

Fire Sizeup

Fire Name:	
Fire Number:	
Latitude:	Longitude:
Descriptive Location:	
Approximate Size (acres):	
Fuel Type (grass, brush, timber, slash):	
Character of Fire (smoldering, creeping, running, spotting, torching, crowning, erratic):	
Spread Potential (low, moderate, high, extreme):	
Elevation (feet):	
Aspect (north, south, east, west):	
Position on Slope (upper, middle, lower, valley bottom, saddle, ridge top, flat or rolling):	
% Slope at Head of Fire (-25, 26-40, 41-75, >76):	
Wind Speed (mph):	
Wind Direction (cardinal):	
Control Problems:	
Is life or property threatened?	
Are additional resources needed?	
Hazards:	
Other:	

BEAVERHEAD-DEERLODGE NATIONAL FOREST AVIATION IN BRIEFING BOOKLET



2019



Medical Incident Report (page 118 IRPG)

1. Call Dispatch or Communications “Declare a Medical Emergency”

2. Incident Status

Urgent Red-Life Threatening— Medevac or Ambulance immediately

Priority Yellow—Serious Injury/Illness medevac or Ambulance may be delayed

Routine Green— Not life threatening.

Number of Patients: Male /Female Age: _____ Weight: _____

Nature of Injury/Illness & Mechanism of Injury : _____

Transport Request :

Air Transport (Is agency A/C Preferred?)

Helispot _____ with an — Agency A/C **OR** Air Medical A/C

NO Helispot **Short-haul/Hoist A/C required**

Ground Transport:

Self-Extract Carry-Out Ambulance Other

Patient Location (lat/long) : _____

Incident Name (Geographic Location + “Medical”): _____

Medical Incident Commander: _____

Patient Care provided by: _____

3. Initial Patient Assessment Page 106 IRPG

Conscious _____ Breathing _____ Bleeding _____ Pulse _____ Skin color _____

Skin color _____ Skin temperature _____ Pupils _____

4. Transportation Plan :Evacuation location

Lat/Long or Helispot #: _____

Patient's **E**T**E** to Evacuation Location: _____

Helispot/Extraction Size and Hazards: _____

5. Additional Resource Needs

Paramedic/EMT(s) Crews SKED/Backboard/C-Collar Burn Sheet

Oxygen Trauma Bag Meds IV/Fluids AED Heart Monitor

Other (i.e. splints, rope rescue, wheeled litter) _____

6. Communications—

WHITE:155.280 Wide Band TX/RX **TAN: 155.340** Wide Band TX/RX

COMMAND: _____

Air to Ground: _____

Tactical: _____

7. Contingency Plan: _____

8. Additional Info

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EMS and Medical Facilities Locations, Numbers and Frequencies

Name	Location Lat/Long	Frequency	Emergency Room Phone #	Landing Pad Information
Barrett Hospital Dillon MT	N 42 12.131 X W 112 38.790	155.280 <i>White EMS</i>	406-683-3000	Type 2/3 OK Fenced in Pad
Butte-St James Hospital	N46 00.541 X W112 32.670	155.280 <i>White EMS</i>	406-723-2580	Unsecured pad call ahead Type 2
Madison Valley Hospital	N45 21.146 X W111 43.924	155.280 <i>White EMS</i>	406-682-4222	Unsecured pad call ahead Type 2/3 OK
Bozeman Deaconess Hospital Bozeman MT	N 45 40.162 X W 111 01.146	155.280 <i>White EMS</i>	406-585-1000	Unsecured pad call ahead Type 2/3 OK
St Patrick's Hospital Missoula MT	N 46 52.512W 114.00.009	155.280 <i>White EMS</i>	1-800-991-7363	Has Helicopter Life Flight 12,000 lb pad limit, call for landing

Incoming Aviation Resource Briefing Checklist

Operations	√	
Mission Requests		
IA Responsibilities		
Briefing Times		
Dispatching Procedure		
Hours of Operation		
Unit Maps		
Flight Hazard Maps		
Helispot Summary		
Repeater Locations		
No Use/Wilderness		
Other Aircraft		
Local IAMRP		
Aviation Resources		
Delegation of Authority		
Water Source Concerns		
AIS Concerns		
Fuel	√	
Fueling Concerns		
FBO's w/JET A		
Vehicles		
Vendor	√	
Scheduled Maintenance		
Crew Personnel Swap		

Aerial Life Flight Services

This direction is to be used when an incident within an incident occurs or when non fire situations arise and our resources are requested to participate in the operation.

The plan will address procedures during Initial Response situations involving local resources. When utilization of aircraft for delivery of personnel to an incident and transportation of injured parties and EMS personnel is required, operations need to be coordinated through the Dillon Dispatch Center or incident management team to ensure airspace issues are coordinated and forest leadership is informed.

The Beaverhead-Deerlodge National Forest does not have the ability to provide advanced life support systems. If this capability is required Life Flight needs to be specified.

Reference the “**Medical Incident Report (formally known as 9 line)**” on page 30.

Communication	√	
Frequency List		
Phone Contact List		
Fax #'s		
Internet		
Airspace	√	
Hazards		
SUA, MOA, MTR, TFR's		
Incidents	√	
Supporting Incidents		
Finance	√	
Aircraft Cost		
CTR/Shift Tickets		
Logistics	√	
Vendor Lodging		
Crew Camping Area		
Showers		
Food		
Water/Ice		
Emergency	√	
Hospital/Life Flight/Tan		
Crash Rescue		
Medevac		
Security	√	
Codes/Keys		
Briefing Completed and Received:		

Call-When-Needed Marry-Up Procedures

When Call-When-Needed (CWN) Aircraft are utilized for fire and project work the helicopter manager and helicopter contractor will “marry-up” at a site that will be predetermined by either the Forest Aviation Officer or the Air Operations Branch Director of an incident management team that is operating on the forest. Commonly, this location will be at the airport closest to the incident or project. The reasoning behind this procedure is to give the manager a chance to meet the pilot and get the initial required inspections done before the aircraft is ordered for a flight on the incident or project. In the past, helicopters have arrived on incidents without a manager present and been given missions to fly. This is a major safety/policy violation. Having the manager and aircraft meet at a predetermined location, will ensure proper process is established for management of these resources.

When helicopter managers are rotating through days off and a hand off of paper work and procedures is necessary, this can be done on site at the designated helibase. Since pre-use inspections and carding verification has already been completed and the pilot will be familiar with the area, a good hand-off of information from one manager/module to another will be sufficient to ensure safety and contract compliance.

The Forest requires all helicopter buckets, snorkels, and any other device that may contact water to be washed before the aircraft becomes available to support fire operations. The protocol for this operation is spelled out in The Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations. This guide is online, on the file path provided on the cover of this briefing package and is on the flash drive provided to you.

2018 Frequency List

IDENTIFIER	RX	TX	Tone	Coverage
IA A/A	132.700	132.700	N/A	Forest wide
IA A/G #29	166.900 N	166.900 N	N/A	SIMPLEX
IA A/G #26	166.6875 N	166.6875 N	N/A	SIMPLEX
DNRC RUMSEY	151.190 N	159.360 N	141.3	Anaconda
BLM DIRECT	169.6750 N	169.6750 N		West, MT
BLM SOA 1	168.225 N	168.225 N		Scene of Action 1
BLM SOA 2	167.175 N	167.175 N		Scene of Action 2
FIRE RED	154.070 N	154.070 N		Fire Co-op
GOLD	153.905 N	153.905 N		Mutual Aid
YELLOW	151.220 N	151.220 N		State A/G
ORANGE	151.400 N	151.400 N		TAC
LIFE FLIGHT (TAN)	155.340 N	155.340 N		EMS A/G
A/G Hospitals (White)	155.280 N	155.280 N		Hospital A/G
AIR GUARD	168.625 N	168.625 N	110.9	
WEATHER(NOAA)	162.475 W			

Frequency List
Can be downloaded at:



Flight Following Protocol with Dillon Dispatch Center

IDENTIFIER	RX	TX	Tone	Coverage
BVHD East Direct	171.425 N	171.425 N	123.0	SE B-D
BVHD West Direct	172.350 N	172.350 N	123.0	SW B-D
VIPOND PARK	172.350 N	167.750 N	103.5	Wise River
DEER CAMP	172.350 N	165.750 N	167.9	Jackson
LAZYMEN	171.425 N	164.700 N	123.0	Gravellys
LEMHI PASS	172.350 N	165.750 N	110.9	Lemhi Pass
MAVERICK	172.350 N	165.750 N	100.0	Polaris
SOUTH BALDY	171.425 N	164.700 N	146.2	Virginia City
TIE CREEK	172.350 N	165.750 N	136.5	Wisdom
ELK LAKE	171.425 N	164.700 N	156.7	Centennial
TOWER MTN	172.350 N	165.750 N	162.2	Dillon
DICKIE PEAK	172.350 N	165.750 N	151.4	Wise River
ELLIS PEAK	172.350 N	165.750 N	127.3	Big Sheep
Deerlodge Direct	172.325 N	172.325 N	123.0	NORTE B-D
RED MTN	172.325 N	164.825 N	103.5	Butte
JACK MTN	172.325 N	164.825 N	167.9	Boulder
LUKE MTN	172.325 N	164.825 N	123.0	Drummond
EMERINE	172.325 N	164.825 N	146.2	Phillipsburg
BULL MTN	172.325 N	164.825 N	100.0	Elkhorn City
BLIZZARD HILL	172.325 N	164.825 N	156.7	Deer Lodge
HENDERSON	172.325 N	164.825 N	136.5	Maxville
QUEENS HILL	172.325 N	164.825 N	151.4	Pony
DISCOVERY BASIN	172.325 N	164.825 N	162.2	Georgetown

Rotor Wing Operations

All rotor wing aircraft will contact and flight follow with Dillon Dispatch on NATIONAL FLIGHT FOLLOW 168.650 TT & RT of 110.9 or the **Deerlodge Direct RX 172.325 TX 172.325 TT 123.0 Narrow Band, Beaverhead (SE) Direct RX 171.425 TX 171.425 TT 123.0 Narrow Band, and Beaverhead (SW) Direct RX 172.350 TX 172.350 TT 123.0**, until they have established local flight following with ground personnel, helibase, or air attack over the fire. Once the aircraft has made contact, it will be the responsibility of the incident to track the aircraft while on scene, as well as, to and from the helibase and fire

Fixed Wing Operations

Fixed wing operations will need to flight follow with Dillon Dispatch until contact with air attack is made over the incident and Dispatch is notified. Aircraft leaving the incident to reload with retardant or refuel, will need to contact dispatch when they leave the incident and when they land at their destination on NATIONAL FLIGHT FOLLOW or the **Deerlodge Direct RX 172.325 TX 172.325 TT 123.0 Narrow Band, Beaverhead (SE) Direct RX 171.425 TX 171.425 TT 123.0 Narrow Band, and Beaverhead (SW) Direct RX 172.350 TX 172.350 TT 123.0**, when they take off they will need to contact dispatch and flight follow with them until they are in contact with air attack or the fire helibase and then close out with Dillon Dispatch.

Automated Flight Following (AFF)

The Dillon Interagency Dispatch Office utilizes AFF. AFF needs to be requested via the radio and approved by the dispatch office. Once AFF is confirmed the dispatch office will track the aircraft on the screen until the aircraft reaches its destination, moves into neighboring dispatch centers airspace or flight following is turned over to another entity such as an incident management team, or air attack. When AFF is not working, 15 min check-ins via the radio will be the form of flight following.

Aircraft Dispatching

Ordering Flights:

All Forest Service Flights, not under delegation of authority, on the Beaverhead-Deerlodge Nat'l Forest (B-D) will be ordered through and dispatched from the Dillon Dispatch Center (DDC). All flights, fixed or rotor-wing, other than emergency or project use, must submit a request for admin flight form FS-5700-10 to DDC. Time critical emergency use requests (such as fire initial attack requests) for aircraft will be processed and documented at DDC to allow for rapid response of the resource. For administrative flights a project aviation safety plan must be completed by the traveler and presented to DDC prior to travel.

Point of contact and Pilot/Crew briefings for all new incoming aviation resources:

All aircraft and crews assigned to work from an airbase on the B-D will receive a briefing on local hazards and procedures. The point of contact for aviation resource briefings on the forest is the Forest Aviation Officer (FAO), located in Dillon, MT. An alternate contact may be designated as needed by the FAO.

Flight Plans and Flight Following:

Aircraft on FAA flight plans exiting the B-D will submit an aircraft flight request/flight schedule prior to departure. Non-FAA flight plans made through DDC must list the aircraft identification tail number and color, pilot name(s), passenger name(s), mission, route, destination, ETD, and ETA. All flights will maintain AFF or radio contact on a pre-designated frequency and relay position and heading information every 15 minutes as well as notification of take-offs and landings, unless another flight following format is designated by DDC. Any deviation from the original flight plan must also be reported to DDC. All flight following will be conducted with DDC or an alternate contact designated by DDC. In the event that an aircraft on a Forest Service flight plan is determined to be overdue (30 minutes after ETA at destination, or if two successive periodic checks are not made) the dispatcher will follow procedures in the Interagency Aviation Mishap Response Guide and Checklist.

- When the need has been met or efforts become ineffective, use of the resource should discontinue. This can be achieved by having a specific objective in mind and identifying the timing of the need as it relates to work occurring on the ground. Continual assessment of changing conditions and effectiveness is paramount.
- Consideration of timing with water and chemical use. An objective that can reasonably be obtained in 24 hours, where the use of water or retardant may be useful vs an objective to be obtained beyond 72 hours, where employing aerial delivered product or water is of nominal impact and equates to transfer of risk.
- Incident Commanders and Agency Administrators need to develop a strategy and put a tactical plan in place that is tied to the objectives and is capable of being implemented and accomplished, given the seasonal and environmental conditions, risk assessment and the resources available.
- Re-evaluation of decisions for utilization of aviation resources should be responsive to changes in conditions and effectiveness of the tactic.

Recommendations:

Communicate and discuss these cultural changes and transfer of risk in aviation use.

- Discuss at preseason meetings, workshops and refreshers at all levels (national, regional and local)
- Deliver simulations on risk and aviation at Agency Administrator preseason meetings, Incident Commander Meetings, FALT and RLT meetings
- Discuss when delivering delegations to an IMT and provide this briefing paper
- New topic for 6 minutes for safety
- New topic for WFSTAR
- New Lessons Learned topic
- New public information campaign targeted to educate and ease pressure for Agency Administrators

Contact:

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Forest Aviation Officer

Forest Service
Beaverhead-Deerlodge NF

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c: 406.660.2318
damorton@fs.fed.us



Forest Service/Beaverhead-Deerlodge NF Fire and Aviation Management Briefing Paper

Date:
March 1, 2018

Topic: Risk transfer from Ground Resources to Aviators

Issue: A shift and increase in the use of aircraft to “check” a fire has become more wide-spread as a tactic of Incident Commanders, Incident Management Teams, and Agency Administrators. Some factors that have promoted this shift include larger fires, limited resource availability and in some cases stem from intentional decision-making to reduce risk to field based fire responders. “Strategic checking” can be an acceptable practice when tied to the overall suppression objectives, however, “checking” as it is now often employed results in increased exposure and risk to aviators. It is now often used in the absence of a clear purpose or end state.

Background: The term “checking” is often associated with providing a holding or slowing action and is essentially an attempt to buy time for ground resources to build indirect containment lines, for a predicted change in weather and associated fire behavior and to protect high values at risk until conditions change. A significant increase in aircraft being used to provide checking actions is being experienced nationwide. This is true of both rotor wing and fixed wing assets and has become all too common in situations where an inadequate plan, lack of resources or prohibitive fire behavior exist.

Examples resulting in unnecessary risk to aviators:

- A long duration fire, well within a wilderness, with the end of fire season approaching. Expectations or perceived expectations from the community or an Agency to do something, trigger action where no net benefit will be achieved. An example would be bucket drops being used with no personnel on the ground. “Feel good work” which is ineffective and shifts unnecessary risk to aviators.
- An extended attack fire that is 75 percent lined, but one rugged piece remains. No intention of putting personnel on that piece, but indefinite bucket work is asked for.
- An actively burning initial attack fire moving up slope. Retardant and/or bucket work applied in an attempt to stop the fire mid-slope when ground forces and aviators have a safer and more likely successful outcome at the top of the ridge.

Aircraft Dispatching (continued)

Communication

All flights must have established positive communications with DDC. Call sign: Dillon Dispatch or a station approved by DDC before flying over the Forest. If contact is ever lost and communications cannot be re-established, the flight must be terminated to the nearest location where reliable ground communication can be established. Certain point-to-point flights may be conducted with pilot submission of an FAA flight plan.

Note:

**GPS Format: should be given in hddd°mm.mmm’
WGS-84 (Datum)**

Security of Aircraft

In general, the security threat assessment for aircraft operations on the Beaverhead-Deerlodge Nat’l Forest is Low. Specific conditions can be evaluated on a case-by-case basis to determine if additional security precautions are required. Incident Management Team air bases on the forest are required to have dedicated night security. The Forest Aircraft Security Plan and briefing are available from the FAO or their designee.

Sterile Cockpit

Sterile cockpit procedures will be maintained within a 5 mile radius of an airport and when taking off or landing. No radio or cockpit communications will be performed during this period that is not directly related to the safe flight of the aircraft.

Transponders

All aircraft working fire incidents on the Beaverhead-Deerlodge Nat’l Forest shall operate with their transponder on and tuned to 1255 “Squawk 1255”.

Known Airport Fee’s

The Dillon airport will charge tie down fee’s for aircraft that the forest operates from KDLN.

Aircraft Dispatching (continued)

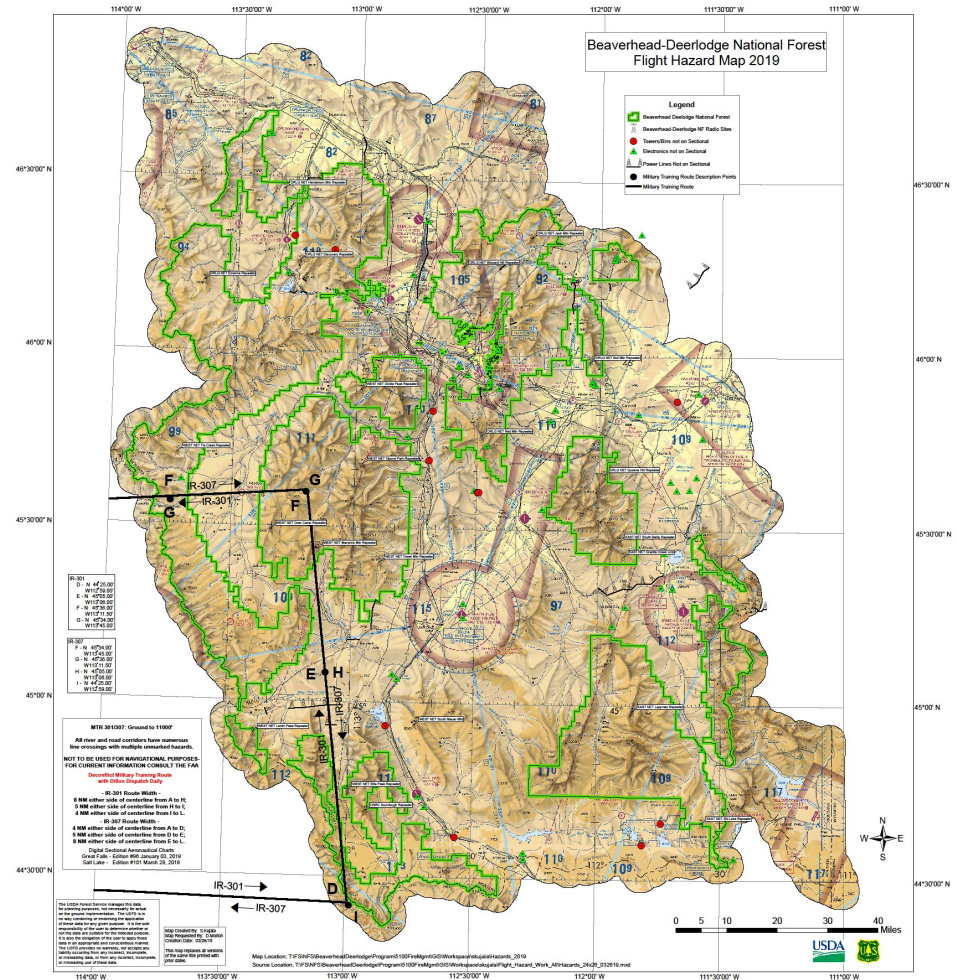
Aviation Mishaps

When an aviation mishap occurs on the Beaverhead-Deerlodge NF the Dillon Dispatch Center will follow the Interagency Aviation Mishap Response Guide and Checklist. The goal is to provide the quickest response possible to locate the missing aircraft and begin the process of rescuing any survivors. The appropriate Sheriff's Office will be notified immediately to begin search and rescue operations. All USFS search and rescue efforts will be coordinated closely with the Sheriff's office. Available exclusive use aircraft located on forest may be mobilized to begin searching for the aircraft if communication is lost. If exclusive use aircraft are not available, Call-When-Needed Aircraft can fill the same role if available and approved by the appropriate line officer.

SAR Operations

Dispatch will provide the following information to the Search and Rescue resources about the lost aircraft:

- Time and Location last contact was made; Lat/Long preferable
- Bearing aircraft was traveling
- Destination/Mission aircraft was performing
- N number/Tail number of lost aircraft
- Type of aircraft
- Color of aircraft
- Number of people on board and names of people
- Last frequency A/C was contacted on.



Hazard Map can be downloadable at:



Aviation Risk Management

1) Aerial tactical operations after sunset:

Aircraft operations are authorized to be conducted only from 30 minutes before official sunrise to 30 minutes after official sunset. However, aircraft operations on the B-D Nat'l Forest of a tactical nature should, in general, only be conducted until official sunset. Exceptions to this should be rare and are left to the flight manager and pilot to decide, through the use of a risk management process, when it is necessary and justified to continue tactical work after sunset. The intent of this protocol is to conduct high task load/high concentration operations during low-light conditions only when deemed absolutely necessary and when the additional hazards of such conditions can be mitigated.

2) Aerial GPS Mapping/Sustained Low-level Helicopter Recon:

GPS Mapping and Sustained Low-level helicopter reconns often involve precision aircraft maneuvering at low speeds at low levels. Efforts should be taken to limit the frequency and duration of operations of this type. In addition, passengers are limited to only those necessary to perform the specific mission of mapping or low-level recon. Passengers that may need reconnaissance information that could be obtained from a higher level or lower risk flight profile should not be on board the aircraft during the mapping or low-level portion of flight. Generally mapping or sustained low-level helicopter reconns of a non emergency nature can be planned in advance with the appropriate written flight request.

3) Rapid Refueling of Helicopters:

Rapid Refueling of Helicopters requires a request from the Government and a specific notification to Aviation Management. Rapid refueling is allowed on the B-D as long as contract and NFPA 407 specifications are met.

Location: W113 18' 0", N46 20' 0"

PHILIPSBURG, MONTANA
Rise and Set for the Sun for 2019

Mountain Standard Time

Astronomical Applications Dept.,
U. S. Naval Observatory
Washington, DC 20392-5420

Day	Jan.			Feb.			Mar.			Apr.			May			June			July			Aug.			Sept.			Oct.			Nov.			Dec.		
	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m	Rise	Set	h:m
01	0816	1657	0757	1738	0713	1819	0613	1902	0520	1942	0445	2018	0445	2029	0514	2004	0535	1912	0632	1813	0714	1719	0756	1649												
02	0816	1658	0755	1739	0711	1821	0611	1903	0518	1943	0444	2019	0446	2029	0516	2002	0555	1910	0633	1811	0716	1717	0757	1648												
03	0816	1659	0754	1741	0709	1822	0609	1905	0516	1945	0444	2019	0446	2028	0517	2001	0556	1908	0634	1809	0717	1716	0758	1648												
04	0816	1700	0753	1742	0707	1823	0607	1906	0515	1946	0443	2020	0447	2020	0518	2000	0557	1906	0636	1808	0719	1714	0759	1647												
05	0816	1701	0751	1744	0705	1825	0605	1907	0514	1947	0443	2021	0448	2028	0519	1998	0558	1904	0637	1806	0720	1713	0800	1647												
06	0816	1702	0750	1745	0703	1826	0604	1909	0512	1948	0442	2022	0448	2027	0521	1957	0600	1903	0638	1804	0722	1712	0801	1647												
07	0816	1704	0749	1747	0702	1828	0602	1910	0511	1950	0442	2023	0449	2027	0522	1955	0601	1901	0639	1802	0723	1710	0802	1647												
08	0815	1705	0747	1748	0700	1829	0600	1911	0509	1951	0442	2023	0450	2026	0523	1954	0602	1859	0641	1800	0724	1709	0803	1647												
09	0815	1706	0746	1750	0658	1831	0558	1913	0508	1952	0441	2024	0451	2026	0524	1952	0603	1857	0642	1758	0726	1708	0804	1647												
10	0815	1707	0744	1751	0656	1832	0556	1914	0507	1954	0441	2025	0451	2025	0526	1951	0605	1855	0644	1756	0727	1706	0805	1647												
11	0814	1708	0743	1753	0654	1833	0554	1915	0505	1955	0441	2025	0452	2025	0527	1949	0606	1853	0645	1754	0729	1705	0806	1647												
12	0814	1709	0741	1754	0652	1835	0552	1917	0504	1956	0441	2026	0453	2024	0528	1948	0607	1851	0646	1752	0730	1704	0807	1647												
13	0813	1711	0740	1756	0650	1836	0550	1918	0503	1957	0441	2026	0454	2024	0529	1946	0608	1849	0648	1751	0732	1703	0808	1647												
14	0813	1712	0738	1757	0648	1837	0549	1919	0501	1959	0441	2027	0456	2023	0531	1944	0610	1847	0649	1749	0733	1702	0809	1647												
15	0812	1713	0737	1759	0646	1839	0547	1921	0500	2000	0440	2027	0456	2022	0532	1943	0611	1845	0650	1747	0734	1701	0809	1647												
16	0812	1715	0735	1800	0644	1840	0545	1922	0459	2001	0440	2028	0457	2021	0533	1941	0612	1843	0652	1745	0736	1700	0810	1647												
17	0811	1716	0733	1802	0642	1842	0543	1923	0458	2002	0440	2028	0458	2020	0534	1939	0614	1841	0653	1742	0737	1659	0811	1648												
18	0810	1717	0732	1803	0640	1843	0541	1925	0457	2003	0441	2028	0459	2021	0536	1938	0615	1839	0654	1742	0739	1658	0812	1648												
19	0810	1719	0730	1805	0638	1844	0540	1926	0456	2004	0441	2029	0500	2019	0538	1936	0616	1837	0656	1740	0740	1657	0812	1648												
20	0809	1720	0728	1806	0637	1846	0538	1927	0455	2006	0441	2029	0501	2018	0538	1934	0617	1835	0657	1736	0741	1656	0813	1649												
21	0808	1722	0727	1808	0635	1847	0536	1929	0454	2007	0441	2029	0502	2017	0539	1932	0619	1833	0659	1738	0744	1655	0813	1649												
22	0807	1723	0725	1809	0633	1848	0534	1930	0453	2008	0441	2029	0503	2015	0541	1931	0620	1831	0700	1735	0744	1654	0814	1650												
23	0806	1724	0723	1810	0631	1850	0533	1931	0452	2009	0442	2029	0504	2016	0542	1929	0621	1829	0701	1733	0746	1653	0814	1650												
24	0805	1726	0722	1812	0629	1851	0531	1933	0451	2010	0442	2029	0505	2014	0543	1927	0622	1827	0703	1731	0747	1653	0815	1651												
25	0804	1727	0720	1813	0627	1852	0529	1934	0450	2011	0442	2030	0506	2012	0544	1925	0624	1825	0704	1728	0748	1652	0815	1652												
26	0803	1729	0718	1815	0625	1854	0528	1935	0449	2012	0443	2030	0507	2011	0546	1923	0625	1823	0706	1728	0749	1651	0815	1652												
27	0802	1730	0716	1816	0623	1855	0526	1937	0448	2013	0443	2030	0509	2010	0547	1922	0626	1821	0707	1726	0751	1651	0816	1653												
28	0801	1732	0714	1818	0621	1857	0524	1938	0448	2014	0443	2029	0510	2009	0548	1920	0628	1819	0709	1725	0751	1650	0816	1654												
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30	0759	1735			0617	1859	0521	1941	0446	2016	0444	2029	0512	2006	0552	1916	0630	1815	0711	1722	0754	1649	0816	1655												
31	0758	1736			0615	1901	0521	1941	0445	2017	0444	2029	0513	2005	0551	1914	0630	1815	0713	1720			0816	1655												

Add one hour for daylight time, if and when in use.

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Day	Jan.		Feb.		Mar.		Apr.		May		June		July		Aug.		Sept.		Oct.		Nov.		Dec.	
	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
01	08:10	16:59	07:51	17:38	07:09	18:18	06:11	18:58	05:20	19:36	04:46	20:11	04:47	20:22	05:15	19:58	05:52	19:08	06:28	18:11	07:01	17:18	07:49	16:50
02	08:10	17:00	07:50	17:39	07:07	18:19	06:09	19:00	05:18	19:38	04:46	20:12	04:47	20:22	05:16	19:57	05:53	19:06	06:30	18:09	07:18	17:17	07:50	16:49
03	08:10	17:01	07:49	17:41	07:05	18:20	06:08	19:01	05:17	19:39	04:45	20:12	04:48	20:21	05:17	19:55	05:55	19:04	06:31	18:07	07:12	17:16	07:51	16:49
04	08:09	17:02	07:47	17:42	07:03	18:22	06:06	19:02	05:15	19:40	04:45	20:13	04:49	20:21	05:19	19:54	05:56	19:03	06:32	18:05	07:13	17:14	07:52	16:49
05	08:09	17:03	07:46	17:44	07:02	18:23	06:04	19:03	05:14	19:41	04:45	20:14	04:49	20:21	05:20	19:53	05:57	19:01	06:33	18:04	07:13	17:13	07:53	16:49
06	08:09	17:04	07:45	17:45	07:00	18:24	06:00	19:05	05:12	19:43	04:44	20:15	04:50	20:20	05:21	19:51	05:58	18:59	06:35	18:02	07:16	17:12	07:55	16:48
07	08:09	17:05	07:43	17:47	06:58	18:26	06:00	19:06	05:11	19:44	04:44	20:15	04:51	20:20	05:22	19:50	05:59	18:57	06:36	18:00	07:18	17:10	07:57	16:48
08	08:09	17:06	07:42	17:48	06:56	18:27	05:58	19:07	05:10	19:45	04:43	20:16	04:52	20:19	05:23	19:48	06:01	18:55	06:37	17:58	07:19	17:09	07:57	16:48
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11	08:08	17:09	07:38	17:52	06:51	18:31	05:53	19:11	05:06	19:49	04:43	20:18	04:54	20:18	05:27	19:44	06:04	18:49	06:41	17:53	07:23	17:05	07:59	16:48
12	08:07	17:11	07:36	17:54	06:49	18:32	05:51	19:12	05:05	19:50	04:43	20:18	04:55	20:17	05:28	19:42	06:05	18:47	06:42	17:51	07:24	17:04	08:00	16:48
13	08:07	17:12	07:35	17:55	06:47	18:34	05:49	19:14	05:03	19:51	04:43	20:19	04:56	20:17	05:29	19:41	06:07	18:46	06:44	17:49	07:26	17:03	08:01	16:48
14	08:06	17:13	07:33	17:57	06:45	18:35	05:48	19:15	05:02	19:52	04:42	20:19	04:56	20:16	05:30	19:39	06:08	18:44	06:45	17:47	07:27	17:02	08:02	16:48
15	08:06	17:14	07:32	17:58	06:43	18:36	05:46	19:16	05:01	19:53	04:42	20:20	04:57	20:15	05:32	19:38	06:09	18:42	06:46	17:46	07:29	17:01	08:03	16:49
16	08:05	17:16	07:30	17:59	06:41	18:38	05:44	19:17	05:00	19:55	04:42	20:20	04:58	20:14	05:33	19:36	06:10	18:40	06:48	17:44	07:30	17:00	08:03	16:49
17	08:05	17:17	07:29	18:01	06:40	18:39	05:42	19:19	04:59	19:56	04:42	20:21	04:59	20:14	05:34	19:34	06:11	18:38	06:49	17:42	07:31	16:59	08:04	16:49
18	08:04	17:18	07:27	18:02	06:38	18:40	05:41	19:20	04:58	19:57	04:43	20:21	05:00	20:13	05:35	19:33	06:13	18:36	06:50	17:40	07:33	16:58	08:05	16:50
19	08:03	17:20	07:26	18:04	06:36	18:42	05:39	19:21	04:57	19:58	04:43	20:21	05:01	20:12	05:36	19:31	06:14	18:34	06:52	17:39	07:34	16:57	08:05	16:50
20	08:03	17:21	07:24	18:05	06:34	18:43	05:37	19:23	04:56	19:59	04:43	20:21	05:02	20:11	05:38	19:29	06:15	18:32	06:53	17:37	07:35	16:57	08:06	16:50
21	08:02	17:22	07:22	18:07	06:32	18:44	05:36	19:24	04:55	20:00	04:43	20:22	05:03	20:10	05:39	19:28	06:16	18:30	06:54	17:35	07:37	16:56	08:06	16:51
22	08:01	17:24	07:21	18:08	06:30	18:45	05:34	19:25	04:54	20:01	04:43	20:22	05:04	20:09	05:40	19:26	06:17	18:28	06:56	17:34	07:38	16:55	08:07	16:51
23	08:00	17:25	07:19	18:09	06:28	18:47	05:32	19:26	04:53	20:02	04:43	20:22	05:05	20:08	05:41	19:24	06:19	18:26	06:57	17:32	07:39	16:54	08:07	16:52
24	07:59	17:26	07:17	18:11	06:26	18:48	05:31	19:28	04:52	20:03	04:44	20:22	05:06	20:07	05:44	19:22	06:20	18:24	06:58	17:30	07:41	16:54	08:08	16:53
25	07:58	17:28	07:16	18:12	06:24	18:49	05:29	19:29	04:51	20:04	04:44	20:22	05:07	20:06	05:44	19:21	06:21	18:22	07:00	17:29	07:42	16:53	08:08	16:53
26	07:57	17:29	07:14	18:13	06:23	18:51	05:27	19:30	04:50	20:05	04:45	20:22	05:08	20:05	05:46	19:19	06:22	18:21	07:01	17:27	07:43	16:52	08:08	16:54
27	07:56	17:31	07:12	18:15	06:21	18:52	05:26	19:31	04:50	20:06	04:45	20:22	05:10	20:04	05:46	19:17	06:23	18:19	07:02	17:26	07:44	16:52	08:09	16:55
28	07:55	17:32	07:11	18:16	06:19	18:53	05:24	19:33	04:49	20:07	04:45	20:22	05:11	20:03	05:47	19:15	06:25	18:17	07:04	17:24	07:46	16:51	08:09	16:55
29	07:54	17:33	07:10	18:17	06:17	18:54	05:23	19:34	04:48	20:08	04:46	20:22	05:12	20:02	05:49	19:14	06:26	18:15	07:05	17:23	07:47	16:51	08:09	16:56
30	07:53	17:35	07:09	18:18	06:15	18:56	05:21	19:35	04:48	20:09	04:46	20:22	05:13	20:00	05:50	19:12	06:27	18:13	07:06	17:21	07:48	16:50	08:09	16:57
31	07:52	17:36	07:08	18:19	06:13	18:57	05:20	19:36	04:47	20:10	04:47	20:22	05:14	19:59	05:51	19:10	06:28	18:12	07:08	17:20	07:49	16:50	08:09	16:58

Add one hour for daylight time, if and when in use.

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4) Medivac by Helicopters Helicopter medivac is a situation where mission focus and emotional response have a high potential to supersede the risk management process.

All helicopter medivac's using a non agency Life Flight on the B-D Nat'l Forest shall be coordinated through DDC with the exception of incident management teams, and will include notification to Forest Aviation Management. Incoming incident management teams will be briefed on Life Flight procedures and the use of EMS frequencies to coordinate with medivac aircraft. All communication with non agency medivac aircraft will be coordinated on State EMS A/G TAN Frequency 155.340 TX/RX Narrowband.

Air medivac operations should also include a rendezvous point (Helibase or other spot close to the scene) for the non agency medivac aircraft to land and receive a briefing so communication can be confirmed prior to passenger pick up. If positive communication is established and the situation warrants, the life flight aircraft can be sent direct to the scene, but a briefing at a pre determined rendezvous point should be the desired method of contact for a non agency medivac aircraft.

See Page 28 and 29 for Aerial Life Flight Services.

Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations.



**Guide can be
Downloaded at :**

Retardant Use and Avoidance Areas on the Beaverhead-Deerlodge NF



**Information can be
Downloaded at :**

Location: W111 44', N45 20'

ENNIS, MONTANA
Rise and Set for the Sun for 2019
Mountain Standard Time

Astronomical Applications Dept.,
U. S. Naval Observatory
Washington, DC 20392-5420

Day	Jan.			Feb.			Mar.			Apr.			May			June			July			Aug.			Sept.			Oct.			Nov.			Dec.				
	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m	Rise	Set	h m		
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02	0806	1656	0746	1735	0702	1815	0606	1856	0514	1934	0442	2008	0443	2018	0512	1953	0550	1903	0626	1806	0707	1713	0747	1645														
03	0806	1657	0745	1737	0702	1817	0604	1857	0513	1936	0441	2009	0444	2018	0513	1952	0551	1901	0627	1804	0709	1717	0748	1645														
04	0806	1658	0744	1738	0700	1818	0602	1859	0511	1937	0441	2010	0445	2018	0515	1951	0552	1859	0629	1802	0710	1710	0749	1645														
05	0806	1659	0743	1740	0658	1819	0600	1900	0510	1938	0440	2011	0445	2018	0516	1949	0553	1857	0630	1800	0711	1709	0750	1645														
06	0806	1700	0741	1741	0656	1821	0556	1901	0508	1939	0440	2012	0446	2017	0517	1948	0554	1855	0631	1758	0713	1708	0751	1644														
07	0806	1701	0740	1743	0655	1822	0556	1903	0507	1941	0440	2012	0446	2017	0518	1948	0556	1853	0632	1756	0714	1706	0752	1644														
08	0806	1702	0739	1744	0653	1823	0555	1904	0506	1942	0439	2013	0447	2016	0519	1945	0557	1852	0634	1754	0716	1705	0753	1644														
09	0805	1703	0737	1746	0651	1825	0553	1905	0504	1943	0439	2014	0448	2016	0521	1944	0558	1850	0635	1753	0717	1704	0754	1644														
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13	0804	1708	0732	1751	0643	1830	0546	1910	0459	1948	0438	2016	0452	2013	0525	1937	0603	1842	0640	1745	0723	1659	0758	1644														
14	0803	1710	0730	1753	0642	1831	0544	1911	0458	1949	0438	2016	0452	2013	0527	1936	0604	1840	0642	1744	0724	1658	0759	1644														
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21	0759	1718	0719	1803	0628	1841	0532	1920	0451	1997	0439	2019	0459	2007	0535	1924	0613	1827	0651	1732	0733	1652	0803	1647														
22	0758	1720	0717	1804	0627	1842	0530	1922	0450	1998	0439	2019	0500	2006	0536	1923	0614	1825	0652	1730	0735	1651	0804	1647														
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Add one hour for daylight time, if and when in use.

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Local Area Information

Distances are from Dillon Airport.

Butte (BTM) The Bert Mooney Airport offers areas for aircraft repair, commercial air travel, and flight information including weather and NOTAMS. 42NM

Twin Bridges, (7S1) 28 miles North of Dillon The Twin Bridges Airport offers limited services, AVGAS and Jet A. 20NM

Ennis (5U3) 75 miles North East of Dillon, Full Services 38NM

Dell (4U9) 40 miles south of Dillon on I-15. No Services. 32NM

Wisdom Airstrip (7S4) Wisdom, MT. No services. 44NM

Wise River Airstrip (02T) Wise River Ranger District. No services. 36NM

Anaconda (3U3) 80 miles from Dillon. Limited services. 55nm

Philipsburg (U05) 110 miles from Dillon No services 82 NM

Lodging

Motels in Butte:

Best Western Plus 406-494-3500
La Quinta Inn & Suites 406-494-6999
Comfort Inn 406-494-8850
Fairfield Inn & Suites 406-494-3000
Hampton Inn 406-494-2250
Holiday Inn Express 406-782-2000
Super 8 800-536-9326
Americas Best Value 406-723-5464
Finlin Hotel 406-723-5461

Motels in Philipsburg:

Broadway Hotel 406-859-8000
Inn at Philipsburg 406-859-3959
The Sanctuary B&B 406-859-1003

Motels in Whitehall:

Rice Motel 406-287-3895
Rodeway Inn 406-287-5588
Chief Motel 406-287-7884

Motels in Wisdom:

Pioneer Mountain 406-689-3229
Nez Perce Motel 406-689-3254

Motels in Dillon:

Super 8 406-988-0908
Best Western Paradise 406-683-4214
Comfort Inn 406-683-6831
Fairbridge Inn 406-683-3636
Motel 6 406-683-5555
Sundowner 406-683-2375

Motels in Ennis:

Fan Mountain Inn 406-682-7835
Rainbow Valley 406-682-4264
Riverside Motel 800-535-4139
Silvertip Lodge 406-682-4384
Lure Me Inn 406-683-7100
Sportsmans Lodge 406-682-4242
El Western Cabins 406-682-4217

Motels in Twin Bridges/ Sheridan:

Kings Motel 406-684-5639
Stonefly Inn 406-684-5648
Old Hotel B&B (seasonal) 406-684-5959
Moriah Motel (Sheridan) 406-842-5491

Motel in Lima:

Mountain View 406-276-3535

B-D Phone List/Organization

Dillon Interagency Dispatch Center

406-683-3975
Toll Free 866-518-0590

Cheri Ford

Forest Supervisor
Office 406-683-3995

Mike Goicoechea

Forest FMO
Office 406-683-3955
Cell 406-865-0975

Dennis A. Morton

Forest Aviation Officer
Office 406-683-3956
Cell 406-660-2318

Nathan Alexander

Helitack Prog. Manager
Cell 406-491-0878

David Mosher

Dispatch Center Manager
Office 406-683-3991
Cell 406-491-0346

Maria Helterline

Asst. Dispatch Manager
Office 406-683-3986
Cell 406-965-0530

Dillon RD 406-683-3900

Jud Hammer (FMO)
Office 406-683-3983
Cell 406-660-2319

Wise River WC 406-832-3178

Jesse Myers (AFMO)
Office 406-832-3178
Cell 406-531-1652

Wisdom RD 406-689-3243

Diane Hutton (FMO)
Office 406-689-3243
Cell 406-660-2324

Butte RD 406-494-2147

Kevin Smith (FMO)
Office 406-494-0215
Cell 406-491-0202

Madison RD 406-682-4253

James King (FMO)
Office 406-682-4253
Cell 406-925-3802

Pintler RD 406-859-3211

Joe Brabender (FMO)
Office 406-859-3211
Cell 406-691-0369

R1 Aviation Phone List

Phil Ketel

Regional Aviation Officer
Office 406-329-4903
Cell 406-552-8978

John Harris

Regional Aviation Safety MGR.
Office 406-329-4749
Cell 406-370-3342
Fax 406-329-4943

Vacant

R-1 Helicopter Inspector Pilot
Office _____
Cell _____
Fax _____

Beau Dobberstien

Helicopter Ops Specialist
Office 406-329-4984
Cell 406-370-3374

Dave Hershey

R-1 Aviation Contracting Officer
Office 208-387-5627
Cell 208-985-6226

Hon Schlapfer

R-1 Fixed Wing Specialist
Office 406-329-4914
Cell 970-903-3592

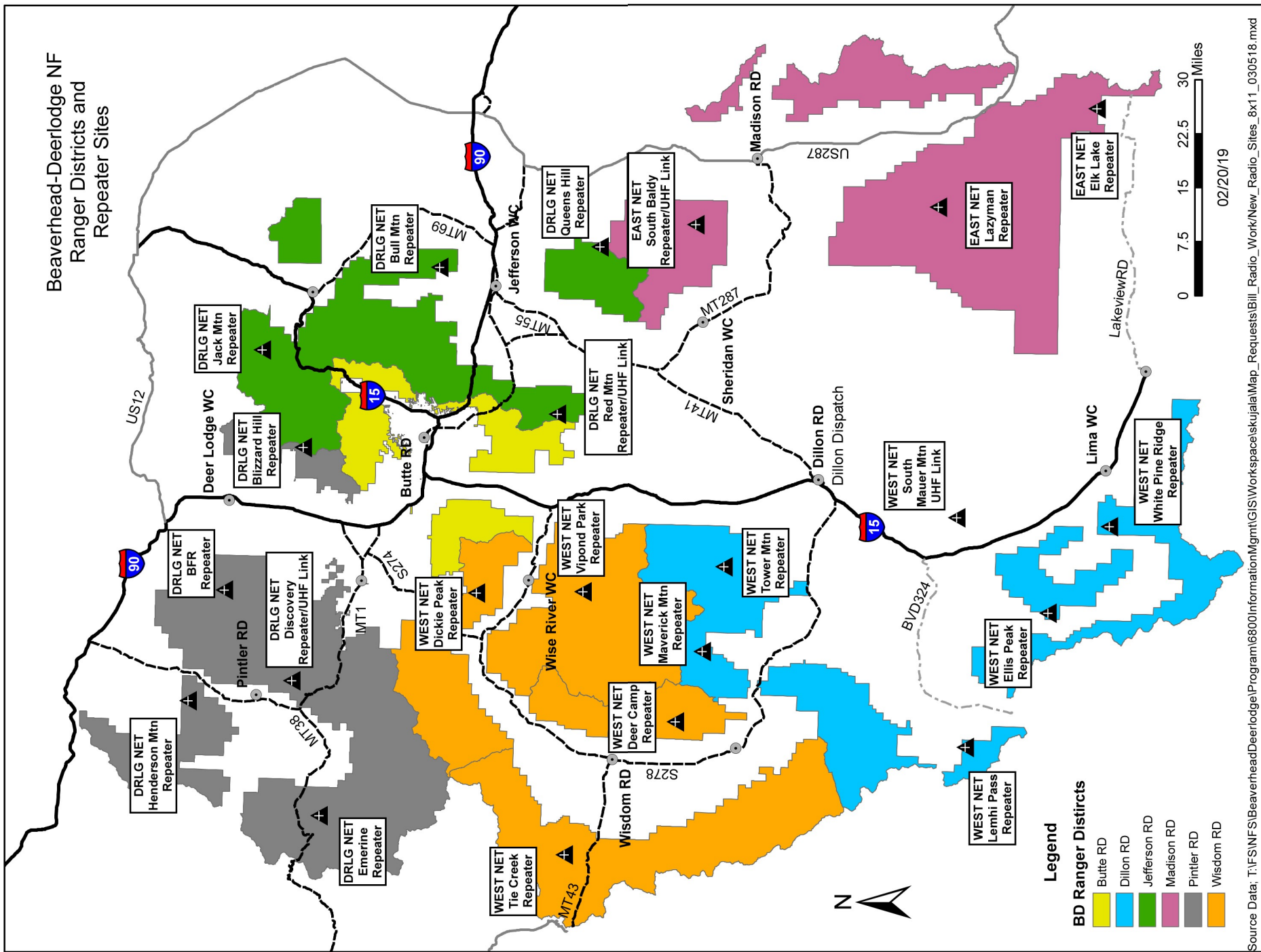
John Farro

Aircraft Maintenance Inspector
Office 406-829-7345
Cell 406-370-3347
Fax 406-829-7346

Aviation Fuel Sources

Location/FBO	Fuel Types	Phone Numbers
Dillon Airport Dillon, MT <i>DLN</i>	Jet A / Av Gas	Dillon Flying Service Office 406-683-5242 Cell 406-660-2300
Deer Lodge Airport Deer Lodge, MT <i>38S</i>	Jet A / Av Gas (Jet A call ahead)	TC Aviation (406) 490-3071 or (406) 490-0297
Bert Mooney Airport Butte, MT <i>BTM</i>	Jet A / Av Gas	Butte Aviation Inc (406) 494-6694
Helena Regional Helena, MT <i>HLN</i>	Jet A / Av Gas	Exec Air Montana (406) 442-2190 or 800-513-2190
Twin Bridges Airport Twin Bridges, MT <i>7S1</i>	Jet A / Av Gas (Jet A call ahead)	Ruby Valley Aviation (406) 684-5335 or (406) 596-1129
Ennis-Big Sky Ennis, MT <i>EKS</i>	Jet A / Av Gas (Call for Jet A)	Choice Aviation (406) 570-7680 or (406) 682-7502
Ravalli County Airport Hamilton, MT <i>6S5</i>	Jet A / Av Gas	Choice Aviation (406) 363-6471 or (406) 375-9149
Bozeman Yellowstone Bozeman, MT <i>BZN</i>	Jet A / Av Gas	Arlin's A/C Service(406) 388-1351
		Yellowstone Jet Center (406) 388-4152 or 800-700-5381
Yellowstone Airport West Yellowstone, MT <i>WYS</i>	Jet A / Av Gas	Yellowstone Aviation(406) 646-7359 or (406) 646-7631
Missoula International Missoula, MT <i>MSO</i>	Jet A / Av Gas	Minuteman Jet Center (406) 728-9363 or 800-926-7481
		Northstar Jet (406) 721-8886 800-735-4476

Beaverhead-Deerlodge NF Ranger Districts and Repeater Sites



02/20/19

Source Data: T:\FS\NFS\BeaverheadDeerlodge\Program\6800\Information\Mgmt\GIS\Workspaces\kujala\Map_Requests\Bill_Radio_Work\New_Radio_Sites_8x11_030518.mxd