

# Central Montana Zone Aviation Briefing Package







**Helena-Lewis and Clark National  
Forest/Montana DNRC-Central Land Office  
2020**



[Central Zone Briefing Package](#)

# QR Codes

<p><a href="#"><u>HLF Forest/Hazard/District Maps</u></a></p>	<p><a href="#"><u>R1 Forest Maps Link</u></a></p>
	
<p><a href="#"><u>USFS Retardant Avoidance Areas</u></a></p>	<p><a href="#"><u>R1 Air/Air and Air/Ground Frequency Map</u></a></p>
	

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## Leaders Intent

### **Leaders Intent**

The Aviation Programs' goal is to provide the aviation tools that safely and efficiently accomplish missions related to the task of managing Public Lands. Aircraft are high impact tools that are expensive and unforgiving without operational oversight and active management. The proper utilization of aircraft in support of resource management and protection programs serve as a force multiplier when dealing with issues of time, remoteness, terrain, large areas and distances.

- Safety must be a core value of our culture, ingrained in the character of every employee.
- Risk management as part of Safety Management Systems (SMS) will be inherent in all aviation missions.
- All aviation personnel are empowered and expected to manage the risks of aviation operations and make reasonable and prudent decisions to accomplish the mission. Take every opportunity to plan your missions thoroughly, err on the side of conservatism and respect your aircraft and the environment in which you operate.
- Employees are empowered to report hazards, safety issues and concerns, as well as near misses, incidents and accidents without fear of reprisal.
- With a commitment to aviation safety and efficiency, managers at all levels are responsible for enhancing the aviation program.

# Zone Orientation/Introduction

## **Introduction:**

The Central Montana Zone (CMZ) has a long successful history of interagency cooperation with regard to fire suppression. You can expect to have a contingent of interagency resources on any given fire. For the purpose of this document, the CMZ includes the Helena-Lewis and Clark National Forest (FS) as well as the DNRC Central Land Office (CLO). Geographically, our coverage area stretches from the Canadian border south to the Idaho border and from west of the Continental Divide as far east as Lewistown.

## **Policy**

The FS and DNRC aviation programs are both unique in their own right with policies that may vary depending on the location of the incident. For the State, policy direction can be found in the DNRC 1500 Manual. For Forest Service policy, reference the Unit Aviation Plan, NSHO and FSM. On federal lands with FS protection federal policy will govern actions.

## **Rotor wing**

During the summer months the State has five operational "Huey's", one of which is dedicated to the CLO as well as one other that are based out of Helena but are considered to be statewide assets. The three other Huey's are based out of different Land Offices. The Forest Service has a contracted "A-Star B3" and a "CH-47" which are based out of Helena.

## **Fixed wing**

The State operates and staffs a Cessna 182 out of Helena for routine fire detection patrol flights. The FS will use call when needed aircraft for detection flights and will have an EXU Air Attack Platform based out of Helena. The FS operates a full-service Tanker Base at the Helena Airport.

## **Use of Aircraft**

Both FS and State aircraft may respond to incidents on each other's protection if the situation warrants it. There are circumstances where the use of DNRC aircraft will be limited on some fires. If questions arise, please contact the local Unit Aviation Manager for either agency. A Risk Assessment will be done prior to and continuously throughout every flight.

## **Security**

Aircraft security will follow agency policy, contractual requirements and be commensurate with current Dept. of Homeland Security threat level. In most cases, the aircraft will recover to a secure location or will have security provided.

## **Special Hazards**

**The Limestone Hill artillery range is located at the south end of the Elkhorn Mountains near Radersburg. There are special restrictions on the use of aircraft and ground resources in this area. Until directed otherwise this area is to be considered a "NO ACTION" area.**

**The National Guard is very active in this area. A daily briefing should be provided to the Commander of the Guard Unit during extended attack or project fire operations to reduce the potential for airspace conflicts.**

# Forest Service / MT DNRC

## Aviation Contacts

### Contacts

TITLE	NAME	AGENCY	WORK	CELL
Forest Aviation Officer (HLF)	Jay Lindgren	USFS	(406) 495-3832	(406) 461-1652
Helicopter Program Manager	Josh Ingle	USFS	(406) 495-3833	(406) 439-0347
Asst. Helicopter Program Manager	Brian Butler	USFS	(406) 495-3841	(970) 946-8068
Asst. Helicopter Type 1 Manager	Brendan Mullen	USFS	(406) 495-3831	(406) 560-2395
Helitack Squad Leader	Jacob Pastorius	USFS	(406) 495-3844	(406) 459-4558
Helitack Squad Leader	Jared Jake	USFS	(406) 495-3845	(775) 934-2946
ATGS	Matthew Corley	USFS	(406) 495-3837	(907) 328-0985
Tanker Base Manager	Jeff Jackson	USFS	(406) 495-3834	(406) 439-9569
HLC Fire Staff	Marty Mitzkus	USFS	(406) 495-3739	(406) 670-5421
HLC Deputy Fire Staff	Kendal Wilson	USFS	(406) 791-7718	(406) 836-2239
DNRC Area Fire Program Manager	John Huston	MT DNRC	(406) 458-3524	(406) 431-2562
DNRC - CLO Aviation Officer	Wade Hendricks	MT DNRC	(406) 458-3522	(208) 818-1953
DNRC Asst. Aviation Ops Supervisor	Vacant	MT DNRC		
DNRC Chief Pilot	Chuck Brenton	MT DNRC	(406) 444-0747	(406) 431-0747
R-1 Aviation Officer	Phil Ketel	USFS	(406) 329-4903	(406) 552-8978
R-1 Aviation Safety Manager	John Harris	USFS	(406) 329-4749	(406) 370-3342
R-1 Helicopter Ops Specialist	Beau Dobberstein	USFS	(406) 329-4984	(406) 370-3374
R-1 Fixed Wing Operations Spec.	Hon Schlapfer	USFS	(406) 329-4914	(970) 903-3592
R-1 Helicopter Inspector Pilot	Vacant	USFS		
R-1 Avionics Inspector	Ken Koeneman	USFS	(406) 329-7344	(406) 381-5295

# Addresses

<p><b>Helena Aviation Center</b>          3211 Skyway Drive          Helena, MT 59602          Office # 406-449-5005          Fax # 406-449-5010</p>	<p><b>Great Falls Interagency Dispatch Center (GIDC)</b>          1220 38th St. North          Great Falls, MT 59405          Office # 406-731-5300          Fax # 406-731-5301</p>
<p><b>Helena Interagency Dispatch Center (HIDC)</b>          8001 North Montana Ave.          Helena, MT 59602          Office # 406-449-5475  <b>24hr Line # 406-444-4242</b>          Fax # 406-457-0764</p>	<p><b>Rocky Mtn. Ranger District</b>          1102 Main Ave. NW          P. O. Box 340 Choteau, MT 59422          Office # 406-466-5341          Fax # 406-466-2237</p>
<p><b>Townsend Ranger District</b>          415 South Front Street          Townsend, MT 59644          Office # 406-266-3425          Fax # 406-266-5484</p>	<p><b>Augusta Information Station</b>          405 Manix Street          P.O. Box 365 Augusta, MT 59410          Office # 406-562-3247          Fax # 406-562-3299</p>
<p><b>Helena Ranger District</b>          2880 Skyway Drive          Helena, MT 59601          Office # 406-449-5490          Fax # 406-449-5740</p>	<p><b>Belt Creek Ranger District</b>          4234 US Highway 89 North          Neihart, MT 59465          Office # 406-236-5511          Fax # 406-236-5507</p>
<p><b>Lincoln Ranger District</b>          1569 Highway 200          Lincoln, MT 59639          Office # 406-362-7000          Fax # 406-362-4253</p>	<p><b>Judith Ranger District</b>          109 Central Ave.          P.O. Box 484 Stanford, MT 59479          Office # 406-566-2292          Fax # 406-566-2408</p>
<p><b>Helena Supervisors Office</b>          2880 Skyway Dr.          Helena, Mt. 59602          Office # 406-449-5201          Fax # 406-449-5436</p>	<p><b>Musselshell Ranger District</b>          809 2nd St. NW          P.O. Box 1906 Harlowton, MT 59036          Office # 406-632-4391          Fax # 406-632-5643</p>
<p><b>Great Falls Supervisors Office</b>          1220 38<sup>th</sup> St. N.          Great Falls, Mt. 59405          Office # 406-791-7700</p>	<p><b>White Sulphur Springs Ranger District</b>          204 W. Folsom          P.O. Box A White Sulphur Springs,          MT 59645          Office # 406-547-3361          Fax # 406-547-6023</p>

# Flight Following Procedures

**Flight following is mandatory on all flights.** The pilot has the responsibility to determine which flight following procedure is to be utilized. Mission flights are required to utilize agency flight following via radio or automated flight following (AFF). Point to Point, non-mission flights can utilize Agency (flight strip) or FAA flight following.

## Helena Fire Desk (HIDC)

Helena Direct RX 171.1375 TX 171.1375 tone 123.0

DNRC Direct RX 151.2650 TX 151.2650 tone 192.8

## Great Falls Dispatch (GIDC)

Rocky MTN Simplex RX 171.7000 TX 171.7000 tone 123.0

Jefferson Simplex RX 171.5000 TX 171.5000 tone 123.0

Areas within the Zone require the use of Repeaters to contact the Dispatch centers. Refer to pages 9 & 10 for those frequencies.

**HIDC and GIDC also have the capability to monitor the National Flight Following frequency RX/TX168.650 tone 110.9 as well as Air Guard RX/TX168.625 tone 110.9**

## Automated Flight Following (AFF) Use

AFF procedures will include a check-in with Dispatch on every takeoff or landing provided you are not flight following locally. Initial call will include call sign, departure location, number on board, fuels on board (hours), estimated time enroute (ETE), destination, and AFF confirmation.

## Radio Use

If AFF becomes inoperable the aircraft will normally remain available for flights however, fifteen-minute radio check-ins with dispatch is required. Initial contact will include items listed for AFF procedures. Information at check-ins will include current location (lat/long) or geographic location, and direction of flight. Final closeout is required when safely on the ground.

## Local Flight Following

When the aircraft is on scene at an incident or project the Helicopter / Helibase Manager may request local flight following. Local Flight Following will be advisable when it facilitates frequency management by the pilot and reduces frequency congestion. The person(s) performing local flight following functions shall remain in radio or visual contact with the aircraft(s) and have positive contact with Dispatch or local District / Land Office. In some cases, the Helicopter/ Helibase Manager will have to switch frequencies from the primary air to ground to an alternate based on frequency congestion. If this occurs, the Helicopter / Helibase Manager or IC will communicate the change to Dispatch.

If radio communication is lost the pilot will land at a suitable airfield and contact dispatch via telephone.



# Frequencies-Great Falls Dispatch

## Rocky Mtn. Front

Label	RX FREQ	TX FREQ	TX CG	BAND WIDTH
ROCKY MTN (simplex)	171.70000	171.70000	123.0	Narrow
HALF DOME (REPEATER)	171.70000	164.20000	103.5	Narrow
MOUNT WRIGHT (REPEATER)	171.70000	164.20000	114.8	Narrow
PRAIRE REF (REPEATER)	171.70000	164.20000	156.7	Narrow
RENSHAW (REPEATER)	171.70000	164.20000	131.8	Narrow
STEAMBOAT (REPEATER)	171.70000	164.20000	146.2	Narrow
Forest COMMON USE 1	168.61250	168.61250	000.0	Narrow
Forest COMMON USE 2	163.71250	163.71250	000.0	Narrow
Forest TAC 2	168.20000	168.20000	000.0	Narrow
<b>Forest AIR/GROUND (AG13)</b>	167.42500	167.42500	000.0	Narrow
RED (Fire Mutual Aid)	154.07000	154.07000	000.0	Narrow
AIR GUARD	168.62500	168.62500	110.9	Narrow

## Jefferson Division

Label	RX FREQ	TX FREQ	TX CG	BAND WIDTH
JEFFERSON (simplex)	171.50000	171.50000	123.0	Narrow
MOUNT HIGH (REPEATER)	171.50000	164.00000	146.2	Narrow
HIGHWOOD BALDY (REPEATER)	171.50000	164.00000	110.9	Narrow
BIG BALDY (REPEATER)	171.50000	164.00000	156.7	Narrow
WEST PEAK (REPEATER)	171.50000	164.00000	114.8	Narrow
SUNLIGHT (REPEATER)	171.50000	164.00000	107.2	Narrow
ELK PEAK (REPEATER)	171.50000	164.00000	131.8	Narrow
MONUMENT PEAK (REPEATER)	171.50000	164.00000	103.5	Narrow
PORPHYRY LO (REPEATER)	171.50000	164.00000	123.0	Narrow
Forest COMMON USE 1	168.61250	168.61250	000.0	Narrow
Forest COMMON USE 2	163.71250	163.71250	000.0	Narrow
RED (Fire Mutual Aid)	154.07000	154.07000	000.0	Narrow
<b>Tan – Air/Ground Medical</b>	155.3400	155.3400	156.7	Narrow
Air/Air Primary	123.7250	123.7250		

**Controlled/Unclassified Information/ /Basic**

# Frequencies-Helena Fire Desk

## Montana DNRC-Central Land Office

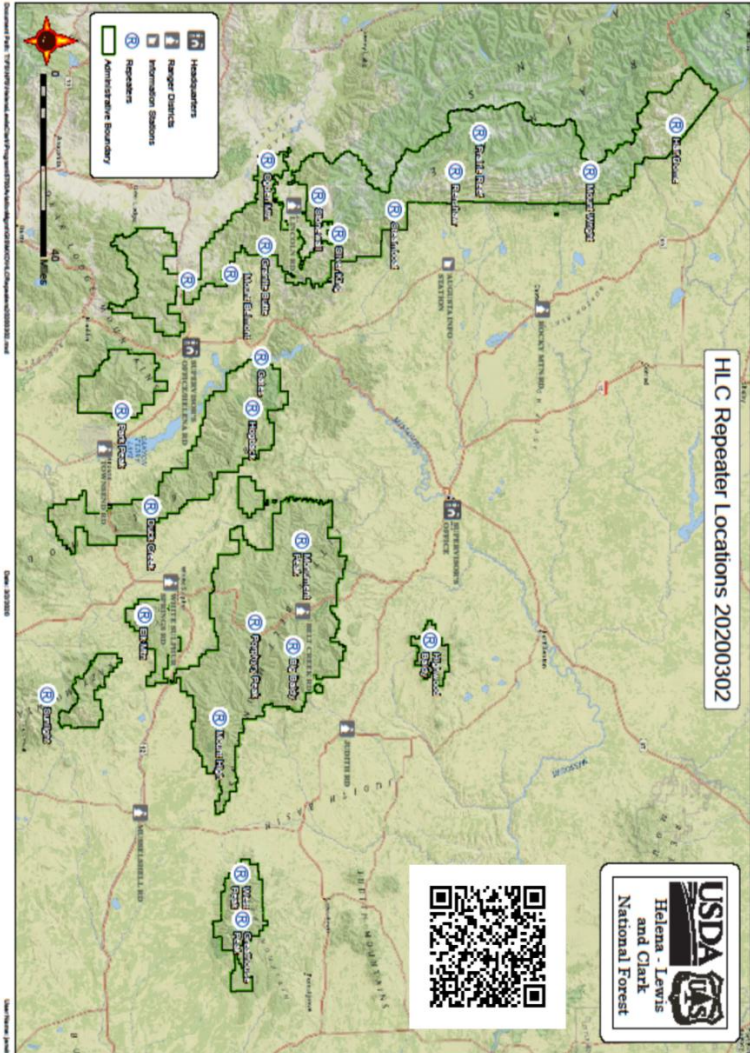
Label	RX FREQ	TX FREQ	TX CG	BAND WIDTH
BOULDER HILL (DNRC Rept.)	151.41500	159.22500	192.8	Narrow
ROGERS (DNRC Rept.)	151.26500	159.40500	192.8	Narrow
BELMONT (DNRC Rept.)	151.26500	159.40500	146.2	Narrow
DNRC DIRECT (simplex)	151.26500	151.26500	192.8	Narrow
<b>YELLOW (Air/Ground Primary)</b>	151.22000	151.22000	000.0	Narrow
ORANGE (Air/Gr Secondary)	151.40000	151.40000	000.0	Narrow
GOLD (Common Mutual Aid)	153.90500	153.90500	156.7	Narrow
MAROON (Command)	154.28000	154.28000	156.7	Narrow
RED (Fire Mutual Aid)	154.07000	154.07000	156.7	Narrow
SCARLET (Fire Tactical)	154.29500	154.29500	156.7	Narrow
CORAL (Fire Ground #1)	154.26500	154.26500	156.7	Narrow
AIR GUARD	168.62500	168.62500	110.9	Narrow
<b>Tan – Air/Ground Medical</b>	155.3400	155.3400	156.7	Narrow
Air/Air Primary	124.9750	124.9750		

## Forest Service

Label	RX FREQ	TX FREQ	TX CG	BAND WIDTH
HNF DIRECT (simplex)	171.1375	171.1375	123.0	Narrow
ELK MTN (HNF Rept.)	171.1375	164.15000	100.0	Narrow
DUCK CREEK (HNF Rept.)	171.1375	164.15000	131.8	Narrow
PARK PEAK (HNF Rept.)	171.1375	164.15000	146.2	Narrow
HOGBACK (HNF Rept.)	171.1375	164.15000	103.5	Narrow
GATES of the MTN (HNF Rept.)	171.1375	164.15000	141.3	Narrow
MAC PASS (HNF Rept.)	171.1375	164.15000	110.9	Narrow
GRANITE BUTTE (HNF Rept.)	171.1375	164.15000	167.9	Narrow
STONEWALL (HNF Rept.)	171.1375	164.15000	192.8	Narrow
SILVER KING (HNF Rept.)	171.1375	164.15000	123.0	Narrow
OGDEN MTN (HNF Rept.)	171.1375	164.15000	114.8	Narrow
<b>Forest AIR/GROUND (AG52)</b>	168.3875	168.3875	000.0	Narrow
Forest CREW NET	168.72500	168.72500	000.0	Narrow
<b>Tan – Air/Ground Medical</b>	155.3400	155.3400	156.7	Narrow
Air/Air Primary	124.9750	124.9750		

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# Repeater Map



## Water Source Information

### Local Aquatic Invasive Species (AIS) Information

- **Call Dispatch for approval prior to dipping out of an unknown water body.**
- Consult distribution of AIS in watersheds where the operations will take place. Consult the state AIS maps located here and any local FS information:  
<http://fwp.mt.gov/fishAndWildlife/species/ais/speciesId/default.html>.
- When possible avoid drafting from waterbodies with known infections of AIS
- Avoid transferring water between drainages or between unconnected waters within the same drainage. Do not dump water from one waterbody into another i.e. dispose of excess water over uplands
- Avoid obtaining water from multiple sources during a single operational period unless drafting/dipping equipment is decontaminated or changed out with clean equipment between sources.

**See page 13 for more specifics on AIS standards and procedures.**

# Aquatic Invasive Species (AIS)

Standard and local information and procedures

Aquatic Invasive Species

Aircraft such as air tankers and single engine air tankers, which use water from municipal sources, are unlikely to encounter AIS and are not addressed here. All other aircraft utilize untreated water and have the potential to transfer

AIS.

## GENERAL PREVENTION

- Avoid dipping or scooping water from multiple water sources within the same operational period to minimize cross-contamination of water sources.
- If possible, use water dipped from the same drainage that it will be dropped in. This can be accomplished by setting up heli-wells (portable tanks/pumpkins) filled from small streams with Mark III pumps.
- Use deeper (blue) water whenever possible. Avoid areas that will intake mud or plants.
- Switch out a contaminated helicopter bucket with a clean bucket before moving to a new water source.

Alternating

used (possibly contaminated) helicopter buckets with spare (clean) buckets can save time and increase efficiency, as

the first bucket can be decontaminated while the second bucket is being used.

- Helicopter snorkels do not need to be primed with either source or tank water, so there is no risk of residual tank

water entering a water source during drafting operations (Figure 6). However, snorkel ends and foot valves that encounter untreated water must be decontaminated between drainages (see below).

Figure 6. Helicopter snorkels, such as on this Sky Crane, do not need priming so no risk of tank water leakage during drafting. However, snorkel ends and foot valves that touch untreated water must still be decontaminated.

## DECONTAMINATING AVIATION EQUIPMENT

Chemicals such as bleach and quaternary ammonium compounds **do not meet** corrosion requirements for aluminum

and shall not be used on aircraft fuselages or water delivery components such as helicopter buckets and foot valves.

- Visually inspect water handling equipment (snorkel hoses, pumps, foot valves, screens, buckets, intakes and tanks)

for mud, debris, or plant parts daily, during maintenance, and after every water dropping mission, when possible. Remove plants and mud from external surfaces.

- When contact with untreated water has occurred or is suspected, decontamination is needed.

Thorough drying in the hot sun alone is an easy and effective decontaminating method, though required drying times

can vary with equipment materials (e.g., metal, rubber, fabric). Dry gear in the sun until it's completely dry to the touch. Drying may not be possible for a quick turnaround, so carry spare, clean gear to switch out with wet gear.

- Alternatively, clean and decontaminate accessible, exposed surfaces by power washing with hot water (140°F) for

2 minutes before moving to new, unconnected water sources or new incidents. If a helicopter bucket has a butyl (rubber) valve seal, avoid prolonged application of hot water spray to the seal to prevent softening of this vulnerable

material. Power washing greatly reduces the likelihood that any target aquatic invasives are present.

Guide to Preventing Aquatic Invasive Species Transported by Wildland Fire Operations pg. 9

- When hot water (140°F) is not available or practical, use potable water to flush invasive species from the system.

Ensure that run-off cannot reach a water source.

## DECONTAMINATING ACCESSIBLE INTERNAL TANKS

Accessible tanks have doors or other openings that allow access for cleaning. Scooper aircraft (CL215 or CL415, and Fire Boss), Sky Crane helicopters (CH-54/S-64), and other tanked helicopters are examples of aircraft with accessible tanks.

- Decontaminate internal tanks by spraying the internal surface with hot water (**140°F**) from a hot pressure washer

(e.g., a 'Hotsy'). Allow spray to contact surface for at least 2 minutes. This method is recommended for scooper and Fire Boss aircraft (Figure 7). Tanked helicopters have tank doors that open widely from below for easy

tank access and draining. Hot water spray or thoroughly dry these surfaces.

# Helispots

Central Montana Zone – Frequently Used Airports and Landing Zones			
Location	LAT	LONG	Comment
Helena Aviation Center (KHLN)	46° 36.4N	111° 59.0W	3832', Concrete pad ATB Freq 123.975, Tower 118.300
DNRC – Central Land Office (CLO)	46° 43.346N	112° 01.126W	3844', 2 Concrete Pads + additional grass areas <b>Hazards</b> - Powerlines, residential homes
Sieben Helispot	46° 53.3N	112° 6.6W	4000', Large open field, Parking-east of I-15, Fueling east side only <b>Hazards</b> – I-15
Wolf Creek Bridge Helispot	47° 01.2N	112° 00.5W	3500', Large open field. Caution-Camping/Parking area
Deerborn Helispot	47° 07.9N	111° 54.0W	3565', Concrete pad next to Firehall. <b>Hazards</b> – I-15 south of pads
Lincoln Airport (569)	46° 57.2N	112° 39.0	4603', 2 Asphalt pads + concrete and grass parking, <b>Hazards</b> -Trees on both sides of runway
Benchmark Airstrip (3U7)	47° 28.9N	112° 52.2W	5434', Two concrete parking lots on each end of runway. <b>Hazards</b> -Terrain, crosswinds, turbulence.
Belt Creek Helispot	47° 00.3N	110° 46.2W	5050', Grass pads. <b>Hazards</b> -Hwy 89 and powerline next to pads
Nelson Helispot	46° 48.9N	111° 48.6W	3984', Open grass field. Caution – recreation/parking area, corrals
White Sulphur Springs (756)	46° 29.73N	110° 54.71W	5061', Grass landing areas on north end of runway. <b>Please do not land/park on asphalt.</b>
Townsend Airport (8U8)	46° 19.87N	111° 28.95W	3897', Asphalt parking lot and grass landing areas on SE side of runway.
Wheatland County Airport (HWQ)	46° 26.91N	109° 51.16W	4311', Asphalt parking lot and grass landing areas south of rwy.
Choteau (CII)	47° 49.70N	112° 10.10W	3946', Asphalt parking lot and grass landing areas south of rwy.
Russian Flat Airstrip	46° 43.46N	110° 25.06W	6335', Grass Strip, <b>Hazards</b> -Terrain, trees
Gates Park Airstrip	47° 47.36N	112° 56.48W	5335', Backcountry grass strip <b>Need Line Officer permission to land</b>

# 8 Line from ICS 206

## MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

Medical Incident Report																									
<p>FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.</p> <p>FOR A MEDICAL EMERGENCY: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.</p>																									
<p>Use the following items to communicate situation to communications/dispatch.</p>																									
<p><b>1. CONTACT COMMUNICATIONS / DISPATCH</b> (Verify correct frequency prior to starting report)  <i>Ex: "Communications, Div. Alpha, Stand-by for Emergency Traffic."</i></p> <p><b>2. INCIDENT STATUS:</b> Provide incident summary (including number of patients) and command structure.  <i>Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care."</i></p>																									
<p>Severity of Emergency / Transport Priority</p>	<p><input type="checkbox"/> <b>RED / PRIORITY 1</b> Life or limb threatening injury or illness. Evacuation need is IMMEDIATE  <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2<sup>nd</sup> - 3<sup>rd</sup> burns more than 4 palm sizes, heat stroke, disoriented.</i></p> <p><input type="checkbox"/> <b>YELLOW / PRIORITY 2</b> Serious injury or illness. Evacuation may be DELAYED if necessary.  <i>Ex: Significant trauma, unable to walk, 2<sup>nd</sup> - 3<sup>rd</sup> burns not more than 1-3 palm sizes.</i></p> <p><input type="checkbox"/> <b>GREEN / PRIORITY 3</b> Minor injury or illness. Non-Emergency transport  <i>Ex: Sprains, strains, minor heat-related illness.</i></p>																								
<p>Nature of Injury or Illness &amp; Mechanism of Injury</p>	<p>Brief Summary of Injury or Illness  <i>(Ex: Unconscious, Struck by Falling Tree)</i></p>																								
<p>Transport Request</p>	<p>Air Ambulance / Short Haul/Hoist Ground Ambulance / Other</p>																								
<p>Patient Location</p>	<p>Descriptive Location &amp; Lat. / Long. (WGS84)</p>																								
<p>Incident Name</p>	<p>Geographic Name + "Medical"  <i>(Ex: Trout Meadow Medical)</i></p>																								
<p>On-Scene Incident Commander</p>	<p>Name of on-scene IC of incident within an incident <i>(Ex: TFLD Jones)</i></p>																								
<p>Patient Care</p>	<p>Name of Care Provider  <i>(Ex: EMT Smith)</i></p>																								
<p><b>3. INITIAL PATIENT ASSESSMENT:</b> Complete this section for each patient as applicable (start with the most severe patient)</p> <p>Patient Assessment: See IRPG page 106</p> <p>Treatment:</p>																									
<p><b>4. TRANSPORT PLAN:</b>                      Evacuation Location (if different): <i>(Descriptive Location (drop point, intersection, etc.) or Lat. / Long.)</i> Patient's ETA to Evacuation Location:</p> <p>Helispot / Extraction Site Size and Hazards:</p>																									
<p><b>5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:</b>  <i>Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication</i></p>																									
<p><b>6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable</b></p> <table border="1"> <thead> <tr> <th>Function</th> <th>Channel Name/Number</th> <th>Receive (RX)</th> <th>Tone/NAC *</th> <th>Transmit (TX)</th> <th>Tone/NAC *</th> </tr> </thead> <tbody> <tr> <td>COMMAND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>AIR-TO-GRND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TACTICAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *	COMMAND						AIR-TO-GRND						TACTICAL					
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<p><b>7. CONTINGENCY: Considerations:</b> If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.</p>																									
<p><b>8. ADDITIONAL INFORMATION:</b> Updates/Changes, etc.</p>																									
<p><b>REMEMBER:</b> Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.</p>																									

## Air Ambulance Information

Name	Location	Phone Number	Contact Frequency	Remarks
<b>Mercy Flight</b> <b>Type 3 A-Star</b>	Great Falls, MT	800-972-4000	TAN 155.3400 White 155.2800	300lbs max <b>Night/Day</b> Ops
<b>St. Pat's Life Flight</b> <b>Type 3 A-Star</b>	Missoula, MT	800-991-7363	TAN 155.3400 White 155.2800	350lbs max <b>Day</b> Ops Only
<b>Life Flight Network,</b> <b>Type 3 A-Star</b>	Butte, MT	800-232-0911  800-991-7363	TAN 155.3400 White 155.2800	<b>Night/Day</b> Ops
<b>Help Flight Type 3</b> <b>EC-135</b>	Billings, MT	800-538-4357 406-237-4357	TAN 155.3400 White 155.2800	350lbs max <b>Night/Day</b> Ops
<b>Kalispell Regional</b> <b>Alert</b>  <b>Type 3, Bell 407</b>	Kalispell, MT	406-752-9797	TAN 155.3400 White 155.2800	<b>Night/Day</b> Ops
<b>Malmstrom Medevac</b> <b>Type 2, UH-1N</b>	Malmstrom AFB Great Falls, MT	406-731-3250 800-851-3051		2000lbs max <b>Hoist</b> -600lbs
<b>Two Bear Air</b> <b>Type 3, Bell 429</b>	Flathead Co. Kalispell, MT.	406-758-5610	TAN 155.3400 White 155.2800	Hoist



# Medical Facilities Information

## Closest Burn Center

Medical Facility	Location	Phone Number	Latitude	Longitude	Remarks
<b>Broadwater Health Center</b>	110 N. Oak St. Townsend, MT	406 266-3186	N 46° 19.66	W111° 28.83	Lat Long for Townsend Airport
<b>Mountain View Medical Center</b>	16 W. Main White Sulphur Springs, MT	406 547-3384	N 46° 32.81 N 46° 30.14	W110° 54.24 W110° 54.38	Helipad WSS Airport
<b>Parker Medical Center</b>	2363 W MT HWY 200 Lincoln, MT	406 362-4603	N 46° 57.3	W112° 39.0	Lincoln Airport S69
<b>Benefis Teton Medical Center</b>	915 4 <sup>th</sup> ST. NW Choteau, MT	406 466-5763	N 46° 49.7	W112° 10.1	Choteau Airport CII
<b>Wheatland Memorial</b>	530 3 <sup>rd</sup> ST NW Harlowton, MT	406 632-4351	N 46° 26.9	W109° 51.2	Wheatland Co Airport
<b>St. Peter's Health</b>	2475 Broadway Helena, MT	406 442-2480	N 46° 35.90	W111° 59.80	Helipad
<b>St. Patrick's</b>	500 W. Broadway Missoula, MT	406 543-7271	N 46° 52.51	W114° 00.01	Helipad
<b>Benefis</b>	Great Falls, MT	406 455-5000	N 47° 29.51	W 11° 15.58	Helipad
<b>University of Utah Medical Center</b>	Salt Lake City, UT	801 581-2700	N 40° 46.34	W111° 50.24	Helipad & <b>Burn Center</b>
<b>Sacred Heart Medical Center</b>	Spokane, WA	509 455-3131	N 47° 38.89	W117° 27.81	Helipad & <b>Burn Center</b>

# Jettison Areas

## **Bear Trap Burn Area:**

Open ridge 10 miles west up the Little Prickly Pear Creek from Canyon Cr. Junction; at the head of Bear Trap Gulch on the Continental Divide.

**T12N R07W Sec 18**

**280 from HLN VOR @ 26 miles**

**N 46° 47'**

**W 112° 31.6'**

## **Sweats/Cabin Gulch:**

Slope area 1 mile east of York/Nelson road between Trout Creek to the south, and Beaver Creek to the north.

**T12N R01W Sec 20 NW 1/4**

**021 from HLN VOR @ 13 miles**

**N 46° 47.1'**

**W 111° 45.5'**

## **Hedges Burn Area:**

Northeast flank of Hedges Mountain, 2 miles south of Vigilante Campground between Trout Creek to the north, and Magpie Creek to the south.

**T11N R01E Sec 6 SE 1/4**

**041 from HLN VOR @ 15 miles**

**N 46° 44.5'**

**W 111° 39.1'**

# Fire Traffic Area

Dashed line

**FIRE TRAFFIC AREA (FTA) 01 JUNE 10**
**FTA**

**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.

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

**Note 1**

ATGS Orbit	2600' AGL Minimum
------------	-------------------

**Media** <sup>\*</sup>

VFR
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**Note 2**

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

**Note 2**

1600' AGL Minimum	Airtanker Orbit
-------------------	-----------------

**Max 600' AGL** **HELOS** <sup>\*</sup>

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.

<b>AIRTANKER BASE</b> <b>AS ASSIGNED</b>	<b>AIR GUARD</b> 168.625 TX/Tone 110.9	<b>AIR to AIR</b> AS ASSIGNED	<b>NATIONAL FLIGHT FOLLOWING</b> 168.650 Tone 110.9 TX and RX
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National Interagency Airspace: <http://www.airspace.nifc.gov>

# UAS

## UAS Reporting Script

### Script for Reporting a UAS situation to the FAA's ARTCC

Place call as soon as possible to the appropriate Air Route Traffic Control Center to the Area Managers Desk. See phone numbers below.

#### Preliminary

Reporting Party:

Name/phone number:

Date/Time of UAS Situation:

#### General Information

- This is \_\_\_ (name) from \_\_\_ (agency).
- We are currently responding to a wildfire in the (Geographic location).
- This situation has occurred at \_\_\_ (description of location such as 23 miles NW of Placerville airport or within the TFR.)
- I would like to officially report an Unmanned Aircraft (drone) situation. (or use the word "intrusion" if there is a TFR.)

#### Drone information

- There are \_\_\_ (provide the number of known drones) flying at \_\_\_ (altitude if known) \_\_\_ direction of flight (if known).
- The drone(s) is a \_\_\_ (describe color, size and if it is a fixed wing, quad copter, etc.)

#### Law Enforcement Information

- We have/have not notified Law Enforcement. (Name of Law Enforcement such as Highway Patrol, BLM LE, USFS LE, Sheriff's Department, etc.) \_\_\_ is responding.

#### Operator information

- We have/have not located the operator (or)
- Law Enforcement has located the operator and is talking to them.
- We are/are not grounding our aircraft (or)
- We have grounded our fixed wing aircraft (or)
- We have pulled back our fixed wing aircraft but our helicopters are remaining on site.

#### TFR information

- There is (or is not) a TFR.  
The TFR number is 5/xxxx.
- Please report this on the Defense Event Network (DEN).
- If needed – here is the latitude and longitude:
- My phone number is and my e-mail is:

### Reporting documentation

Date/time call made to ARTCC

Person reported to:

Agency Point of contact for follow-up questions:

#### ARTCC WATCH Desk Phone numbers:

ABQ- 505-856-4500

Anchorage – 907-269-1103

Atlanta – 770-210-7622

Boston – 603-879-6655

Chicago – 630-906-8341

Cleveland – 440-774-0426

Denver – 303-651-4248

Ft Worth – 817-858-7503

Honolulu – 808-840-6201

Houston – 281-230-5560

Indianapolis – 317-247-2242

Jacksonville- 904-549-1537

Kansas City – 913-791-8500

LA Center: 661-265-8205

Memphis – 901-368-8234

Miami – 305-716-1588

Minneapolis – 651-463-5580

New York – 631-468-5959

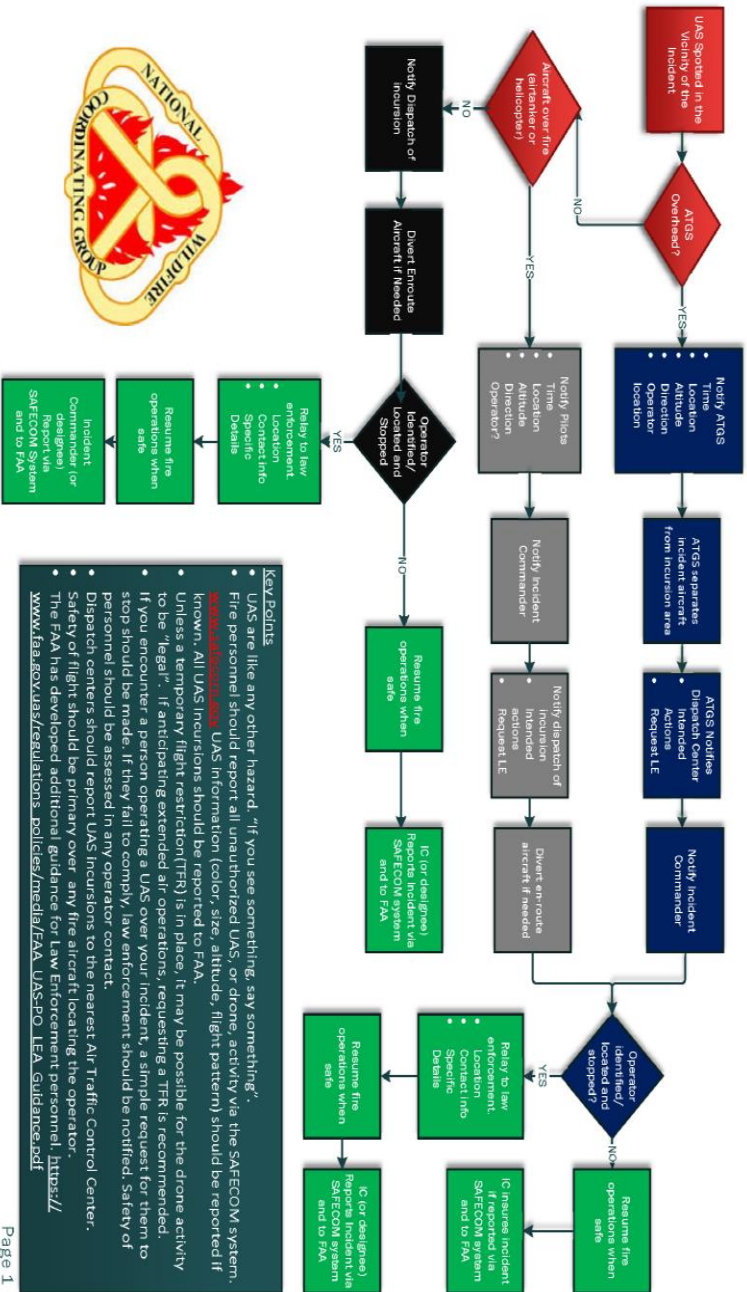
Oakland – 510-745-3331

Salt Lake – 801-320-2560

Seattle – 253-351-3520

Washington DC – 703-771-3470

# UAS Incurion Protocol (Flowchart)



**Key Points**

- UAS are like any other hazard. "If you see something, say something".
- Fire personnel should report all unauthorized UAS, or drone, activity via the SAFECON system.
- **FAA Reporting:** UAS information (color, size, altitude, flight pattern) should be reported if known. All UAS Incursions should be reported to FAA.
- Unless a temporary flight restriction (TFR) is in place, it may be possible for the drone activity to be "legal". If anticipating extended air operations, requesting a TFR is recommended.
- If you encounter a person operating a UAS over your incident, a simple request for them to stop should be made. If they fail to comply, law enforcement should be notified. Safety of personnel should be assessed in any operator contact.
- Dispatch center's should report UAS Incursions to the nearest Air Traffic Control Center.
- Safety of flight should be primary over any fire aircraft locating the operator.
- The FAA has developed additional guidance for Law Enforcement personnel. [https://www.faa.gov/uas/regulations\\_policies/media/FAA\\_UAS-PO\\_LEA\\_Guidance.pdf](https://www.faa.gov/uas/regulations_policies/media/FAA_UAS-PO_LEA_Guidance.pdf)



# Short-Haul Operations

### CAPABILITIES

- During an operational Short-Haul the helicopter is capable of inserting Short-Haulers into an area with tight canopy cover and/or technical terrain.
- Haul line lengths range from 100 feet to 350 feet.
- Short hauler and/or medical gear can be delivered to the medical scene even if extraction by short-haul is not necessary.

### ORDERING

- EMT or Medical Incident IC determines medical extraction is required.
- Follow local established procedures and/or Medical Incident Report (MIR) in the IRPG.
- Confirm aircraft type, call sign, estimated time of arrival and frequency.
- Give site selection information when ordering: hazards (i.e. ash, smoke, snags, aerial), tree height, terrain, and patient transport configuration (supine or seated position). Repeat hazards and give updated weather conditions as well as brief patient update to responding helicopter.

**PROCESS:** The helicopter will fly to the coordinates provided. They will make contact with ground personnel on scene with the patient using an identified air-to-ground frequency. The helicopter will complete a short-haul recon and size up, gather patient update information and then fly to a landing zone (LZ) to configure for short-haul operations. The helicopter will be monitoring the appropriate air-to-ground, air guard and victor frequencies. From this point, ground resources should only contact the helicopter in case of an emergency. During the insertion and extraction process ground personnel must be clear of the area.

### ON SCENE: EXPECT THE FOLLOWING

- 1 or 2 rescuers (at least one qualified as an EMT or higher)
- Backboard (if needed and not already on scene)
- All equipment necessary for patient extraction

The **Patient Extraction Bag** accommodates most backboards.  
-A patient on a backboard, TRS, SKED or litter will be inserted into the bag.



The **Seat Harness** is used for patients not requiring the use of a backboard.





## IA Size Up (Back Cover)

### Fire Size Up

<b>Fire Name:</b>
Fire Number:
<b>Latitude:</b> <b>Longitude:</b>
<b>Descriptive Location:</b>
<b>Approximate Size (acres):</b>
Fuel Type (grass, brush, timber, slash):
<b>Character of Fire (smoldering, creeping, running, spotting, torching, crowning, erratic):</b>
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:
<b>Values at Risk?</b>
<b>Resources needed?</b>
Hazards:
Other: