2022

Aviation Hazard Map  
Carson City District  
Size: 36" x 48"  
Year: 2022



Aviation Hazard Map  
Elko District  
Size: 36" x 48"  
Year: 2022

Aviation Hazard Map  
Ely District  
Size: 36" x 48"  
Year: 2022



Aviation Hazard Map  
Southern Nevada District  
Size: 36" x 48"  
Year: 2022

Aviation Hazard Map  
Winnemucca District  
Size: 36" x 48"  
Year: 2022



**AIRCRAFT SIZE UP CARD** (Official size-up cards can be found at District facilities and/or will be brought to the incident...dispatch will accept this consolidated version for initial attack)

<b>FIRE NAME:</b>		<b>FIRE CODE:</b>	
<b>DESCRIPTIVE LOCATION:</b>			
<i>L.C.E.S. (Y) (N)</i>		TFR: (Y) (N)	
Date:		<u>Time:</u>	
Latitude: _____ ° _____ ' _____ "		Longitude: _____ ° _____ ' _____ "	
Est. Size:		Elevation:	
I.C. Name:		I.C. Type (5) (4) (3)	
<u>Structure Threatened (Y) (N)</u>		<u>Hazards (Y) (N)</u>	
<u>Control Problems (Y) (N) Describe:</u>			
Fuel Type:		Slope at Head: (0-25) (26-40) (41-55) (56-75) (76 +)	
Temp:	RH:	ERC:	BI:      Fire Danger:
Wind Speed:		Direction: (NW)(N)(NE)(E)(SW)(S)(SE)(W)	
<i>Spread Potential: (EXTREME) (HIGH) (MED) (LOW)</i>			
Landowner:		(BLM) (FS) (NPS) (FWS) (ST) (PRIVATE) (BIA) (OTHER)	
Character of Fire:		(Smoldering) (Creeping) <u>(Running) (Spotting) (Torching) (Crowning)</u>	
Apparent Cause:		(Lightning) (Arson) (Equipment) (Campfire) (Smoking) (Children) (Railroad) (Burning Debris) (Other)	
Aspect:		(NW) (N) (NE) (E) (SW) (S) (SE) (W) (FLAT) (RIDGETOP)	
Current Topographical Position: (Flat Rolling) (Canyon Bottom) (Valley Bottom) (Mesa) (Ridge Top) (Saddle) (Upper 1/3) (Middle 1/3) (Lower 1/3) <u>(Chute) (Chimney) (Narrow Canyon)</u>			
Water Source Used: (Y) (N)		Total Gallons:	
Lat:	Long:	Days Used:	
Landowners Name:		Contact PH#:	

**ADDITIONAL RESOURCE and SUMMARY**

ID/TYPE	ARRIVAL	# in CREW	Briefed	2:1 Rest Ratio	RELEASED
			Y N	Y N	
			Y N	Y N	
			Y N	Y N	
			Y N	Y N	
			Y N	Y N	
			Y N	Y N	

**ITEMS IN RED INDICATE POTENTIAL FOR EXTREME FIRE BEHAVIOR OR AN INCIDENT**

**IDENTIFY HAZARDS (SITUATIONAL AWARENESS)**

GATHER INFORMATION  
OBJECTIVES

COMMUNICATION  
WHO'S IN CHARGE

PREVIOUS FIRE BEHAVIOR  
WEATHER FORECASTS  
LOCAL FACTORS

**ASSESS HAZARDS**

ESTIMATE POTENTIAL FIRE BEHAVIOR HAZARDS

LOOK UP/DOWN/AROUND

IDENTIFY TACTICAL HAZARDS

WATCH OUTS

AS CONDITIONS CHANGE, WHAT OTHER SAFETY  
HAZARDS

ARE LIKELY TO EXIST?

CONSIDER PROBABILITY VERSUS SEVERITY?

**DEVELOP CONTROLS AND MAKE RISK DECISIONS**

DEVELOP CONTROL MEASURES THAT REDUCE RISK:

FIREFIGHTING ORDERS

LCES

ANCHOR POINT

DOWNHILL CHECKLIST

EMERGENCY MEDEVAC PROCEDURES/PLANS

ARE CONTROLS IN PLACE TO MITIGATE RISK?

(N) REASSESS SITUATION (Y) NEXT QUESTION

ARE SELECTED TACTICS BASED ON EXPECTED FIRE  
BEHAVIOR?

(N) REASSESS SITUATION (Y) NEXT QUESTION

HAVE INSTRUCTIONS BEEN GIVEN AND UNDERSTOOD?

(N) REASSESS SITUATION (Y) NEXT QUESTION

**IMPLEMENT CONTROLS**

ENSURE CONTROLS ARE IN PLACE AND BEING  
IMPLEMENTED BY PERSONNEL

ENSURE CONTROLS ARE INTEGRATED OPERATIONAL  
PLAN

AND UNDERSTOOD AT ALL LEVELS

**SUPERVISE AND EVALUATE**

ARE CONTROLS ADEQUATELY MITIGATING THE  
HAZARDS?

NO – REASSESS AND CONSIDER:  
HUMAN FACTORS

DISTRACTED FROM PRIMARY TASKS?

LOW EXPERIENCE LEVEL?

FATIGUE OR STRESS REACTION?

UNSAFE ATTITUDE?

THE SITUATION

WHAT IS CHANGING?

ARE STRATEGY AND TACTICS WORKING?

**IF SITUATIONS HAS SIGNIFICANTLY  
CHANGED RESTART THE RISK  
MANAGEMENT PROCESS!**

**TYPE 5 CHARACTERISTICS**

- 1) Command and General Staff position are not activated.
- 2) Incident is normally contained rapidly during initial attack.
- 3) A written Incident Action Plan (IAP) is not required.

**TYPE 4 CHARACTERISTICS**

- 1) Command and General Staff position are not activated.
- 2) Resources vary from single Firefighter to several single resources or a single Task Force or Strike Team.
- 3) The incident is limited to one operational period in a control phase. Mop-up may be extended to multiple periods.
- 4) A written Incident Action Plan (IAP) is not required.

**TYPE 3 CHARACTERISTICS**

- 1) Some of the Command and General Staff may be used as well as Division/Group Supervisor and Unit Leaders.
- 2) Resources may vary from single resources to several Task Force and Strike Team Leaders.
- 3) Incident may be separated into several divisions, but usually does meet the needs for Division/Group supervisor position for the span of control.
- 4) May require several burning periods prior to control. Requires a written IAP.

**Summary of Major Actions and Events**

**Containment date:** \_\_\_\_\_ **Acres:** \_\_\_\_\_  
**Control date:** \_\_\_\_\_ **Acres:** \_\_\_\_\_  
**OUT:** \_\_\_\_\_ **Acres:** \_\_\_\_\_  
**I.C. Signature:** \_\_\_\_\_

## **HELICOPTER BUCKET HOVER-FILL PROCEDURES**

### **Description**

Hover filling is the process of filling the water bucket of a hovering helicopter utilizing water pumped through a hose from a ground source such as an engine, water-tender, fire hydrant, or well-head. Hover-filling can be used during initial attack and extended attack when conventional dipsites are unavailable, inaccessible or time prohibitive.

### **Personnel**

Helicopter Crewmembers (HECM), or Helicopter Long Line Remote Hook Specialists (HELRL), under the direction of a qualified Helicopter Manager (HMGB), will be utilized for Hover-Fill operations. PPE will be worn in accordance with the ALSE handbook.

Two personnel will be utilized for the actual Hover-Fill. One person will maneuver the hose into position and open and close the valve, while a second person will be positioned outside the rotor disc in view of the pilot to provide communication via radio and hand signals to the pilot regarding positioning of the bucket and other relevant information. Flight Helmet Radio Adapters are recommended for both of these positions. When possible, a third Helicopter Crewmember will be positioned at the water source, with the equipment operator assigned, to provide additional monitoring of communications, direction to the equipment operator, and a crash rescue response. Should the additional Helicopter Manager or Crewmember not be available, the equipment operator will monitor the Air to Ground Frequency in order to respond to direction as necessary.

### **Training**

Annual refresher training will occur for any personnel who will be involved in hover-fill operations. A-219 Interagency Helicopter Transport of External Loads, or S-271 Helicopter Crewmember, with additional specific training including actual hover-fills, will be the minimum standard for any personnel performing a hover-fill function underneath the rotor disc.

### **Pre-Operational Briefing**

The request to perform a hover-fill will come from the Incident Commander or their designated operational contact. The Helicopter Manager for the assigned operational period, in consultation with the Pilot, will approve any hover-fill operation. A GAR model risk assessment will be completed by the Pilot, Helicopter Manager, and assigned hover-fill personnel.

Prior to any hover-fill operation, the Helicopter Manager, Helicopter Crewmember, or Long Line Remote Hook Specialist will brief all personnel involved, including information on weather, wind, helispot layout, and emergency procedures. A load calculation will also be completed.

### **Site**

Site selection for hover-fills will meet all requirements for a helispot for the type of helicopter being utilized. In addition it is recommended to use a flat, open area with unimpeded ingress and egress from the hover position with additional space for vehicle placement as well as maneuvering in the event of an emergency.

## **Equipment Placement**

If the water source is an Engine or Watertender, the vehicle will be positioned on the pilot side of the aircraft, outside the safety circle, or further, as the site and hoselay allow. Should the water source originate at a well head or other fixed outlet, the water hose should be routed to the site so that it enters the helispot location from the pilot side of the aircraft. Prior to arrival of the helicopter the hoselay will be charged.

## **Hose, Valve, Pump**

1 ½ hose or larger will be utilized for Hover-Fill operations. The hose or hoses may either be equipped with a ball valve shutoff with the nozzle removed, or be unrestricted and hardware free. The hose will be routed from the pump to the helispot on the pilot side of the aircraft, and positioned with 20 to 30 feet of slack to the windward side of the helispot. Flagging of the end of the hose is recommended. The hoselay will be charged prior to the helicopter arriving at the hover fill site.

Foam in the water line is not recommended, and should only be utilized when hover filling a bucket on a long line.

## **Hover Fill Times (180 Gallon Bucket)**

Target fill rate is 90 seconds or less. Fill rates will vary with the bucket size and pumps utilized, but any type of engine capable of producing approximately 100 Gallons Per Minute (GPM) could be effectively utilized.

Type 4 Engine: 125 GPM=Approximately 1 minute and 30 seconds actual fill time, with an additional 10 seconds of time maneuvering in and out of the hover.

WaterTender: 300-500 GPM=Approximately 30-50 seconds with an additional 10 seconds of time maneuvering in and out of the hover. Utilization of the 2 ½ Inch hose will result in maximum volume with the least amount of pressure. It may be useful for the Watertender Operator to manually control the GPM in order to make the hose more manageable; increasing the flow rate after the hose is positioned in the bucket, and decreasing the flow rate as the bucket reaches capacity (Pump pressure of 150 psi has proven effective).

## **Emergency Procedures**

In the event of an emergency the pilot will assess the severity of the emergency and take appropriate action, landing away from ground personnel. Ground personnel should exit the hover- fill area on the pilot side towards the vehicles as described in the Pre Operational Briefing.

In order to facilitate a rapid escape for the HECM or HELR at the filling end of the hose, and in order to minimize the possibility of tripping, the hose will be routed to the forward side of the person filling, so that if the helicopter were to move forward, the HECM or HELR would maintain a clear path of egress, and not be caught up with the hose.

Locating all equipment, including vehicles, hose lay, and personnel on the pilot's side will serve to provide a clear and unobstructed alternative to the opposite side of the helispot.

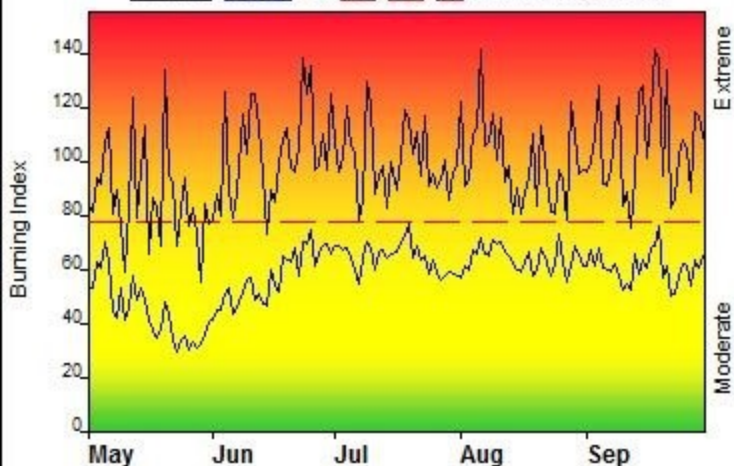
## **Documentation**

A Hover- fill Training Record will document annual training and those in attendance, including role specific training i.e. Watertender Operator, as well as all specific information regarding pilot, aircraft, personnel involved, number of buckets, evolutions performed, opportunities for improvement, etc.

Operational Hover-fills will be recorded in the Aircraft Daily Diary, and include all of the above as well as any other relevant information. The Incident Commander or Operational contact who requested the hover-fill will also be documented.

## FIRE DANGER -- Ely North

Maximum, Average, and 80th Percentile, based on 15 years data



## Fire Danger Area:

- ◆ White Pine & E.Nye County
- ◆ Zone 455
- ◆ 260804, 260805, 260807
- \* Meets NWCG Wx Station Standards



## Fire Danger Interpretation:

- EXTREME** -- Use extreme caution
- High** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

Maximum -- Highest Burning Index by day for 2004 - 2018

Average -- shows peak fire season over 15 years (2228 observations)

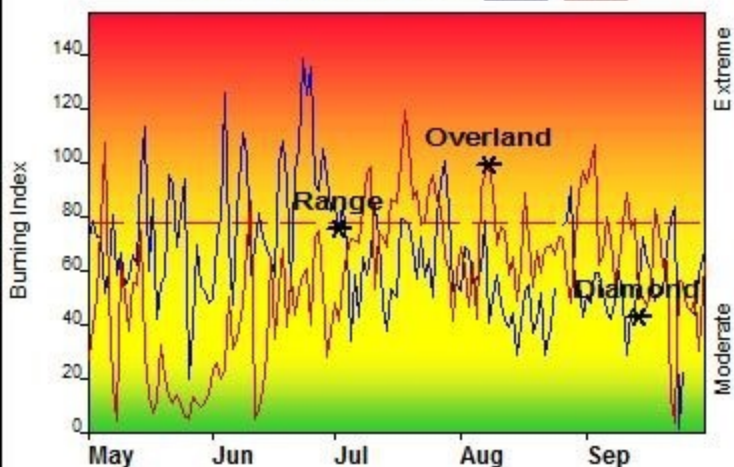
80th Percentile -- 20% of the 2228 days from 2004 - 2018 had an Burning Index above 77

## Local Thresholds - Watch out:

Combinations of any of these factors can greatly increase fire behavior:

- 20' Wind Speed over 20 mph, RH less than 15%,
- Temperature over 90

## Years to Remember: 2012 2016



Fuel Model: T - Sagebrush-Grass

## Remember what Fire Danger tells you:

- ✓ Burning Index gives day-to-day fluctuations calculated from 2 pm temperature, humidity, wind, daily temperature & rh ranges, and precip duration.
- ✓ Wind is part of BI calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

## Past Experience:

Predominant south to southwest winds greatly affect fire behavior in this area. Overland Fire burned 8900 acres on 8/8/16 when the BI was 98. Range Fire burned 4,635 acres on 7/2/12 when the BI was 75. Diamond Fire burned 7,115 acres on 9/14/15 on a wetter year with cured fuels and an BI of 50.

\*Remember to always use and be aware of your:  
LOOKOUTS-COMMUNICATIONS- ESCAPE ROUTES-SAFETY ZONES

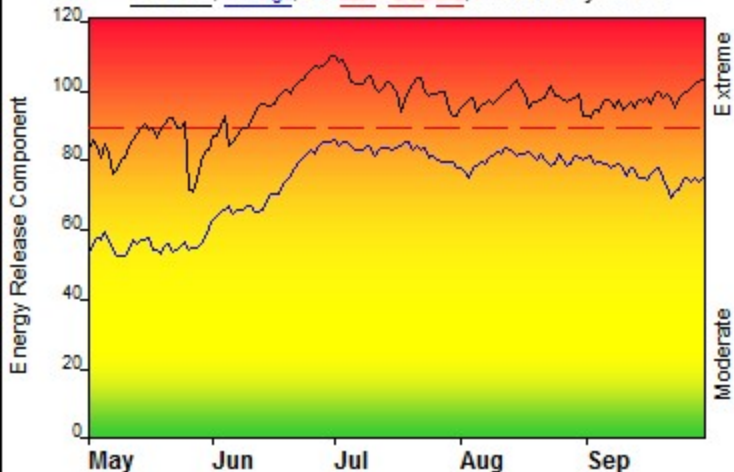
Responsible Agency: Ely NV-ELD-BLM Interagency  
FF+5.0 build 20181217 05/07/2019-15:22 (U:\Desktop\Fire Planning\w...12019 Pocket North)

Design by NWCG Fire Danger Working Team



## FIRE DANGER -- Ely North

Maximum, Average, and 80th Percentile, based on 15 years data



## Fire Danger Area:

- ◆ White Pine & E.Nye County
- ◆ Zone 455
- ◆ 260804, 260805, 260807
- \* Meets NWCG Wx Station Standards



## Fire Danger Interpretation:

- EXTREME** -- Use extreme caution
- High** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

Maximum -- Highest Energy Release Component by day for 2004 - 2018

Average -- shows peak fire season over 15 years (2228 observations)

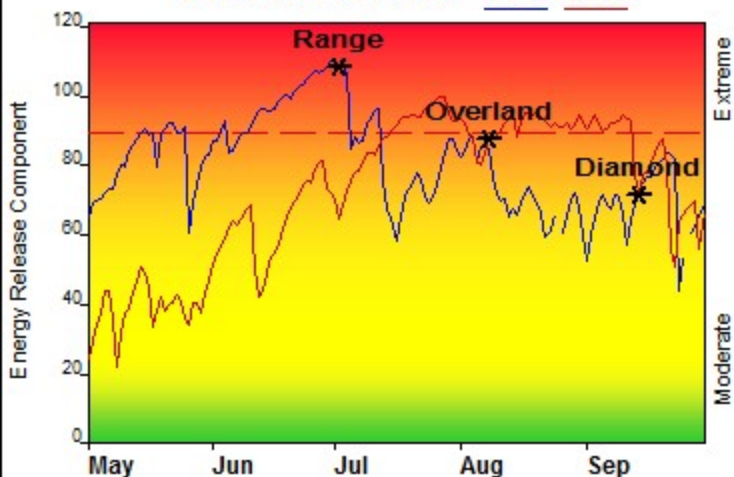
80th Percentile -- 20% of the 2228 days from 2004 - 2018 had an Energy Release Component above 89

## Local Thresholds - Watch out:

Combinations of any of these factors can greatly increase fire behavior:

- 20' Wind Speed over 20 mph, RH less than 15%,
- Temperature over 90

## Years to Remember: 2012 2016



## Remember what Fire Danger tells you:

- ✓ Energy Release Component gives seasonal trends calculated from 2 pm temperature, humidity, daily temperature & rh ranges, and precip duration.
- ✓ Wind is NOT part of ERC calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

## Past Experience:

Predominant south to southwest winds greatly affect fire behavior in this area.

Most fires in the area occur when the ERC is greater than 84.

Overland fire burned 8800 acres on 8/8/16 when the ERC was 87

Range fire burned 4635 acres on 7/2/12 when the ERC was 107

Diamond fire burned 7,115 acres on 9/14/15 fire burned in cured grass

\*Remember to always use and be aware of your:

LOOKOUTS-COMMUNICATIONS- ESCAPE ROUTES-SAFETY ZONES

Responsible Agency: Ely NV-ELD-BLM Interagency

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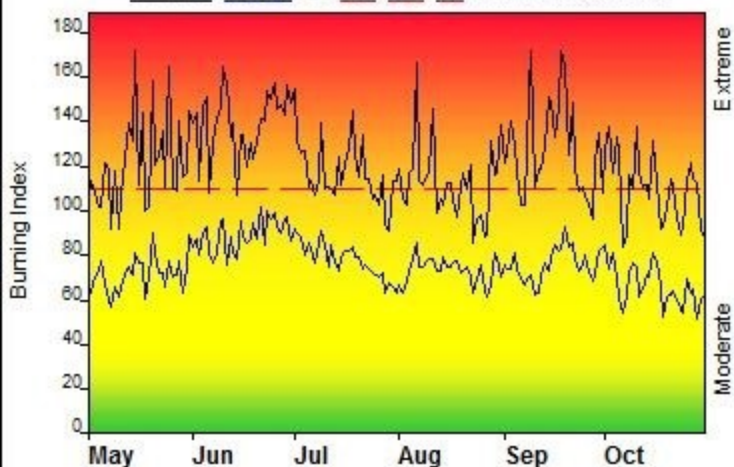
Fuel Model: G - Short-Needle (Heavy Dead)

Design by NWCG Fire Danger Working Team



## FIRE DANGER -- Ely South

Maximum, Average, and 90th Percentile, based on 15 years data



## Fire Danger Area:

- ◆ Lincoln & E. Nye Counties
- ◆ Zone 481
- ◆ 261603, 261604, 261608
- \* Meets NWCG Wx Station Standards



## Fire Danger Interpretation:

- EXTREME** -- Use extreme caution
- High** -- Watch for change
- Moderate** -- Lower Potential, but always be

Maximum -- Highest Burning Index by day for 2004 - 2018

Average -- shows peak fire season over 15 years (2603 observations)

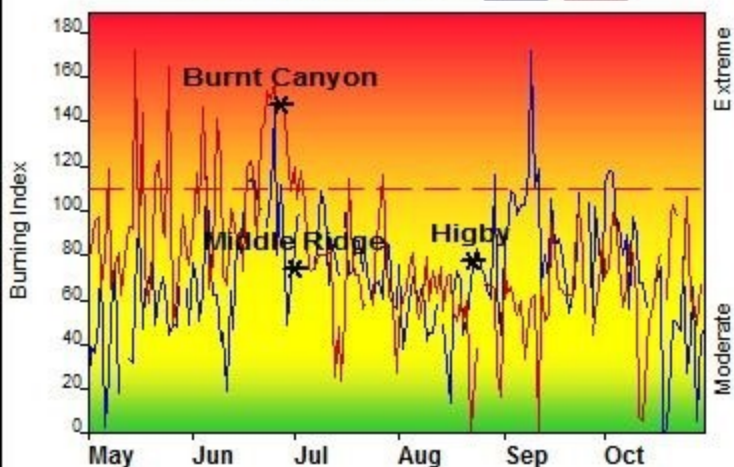
90th Percentile -- 10% of the 2603 days from 2004 - 2018 had an Burning Index above 109

## Local Thresholds - Watch out:

Combinations of any of these factors can greatly increase fire behavior:

- 20' Wind Speed over 20 mph, RH less than 15%,
- Temperature over 90

## Years to Remember: 2005 2012



Fuel Model: T - Sagebrush-Grass

## Remember what Fire Danger tells you:

- ✓ Burning Index gives day-to-day fluctuations calculated from 2 pm temperature, humidity, wind, daily temperature & rh ranges, and precip duration.
- ✓ Wind is part of BI calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

## Past Experience:

Predominant south to southwest winds greatly affect fire behavior in this area.

In 2012 the average BI for June and July was 93. The fire danger forecast zone had a total of 50 fires for 17,049 acres.

Multiple start days are of great concern, they account for 34% of all fire days during the analysis period. The BI for multiple start days can range between 40 and 120.

\*Remember to always use and be aware of your;

LOOKOUTS-COMMUNICATIONS- ESCAPE ROUTES-SAFETY ZONES

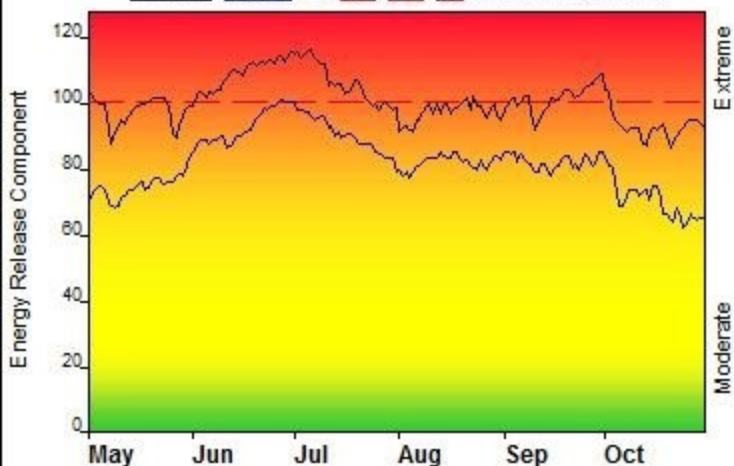
Responsible Agency: NV-ELD-BLM

FF+5.0 build 20181217 05/25/2019-10:00 (U:\Desktop\Fire Planning\Ely South PC)

Design by NWCG Fire Danger Working Team

## FIRE DANGER -- Ely South

Maximum, Average, and 90th Percentile, based on 15 years data



## Fire Danger Area:

- ◆ Lincoln & E. Nye Counties
- ◆ Zone 481
- ◆ 261603, 261604, 261608
- \* Meets NWCG Wx Station Standards



## Fire Danger Interpretation:

- EXTREME** -- Use extreme caution
- High** -- Watch for change
- Moderate** -- Lower Potential, but always be :

**Maximum** -- Highest Energy Release Component by day for 2004 - 2018

**Average** -- shows peak fire season over 15 years (2603 observations)

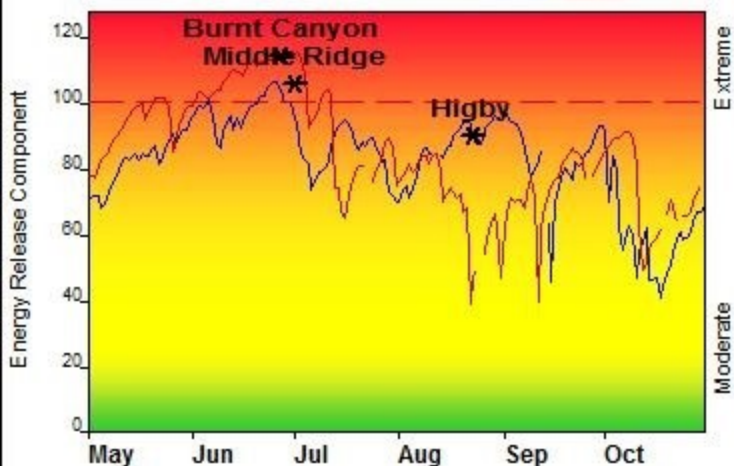
**90th Percentile** -- 10% of the 2603 days from 2004 - 2018 had an Energy Release Component above 100

## Local Thresholds - Watch out:

Combinations of any of these factors can greatly increase fire behavior:

- 20' Wind Speed over 20 mph, RH less than 15%,
- Temperature over 90

## Years to Remember: 2006 2012



## Remember what Fire Danger tells you:

- ✓ Energy Release Component gives seasonal trends calculated from 2 pm temperature, humidity, daily temperature & rh ranges, and precip duration.
- ✓ Wind is NOT part of ERC calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

## Past Experience:

Predominant south to southwest winds greatly affect fire behavior in this area.

Most large fires in this area occur with an ERC above 88.

Higby Fire burned 10,077 acres on 8/23/06 when the ERC was 89.

Middle Ridge Fire burned 10,332 on 7/1/14 when the ERC was 99.

\*Remember to always use and be aware of your;

LOOKOUTS-COMMUNICATIONS- ESCAPE ROUTES-SAFETY ZONES

Responsible Agency: NV-ELD-BLM

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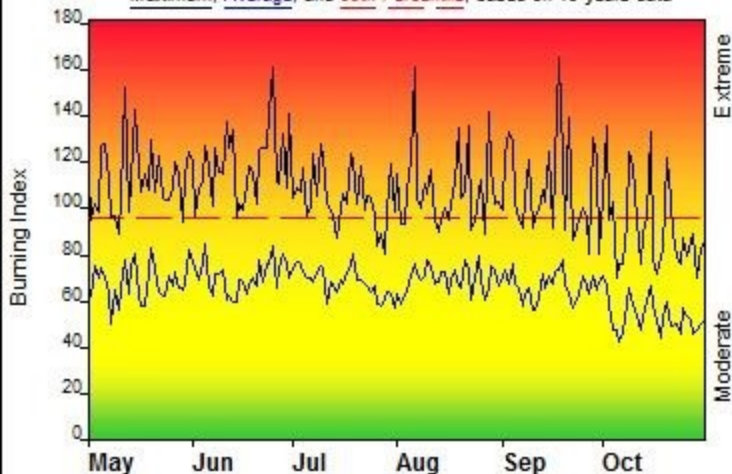
Fuel Model: G - Short-Needle (Heavy Dead)

Design by NWCG Fire Danger Working Team



## FIRE DANGER -- HT North

Maximum, Average, and 90th Percentile, based on 15 years data



## Fire Danger Area:

- ◆ White Pine / East Nye
- ◆ Zone 455, 457
- ◆ 261406, 260897
- \* Meets NWCG Wx Station Standards



## Fire Danger Interpretation:

- EXTREME** -- Use extreme caution
- High** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

Maximum -- Highest Burning Index by day for 2002 - 2018

Average -- shows peak fire season over 15 years (2651 observations)

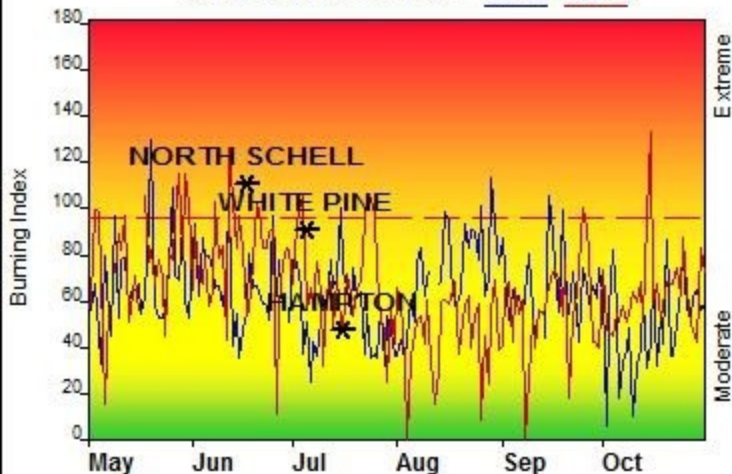
90th Percentile -- 10% of the 2651 days from 2002 - 2018 had an Burning Index above 96

## Local Thresholds - Watch out:

Combinations of any of these factors can greatly increase fire behavior:

- 20' Wind Speed over 20 mph, RH less than 15%,
- Temperature over 90

## Years to Remember: 2006 2014



Fuel Model: T - Sagebrush-Grass

## Remember what Fire Danger tells you:

- ✓ Burning Index gives day-to-day fluctuations calculated from 2 pm temperature, humidity, wind, daily temperature & rh ranges, and precip duration.
- ✓ Wind is part of BI calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

## Past Experience:

Predominant south to southwest winds greatly affect fire behavior in this area.

North Schell Fire burned 12,046 acres on 6/17/12 when the BI was 110.

White Pine Fire burned 1,292 acres on 7/5/13 when the BI was 90.

Hampton fire burned 12,550 acres on 7/16/14 when the BI was 51.

\*Remember to always use and be aware of your;

LOOKOUTS-COMMUNICATIONS- ESCAPE ROUTES-SAFETY ZONES

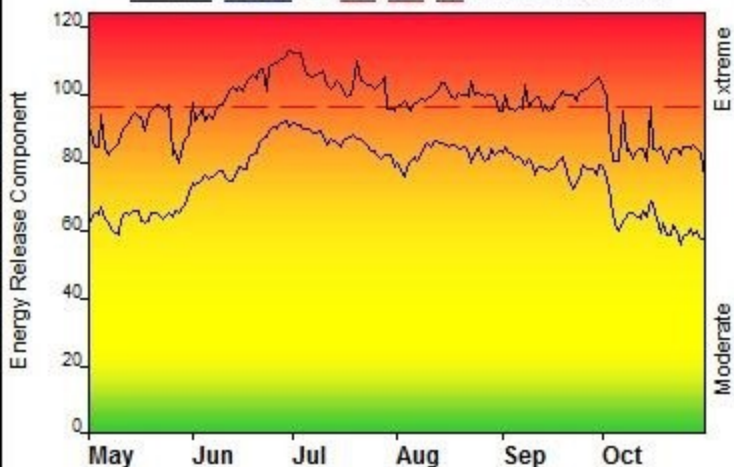
Responsible Agency: HTNF ELY DISTRICT

FF+5.0 build 20181217 05/08/2019-14:38 (U:\Desktop\Fire Planning\Ely HTNF North)

Design by NWCG Fire Danger Working Team

## FIRE DANGER -- HT North

Maximum, Average, and 90th Percentile, based on 15 years data



## Fire Danger Area:

- ◆ White Pine / East Nye
- ◆ Zone 455, 457
- ◆ 261406, 260897
- \* Meets NWCG Wx Station Standards



## Fire Danger Interpretation:

- EXTREME** -- Use extreme caution
- High** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

Maximum -- Highest Energy Release Component by day for 2002 - 2018

Average -- shows peak fire season over 15 years (2651 observations)

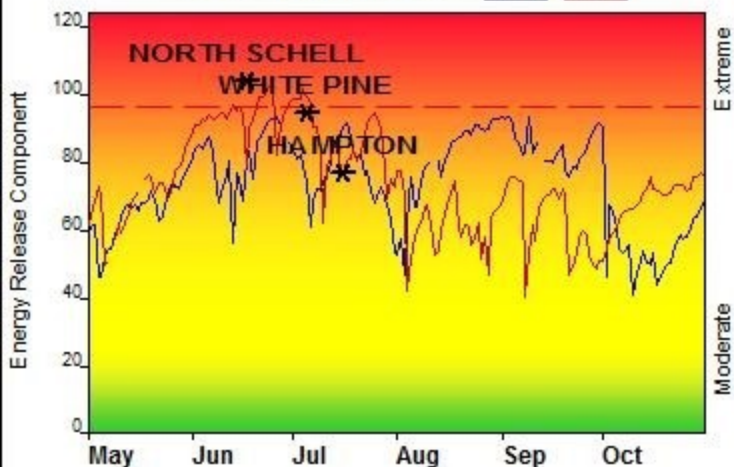
90th Percentile -- 10% of the 2651 days from 2002 - 2018 had an Energy Release Component above 96

## Local Thresholds - Watch out:

Combinations of any of these factors can greatly increase fire behavior:

- 20' Wind Speed over 20 mph, RH less than 15%,
- Temperature over 90

## Years to Remember: 2006 2014



## Remember what Fire Danger tells you:

- ✓ Energy Release Component gives seasonal trends calculated from 2 pm temperature, humidity, daily temperature & rh ranges, and precip duration.
- ✓ Wind is NOT part of ERC calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

## Past Experience:

Predominant south to southwest winds greatly affect fire behavior in this area.

Most fires happen in this area when the ERC is greater than 84.

North Schell Fire burned 12,046 acres on 6/17/12 when the ERC was 120.

White Pine Fire burned 1,292 acres on 7/5/13 when the ERC was 105.

Hampton fire burned 12,550 acres on 7/16/14 when the ERC was 60.

\*Remember to always use and be aware of your;

LOOKOUTS-COMMUNICATIONS- ESCAPE ROUTES-SAFETY ZONES

Responsible Agency: HTNF ELY DISTRICT

FF+5.0 build 20181217 05/08/2019-14:32 (U:\Desktop\Fire Planning\Ely HTNF North)

Fuel Model: G - Short-Needle (Heavy Dead)

Design by NWCG Fire Danger Working Team

**Wilderness Study Areas** require approval for any mechanical operation including landing. Following size-up Dispatch will confirm fire is located in/out of wilderness area and actions to proceed. Prior to actions being taken a management decision must take place. During this time, please increase area of orbit around the fire searching for fire potential growth, natural/man-made barriers, accessibility of terrain, and concerns. Relay this information to dispatch in order to help in the management decision process.

**Time Keeping** if pre-positioned remotely and no supervisor/finance is available for signature please send CTR's to Unit Aviation Manager for signature/processing. [jtorreal@blm.gov](mailto:jtorreal@blm.gov)

**Cost Summaries** individual aircraft or Helibase totals also need to be sent to [jtorreal@blm.gov](mailto:jtorreal@blm.gov) daily is preference...understanding cell service difficulties does not always allow this.

All the items in this briefing packet were provided to achieve a baseline understanding of fire operation expectations on the Ely District. You are responsible to seek out answers/concerns for questions from the 1<sup>st</sup> line supervisor in which you have been assigned (UAM if pre-positioned remotely). Aviation resources on the Ely District are asked to respond to incredibly remote areas that are among other things difficult to find for chase vehicles. The small communities that are located within this District provide little services and many of which close early for the night. Jet A is available in Ely, NV however, in the southern half of the District negotiating a re-fueling trip to Cedar City, UT or Las Vegas, NV for ex. often requires overnight trips for the fuel truck driver. PLAN FOR IT. Inform 1<sup>st</sup> line supervisor of need for re-fueling trip, send fuel truck either early morning or late afternoon, but remain available. Helicopter modules operating in the Great Basin need to be prepared to camp on scene of the incident. Restaurants close early in Lincoln County so send runners to get groceries for camp if need be. Provide a service during your assignment and the Unit Aviation Manager or other local Helicopter Managers/Dispatch will be happy to assist you in negotiating these obstacles previously laid out. DO NOT trouble incident commanders, divisions, dispatchers, etc. during initial attack with these specific issues. Respond to the incident, follow up with UAM and I will assist you in maintaining readiness.

Welcome, be safe and enjoy a vast area with extremely diverse fuel types, elevation, and fire regimes. Aircraft utilization is instrumental for detection, initial attack, and support on the Ely District for success. Don't hesitate to reach out for all matter of concern/questions during your assignment.

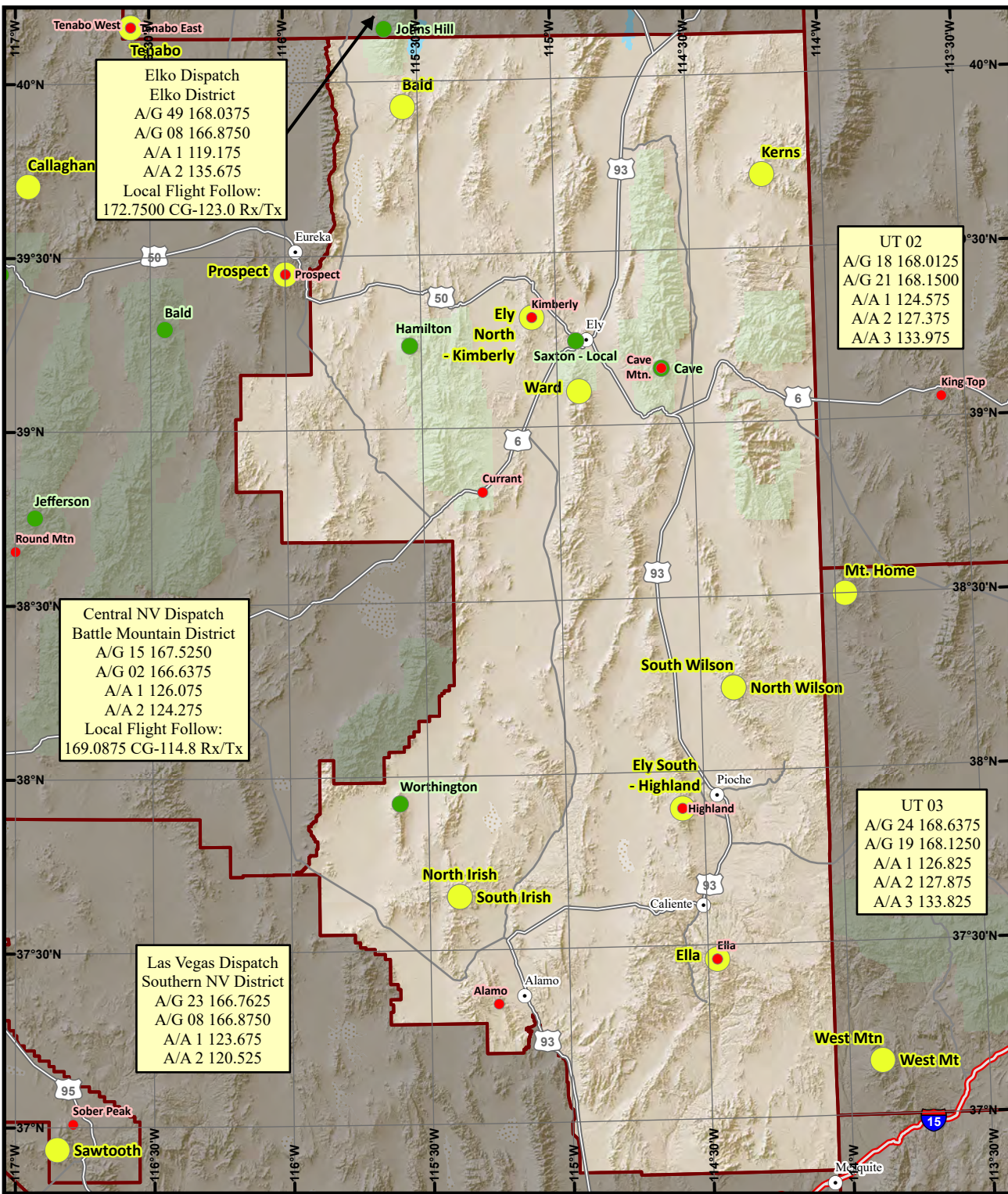
Juan Torrealday  
Unit Aviation Manager  
(775) 293-3065  
[jtorreal@blm.gov](mailto:jtorreal@blm.gov)

Ely Interagency Dispatch Center  
(775) 289-1925 (gate code:2021)  
(775) 289-9395 (after hrs. cell #)  
[nveicc@firenet.gov](mailto:nveicc@firenet.gov)

Jennifer Hollingsworth  
Fire Business  
(775) 289-1802  
[jhollingsworth@blm.gov](mailto:jhollingsworth@blm.gov)



# Ely Dispatch Ely District Frequency Map



	Freq. Name	Rx	Tx
AIR	Air-Ground 43	167.6000	167.6000
	Air-Ground 06	166.8000	166.8000
	Air-Air 1	128.425	128.425
	Air-Air 2	123.925	123.925
	Local Flight Follow	N/A	N/A
BLM	Nat'l Flight Follow	168.6500 CG-110.9	168.6500 CG-110.9
	Bald	169.7750 CG-123.0	162.1625 CG-110.9
	Ely North - Kimberly	169.7750 CG-123.0	169.7750 CG-123.0
	Kerns	169.7750 CG-123.0	162.1625 CG-136.5
	North Irish	169.7750 CG-123.0	162.1625 CG-123.0
	North Wilson	169.7750 CG-123.0	162.1625 CG-151.4
	Ward	169.7750 CG-123.0	162.1625 CG-146.2
	Ella	170.0250 CG-123.0	166.3750 CG-110.9
	Ely South - Highland	170.0250 CG-123.0	170.0250 CG-123.0
	Mt. Home	170.0250 CG-123.0	166.3750 CG-146.2
USFS	South Irish	170.0250 CG-123.0	166.3750 CG-131.8
	South Wilson	170.0250 CG-123.0	166.3750 CG-123.0
	West Mtn	170.0250 CG-123.0	166.3750 CG-136.5
	Cave	169.9000 CG-162.2	164.1375 CG-156.7
	Hamilton	169.9000 CG-162.2	164.1375 CG-103.5
NDF	Saxton - Local	169.9000 CG-162.2	169.9000 CG-162.2
	Worthington	169.9000 CG-162.2	164.1375 CG-167.9
	Alamo	158.8950	151.1900 CG-131.8
	Ella	158.8950	151.1900 CG-136.5
	Highland	158.8950	151.1900 CG-123.0
TACTICAL	Cave Mtn.	158.8950	153.8750 CG-110.9
	Currant	158.8950	153.8750 CG-146.2
	Kimberly	158.8950	153.8750 CG-136.5
	King Top	158.8950	153.8750 CG-123.0
	BLM SOA	171.6750 CG-114.8	171.6750 CG-114.8
NDF RED 1	159.3450	159.3450	
NDF RED 2	158.8650	158.8650	
VFire 21	154.2800	154.2800	
VFire 22	154.2650	154.2650	
VFire 23	154.2950	154.2950	

● NDF     BLM District Boundary    US Route  
● USFS    US Forest Service    State Hwy  
● BLM    Interstate Hwy

No warranty is made by the Bureau of Land Management as to the accuracy, reliability or completeness of these data for individual use or aggregate use with other data. 2020-05-11