

**INITIAL ATTACK SIZE UP**

**CONFIRMED LEGAL:** \_\_\_\_\_ ¼ \_\_\_\_\_ ¼ **SEC(S):** \_\_\_\_\_ **TWN:** \_\_\_\_\_ **RNG:** \_\_\_\_\_

**LATITUDE:** \_\_\_\_\_ **LONGITUDE:** \_\_\_\_\_

(degrees decimal minutes)

**OWNERSHIP:** \_\_\_\_\_ **PROTECTION:** \_\_\_\_\_ **ACRES:** \_\_\_\_\_

**Control Problems ?** " No " Yes (specify \_\_\_\_\_)

**Additional Resources Needed?** " No " Yes (specify \_\_\_\_\_)

**Are you within your comfort level?** " Yes " No **Actions:** Proceed " Change Tactics " Hold " Re-evaluate/Disengage " Request more Experienced IC "

**Values at Risk:**

**Human Life:** 1) Entrapment Situation 2) Reinforce Safety Zones/Escape Routes  
3) Other: (Explain \_\_\_\_\_)

**Property:** 1) Primary Residences 2) Seasonal Residences 3) Commercial  
4) Outbuildings 5) Other

**Natural Resources:** (Explain \_\_\_\_\_)

**Spread Potential:** 1) Low 2) Moderate 3) High 4) Extreme

**Character of Fire:**

- 1) Smoldering 3) Running 5) Torching 7) Crown/Spotting
- 2) Creeping 4) Spotting 6) Crowning 8) Erratic

**Fire Intensity Level:** (In feet) \_\_\_\_\_ (Average flame length at head of fire)

**Slope at Head of Fire:** \_\_\_\_\_ (Actual percent %)

**Position on Slope:**

- 1) Ridgetop 3) Upper 1/3 5) Lower 1/3 7) Valley Bottom 9) Flat/Rolling
- 2) Saddle 4) Middle 1/3 6) Canyon Bottom 8) Mesa/Plateau

**Aspect:**

- 0) Flat 1) North 2) NE 3) East 4) SE 5) South 6) SW 7) West 8) NW 9) Ridgetop

**Fuel Type:**

- 1) Grass 3) Intermountain Brush 5) Ponderosa/Conifer 7) Aspen 9) Other \_\_\_\_\_
- 2) Grass/Brush 4) Open Pine w/Grass 6) Spruce/Fir 8) Slash

**Weather Conditions:**

- 1) Clear 3) Building Cumulus 5) Lightning 7) Intermittent Showers
- 2) Scattered Clouds 4) T-Storms in area 6) Overcast 8) Heavy Showers

**Wind Direction:** \_\_\_\_\_ **Speed:** \_\_\_\_\_ **MPH Gusts:** \_\_\_\_\_

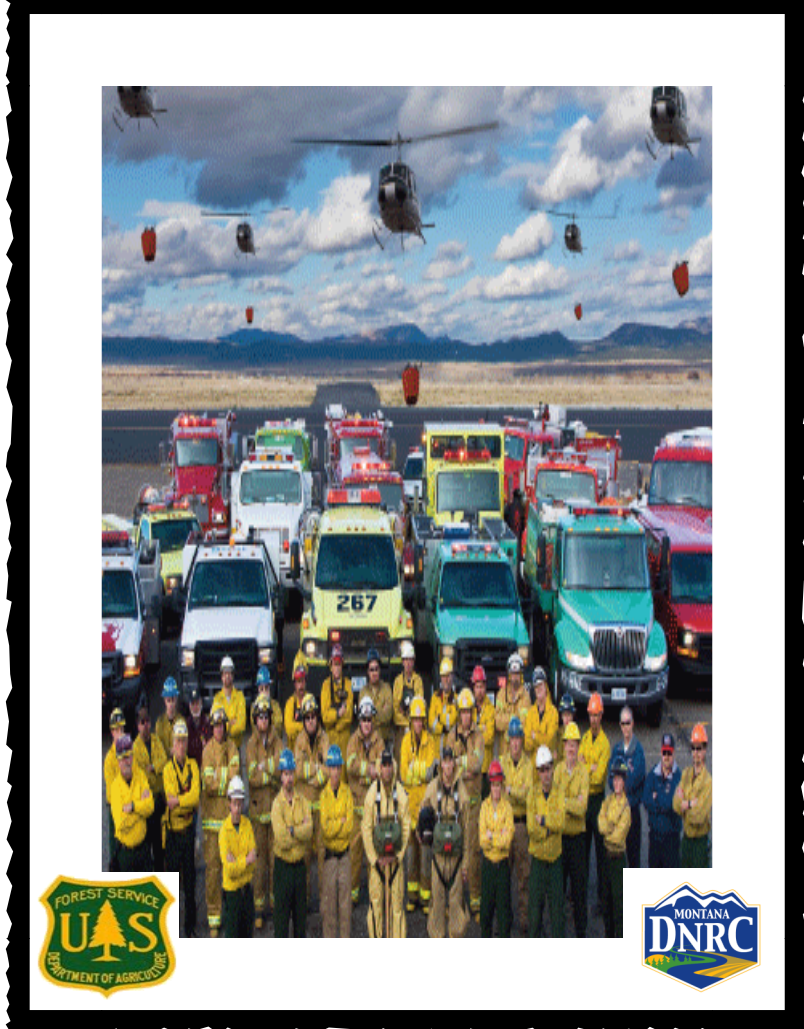
**Actual Elevation:** \_\_\_\_\_ **Cause of Fire:** \_\_\_\_\_

Resources Ordered	Resource ID	Date ETA	At scene Time	No. of People	Location	Released Time

# Central Zone Interagency



## Aviaton Briefing Package 2019



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Fahrenheit to Celsius:  $(^{\circ}\text{F} - 32) / 9 \times 5$

Celsius to Fahrenheit:  $(^{\circ}\text{C} \times 9) / 5 + 32$

$^{\circ}\text{F}$	$^{\circ}\text{C}$	$^{\circ}\text{F}$	$^{\circ}\text{C}$	$^{\circ}\text{F}$	$^{\circ}\text{C}$	$^{\circ}\text{F}$	$^{\circ}\text{C}$	$^{\circ}\text{F}$	$^{\circ}\text{C}$
1	-17	39	3.9	53	11.7	79	26.1	105	40.6
2	-17	40	4.4	54	12.2	80	26.7	106	41.1
3	-16	41	5	55	12.8	81	27.2	107	41.7
4	-16	42	5.6	56	13.3	82	27.8	108	42.2
5	-15	43	6.1	57	13.9	83	28.3	109	42.8
6	-14	44	6.7	58	14.4	84	28.9	110	43.3
7	-14	45	7.2	59	15	85	29.4	111	43.9
8	-13	46	7.8	60	15.6	86	30	112	44.4
9	-13	47	8.3	61	16.1	87	30.6	113	45
10	-12	48	8.9	62	16.7	88	31.1	114	45.6
11	-12	49	9.4	63	17.2	89	31.7	115	46.1
12	-11	50	10	64	17.8	90	32.2	116	46.7
13	-11	51	10.6	65	18.3	91	32.8	117	47.2
14	-10	52	11.1	66	18.9	92	33.3	118	47.8
15	-9.4	53	11.7	67	19.4	93	33.9	119	48.3
16	-8.9	54	12.2	68	20	94	34.4	120	48.9
17	-8.3	55	12.8	69	20.6	95	35	121	49.4
18	-7.8	56	13.3	70	21.1	96	35.6	122	50
19	-7.2	57	13.9	71	21.7	97	36.1	123	50.6
20	-6.7	58	14.4	72	22.2	98	36.7	124	51.1
21	-6.1	59	15	73	22.8	99	37.2	125	51.7
22	-5.6	60	15.6	74	23.3	100	37.8	126	52.2
23	-5	61	16.1	75	23.9	101	38.3	127	52.8
24	-4.4	62	16.7	76	24.4	102	38.9	128	53.3
25	-3.9	63	17.2	77	25	103	39.4	129	53.9
26	-3.3	64	17.8	78	25.6	104	40	130	54.4

### Lincoln Hotels

Sportsmans Motel (406) 362-4481	Leeper's Motel (406) 362-4333	Blue Sky Motel (406) 362-4450
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Hotel Lincoln (406) 362-4396	Three Bears Motel (406) 362-4355	Roost (Cabin Rentals) (406) 362-4308
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### Lincoln Restaurants

Lambkins Restaurant (406) 362-4271	M-Deli (406) 362-3093	Moose Joose Saloon (406) 362-4424
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Scapegoat Eatery (406) 362-4272	Pit Stop (406) 594-4900	Bootlegger (406) 362-4304
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### Choteau Hotels

Stage Stop Inn (406) 466-5900 1005 N Main Ave	Gunther Motel (406) 466-5444 20 7th Ave South West	Big Sky Motel (406) 466-5318 209 Main Ave S.
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### Choteau Restaurants

Elk Country Grill (406) 466-3311 925 N. Main Ave	John Henry's (406) 466-5642 215 N. Main Ave	Main St. Express (subs & pizza) (406) 466-5863 222 N. Main Ave
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Log Cabin  
(406) 466-2888  
102 Main Ave

### White Sulphur Springs Hotels

All Seasons Inn (406) 547-8888 808 3rd Ave SW	Spa Hot Springs Motel (406) 547-3366 202 W. Main	Tenderfoot Motel (406) 547-3303 301 W. Main
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### White Sulphur Springs Restaurants

Montana Roadhouse (406) 547-3638 904 3rd Ave SW	Stage Line Express (pizza) (406) 547-3505 210 E. Main	Dempsey's (406) 547-2299 24 E. Main
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Truck Stop Café  
(406) 547-3825  
511 E. Main

Corner Stone Deli  
(406) 547-2513  
11 E. Main

## 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, IHOG and FSM. On federal lands with FS protection federal policy will govern actions.

## 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.

## Rotor wing

During the summer months the State has five operational “Huey’s”, one of which is dedicated to the CLO as well as two others that are based out of Helena but are considered to be statewide assets. The two 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 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.**

### Helena Hotels

Wingate (406) 449-3000 2007 N. Oaks	Holiday Inn Express (406) 449-4000 701 Washington St.	Double Tree (Hilton) Downtown (406) 443-2200 22 N Last Chance Gulch
Radisson Colonial Hotel (406) 443-2100 2301 Colonial Dr.	Residence Inn (406) 443-8010 2500 E. Custer Ave	Comfort Suites (406) 495-0505 3180 N. Washington
Hampton Inn (406)443-5800 3000 HJwy 12 E	Jorgensons Inn & Suites (406)442-1770 1714 11 <sup>th</sup> Ave	Best Western Great Northern (406) 457-5500 835 Great Northern Blvd

### Helena Restaurants

Applebee's Grill & Bar (406) 449-7300 1212 E Custer Av	Bert & Ernie's (406) 443-5680 361 N Last Chance Gulch	Brewhouse Pub & Grill (406) 457-9390 939 Getchell
Smokejumper Station (Airport) (406) 417-1965 2850 Skyway Dr.	Chili's (406) 442-3500 2790 N Washington St	Suds Hut Famous Chicken (406) 443-7837 2701 N Montana Ave
Village Inn Pizza (406) 443-1111 1830 Prospect Ave	Los Cazadores (406) 227-8707 3000 Canyon Ferry Rd, E. Helena	Jade Garden (406) 443-8899 3128 N. Montana Ave
Perkins (406) 442-5757 1803 Cedar	Mackenzie River Pizza (406) 443-0033 1110 Road Runner Dr	IHOP (406)457-1000 2960 N Washington St
L&D Chinese Buffet (406) 495-8088 1720 11th Ave	Nagoya (Japanese Steak/Sushi) (406) 449-2742 2790 N Washington St	Early Bird Café (406) 457-1503 Euclid Ave
Suki Café (Sushi Bar) (406) 442-1795 15 W 6th Ave	Steve's Café (Breakfast/Lunch) (406) 444-5010 1225 E. Custer Ave	WindBag Saloon & Grill (406) 443-9669 19 S Last Chance Gulch
Staggering OX (406) 443-1729 400 Euclid Ave	Steffano's Subs & Pizza (406) 442-2070 2100 N Last Chance Glch	Silver Star Steak House (406) 495-0677 833 Great Northern Blvd

# Forest Service / MT DNRC

## Aviation Contacts

### 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 heliwells (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.

Title	Name	Agency	Work	Cell
Forest Aviation Officer (HLC)	Jay Lindgren	FS	(406) 495-3832	(406) 461-1652
Helicopter Program Manager	Josh Ingle	FS	(406) 495-3833	(406) 439-0347
Asst. Helicopter Program Manager	Brian Butler	FS	(406) 495-3841	(970) 946-8068
Asst. Helicopter Type 1 Manager	Brendan Mullen	FS	(406) 495-3831	(406) 560-2395
Helitack Squad Leader	Jacob Pastorius	FS	(406) 495-3844	(406) 459-4558
Helitack Squad Leader	Michael Garcia	FS	(406) 495-3845	(931) 436-7957
ATGS	Matthew Corley	FS	(406) 495-3837	(907) 328-0985
Tanker Base Manager	Jeff Jackson	FS	(406) 495-3834	(406) 439-9569
HLC Fire Staff	Marty Mitzkus	FS	(406) 495-3739	(406) 670-5421
DNRC Area Fire Program Manager	Greg Archie	MT DNRC	(406) 458-3505	(406) 431-2561
DNRC—CLO Aviation Officer	Chris Mork	MT DNRC	(406) 458-3522	(406) 581-5315
DNRC Asst. Aviation Ops Supvr.	Brendon Dale	MT DNRC	(406) 458-3507	(406) 596-1103
DNRC Chief Pilot	Chuck Brenton	MT DNRC	(406) 444-0747	(406) 431-0747
R-1 Aviation Officer	Phil Ketel	FS	(406) 329-4903	(406) 552-8978
R-1 Aviation Safety Manager	John Harris	FS	(406) 329-4749	(406) 370-3342
R-1 Helicopter Ops Specialist	Beau Dobberstein	FS	(406) 329-4984	(406) 370-3374
R-1 Fixed wing Operations Spec.	Hon Schlapfer	FS	(406) 329-4914	(970) 903-3592
R-1 Helicopter Inspector Pilot	Vacant	FS		
R-1 Maintenance Inspector	John Farro	FS	(406) 829-7345	(406) 370-3347
R-1 Avionics Inspector	Ken Koeneman	FS	(406) 329-7344	(406) 381-5295

**Helena Interagency Dispatch Center (HIDC)**

8001 North Montana Ave.  
Helena, MT 59602  
Office # 406-449-5475  
24hr Line # 406-444-4242  
Fax # 406-457-0764

**Townsend Ranger District D-1**

415 South Front Street  
Townsend, MT 59644  
Office # 406-266-3425  
Fax # 406-266-5484

**Helena Ranger District D-2**

2880 Skyway Drive  
Helena, MT 59601  
Office # 406-449-5490  
Fax # 406-449-5740

**Lincoln Ranger District D-4**

1569 Highway 200  
Lincoln, MT 59639  
Office # 406-362-7000  
Fax # 406-362-4253

**Helena Aviation Center**

3211 Skyway Drive  
Helena, MT 59602  
Office # 406-449-5005  
Fax # 406-449-5010

**Great Falls Interagency Dispatch Center (GIDC)**

1220 38th St. North  
Great Falls, MT 59405  
Office # 406-731-5300  
Fax # 406-731-5301

**Rocky Mtn. Ranger District D-1**

1102 Main Ave. NW  
P. O. Box 340 Choteau, MT 59422  
Office # 406-466-5341  
Fax # 406-466-2237

**Augusta Information Station**

405 Manix Street  
P.O. Box 365 Augusta, MT 59410  
Office # 406-562-3247  
Fax # 406-562-3299

**Belt Creek Ranger District D-3**

4234 US Highway 89 North  
Neihart, MT 59465  
Office # 406-236-5511

**Judith Ranger District D-4**

109 Central Ave.  
P.O. Box 484 Stanford, MT 59479  
Office # 406-566-2292

**Musselshell Ranger District D-6**

809 2nd St. NW  
P.O. Box 1906 Harlowton, MT 59036  
Office # 406-632-4391  
Fax # 406-632-5643

**White Sulphur Springs Ranger District D-7**

204 W. Folsom  
P.O. Box A White Sulphur Springs, MT 59645  
Office # 406-547-3361  
Fax # 406-547-6023

**Retardant Jettison Areas**

In the event of an emergency within the Helena Airport Jurisdiction, the Helena Control Tower must be notified of the situation. They will give clearance to jettison the retardant in the *north east corner of the airport along the boundary fence.*

**Jettison Areas outside the airport jurisdiction are as follows:**

**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 the 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'**

**Hazards:**  
 USE CAUTION Recreation / Parking Area  
 Horse Pasture adjacent to Helispots



**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

**Note 2**  
 Airtanker Maneuvering Maximum 1000' AGL

**Note 2**  
 1600' AGL Airtanker Orbit Minimum

**Note 3**  
 Max 600' AGL HELOS

**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>ARTANKER BASE</b> AS ASSIGNED	<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>

# LEWIS & CLARK NATIONAL FOREST FREQUENCIES

## ROCKY MTN FRONT FREQUENCIES

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
STEAM BOAT (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
Forest AIR/GROUND (AG13)	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 FREQUENCIES

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 </td <td>103.5</td> <td>Narrow</td>	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
Forest AIR/GROUND (AG13)	167.42500	167.42500	000.0	Narrow





## MONTANA DNRC CENTRAL LAND OFFICE FREQUENCIES

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
YELLOW (Air/Ground Primary)	151.22000	151.22000	000.0	Narrow
ORANGE (Air/Ground Secondary)	151.40000	151.40000	000.0	Narrow
GOLD (Common Mutual Aid)	153.90500	153.90500	000.0	Narrow
MAROON (Command)	154.28000	154.28000	000.0	Narrow
RED (Fire Mutual Aid)	154.07000	154.07000	000.0	Narrow
SCARLET (Fire Tactical)	154.29500	154.29500	000.0	Narrow
CORAL (Fire Ground #1)	154.26500	154.26500	000.0	Narrow
AIR GUARD	168.62500	168.62500	110.9	Narrow

## HELENA NATIONAL FOREST FREQUENCIES

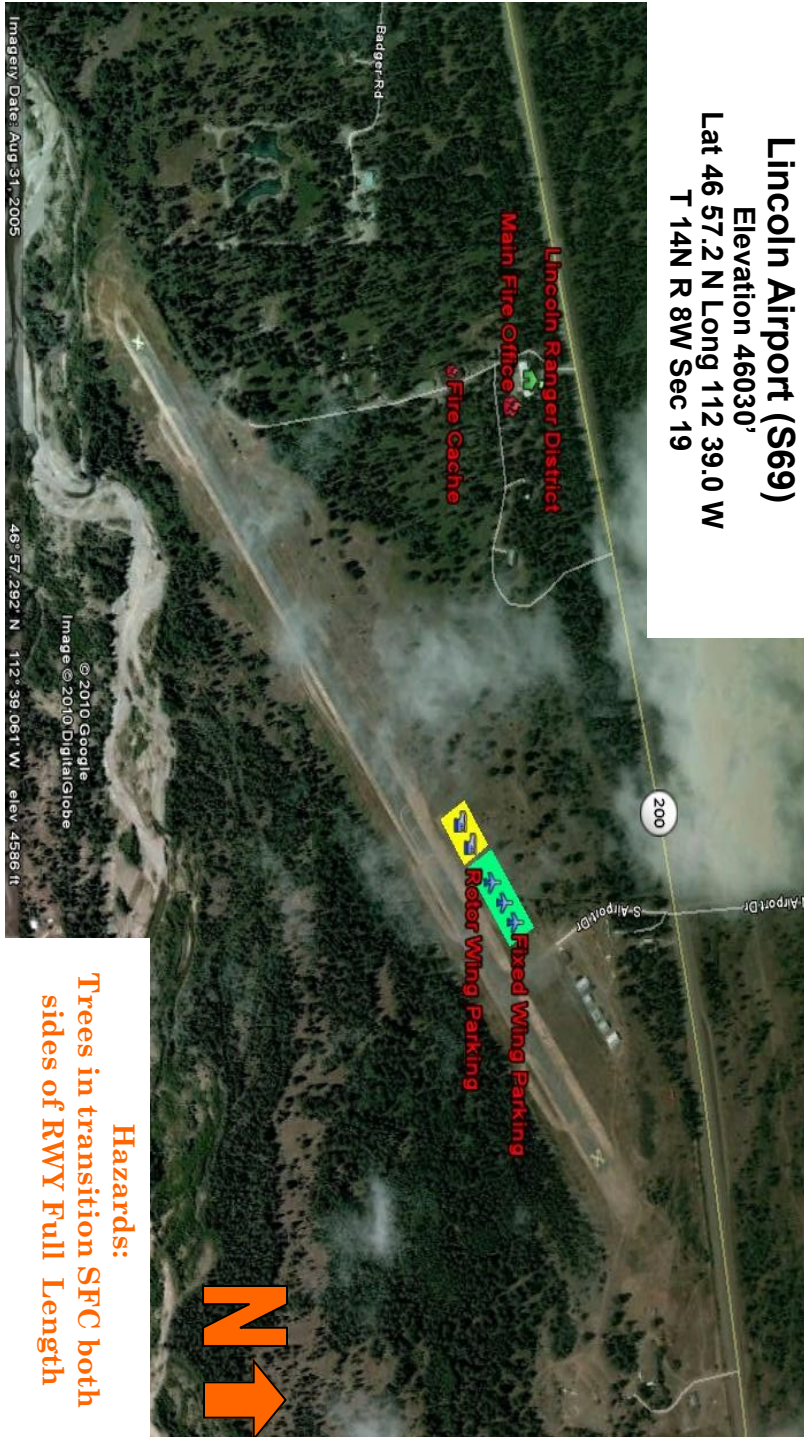
LABEL	RX FREQ	TX FREQ	TX CG	BAND WIDTH
HNF DIRECT (simplex)	171.1375	171.1375	123.0	Narrow
ELK MTN (HNF Rept.)	171.1375	164.15000	100.0	Narrow
DUCK CREEK (HNF Rept.)	171.1375	164.15000	131.8	Narrow
PARK PEAK (HNF Rept.)	171.1375	164.15000	146.2	Narrow
HOGBACK(HNF Rept.)	171.1375	164.15000	103.5	Narrow
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
Forest AIR/GROUND (AG22)	168.4000	168.4000	000.0	Narrow
Forest CREW NET	168.72500	168.72500	000.0	Narrow

### AIR-TO-AIR VICTOR FREQUENCIES FOR HELENA-LEWIS & CLARK NATIONAL FOREST

**A/A1: 123.7250** (GREATFALLS DISPATCH PRIMARY)

**A/A2: 124.9750** (HELENA DISPATCH PRIMARY)

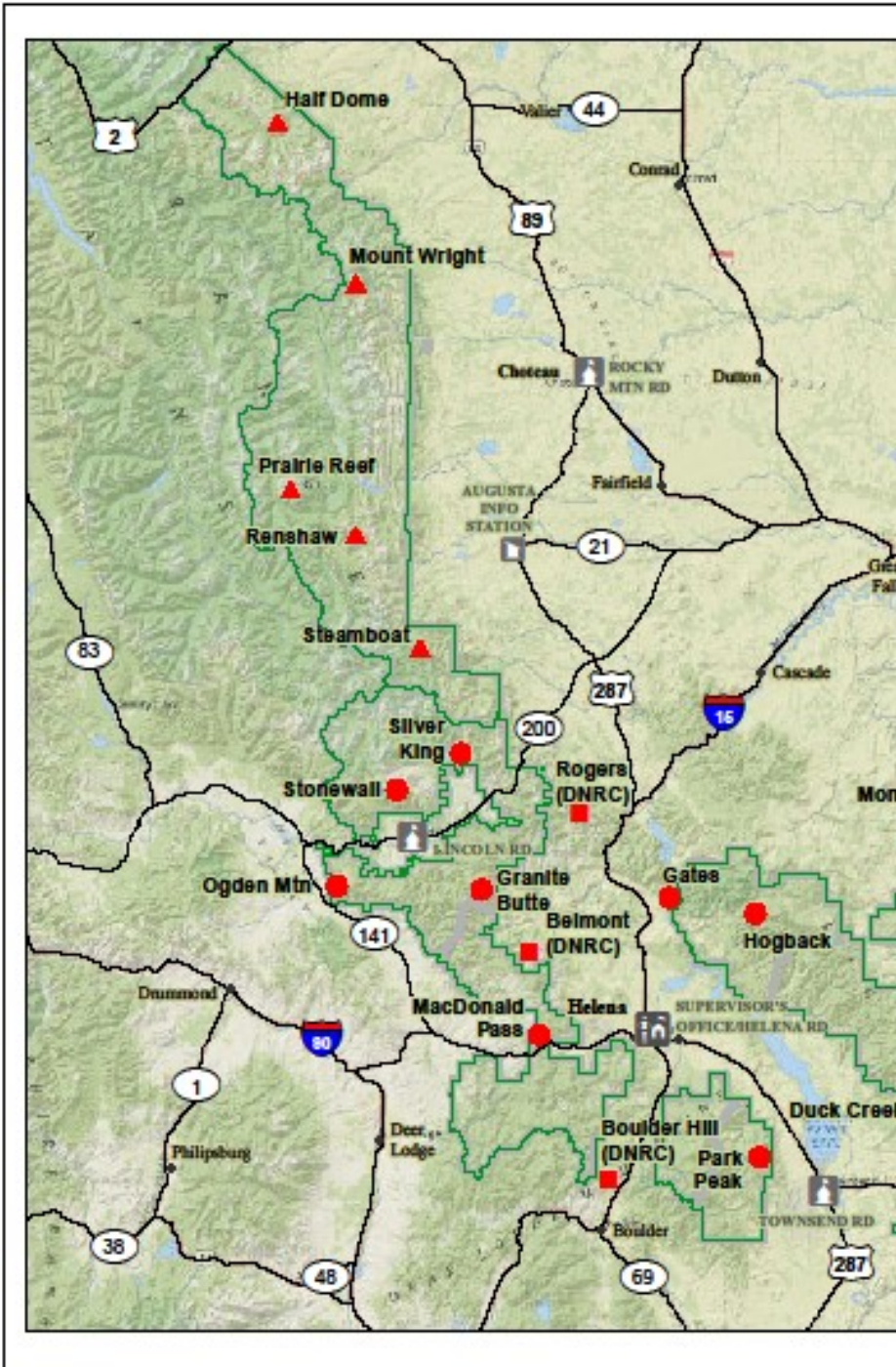
**A/A3: 134.8500** (BACKUP FOR BOTH DISPATCH CENTERS)



**Lincoln Airport (S69)**  
Elevation 46030'  
Lat 46 57.2 N Long 112 39.0 W  
T 14N R 8W Sec 19

**Hazards:**  
Trees in transition SFC both  
sides of RWY Full Length





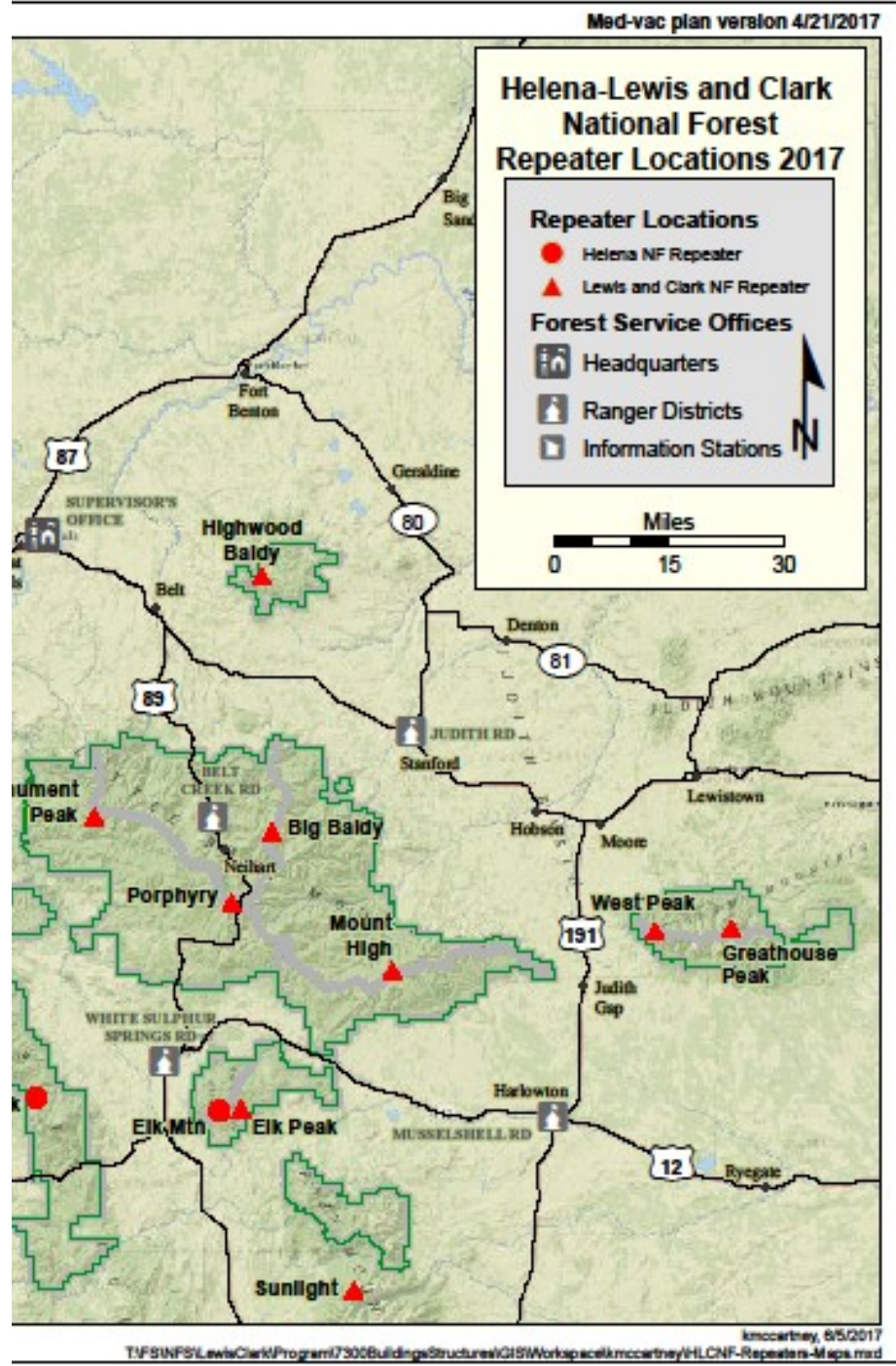
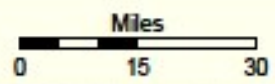
**Deerborn Hellspot**  
 Elevation 3565'  
 Lat 47 07.9 N Long 111 54.0 W  
 T 16N R 2W Sec 19

**Hazards:**  
 Interstate 15 South of Pads  
 Pads Located at FIREHALL  
 Pads surrounded by 3-wire fence



### Helena-Lewis and Clark National Forest Repeater Locations 2017

- Repeater Locations**
- Helena NF Repeater
  - ▲ Lewis and Clark NF Repeater
- Forest Service Offices**
- 🏠 Headquarters
  - 👤 Ranger Districts
  - 📡 Information Stations



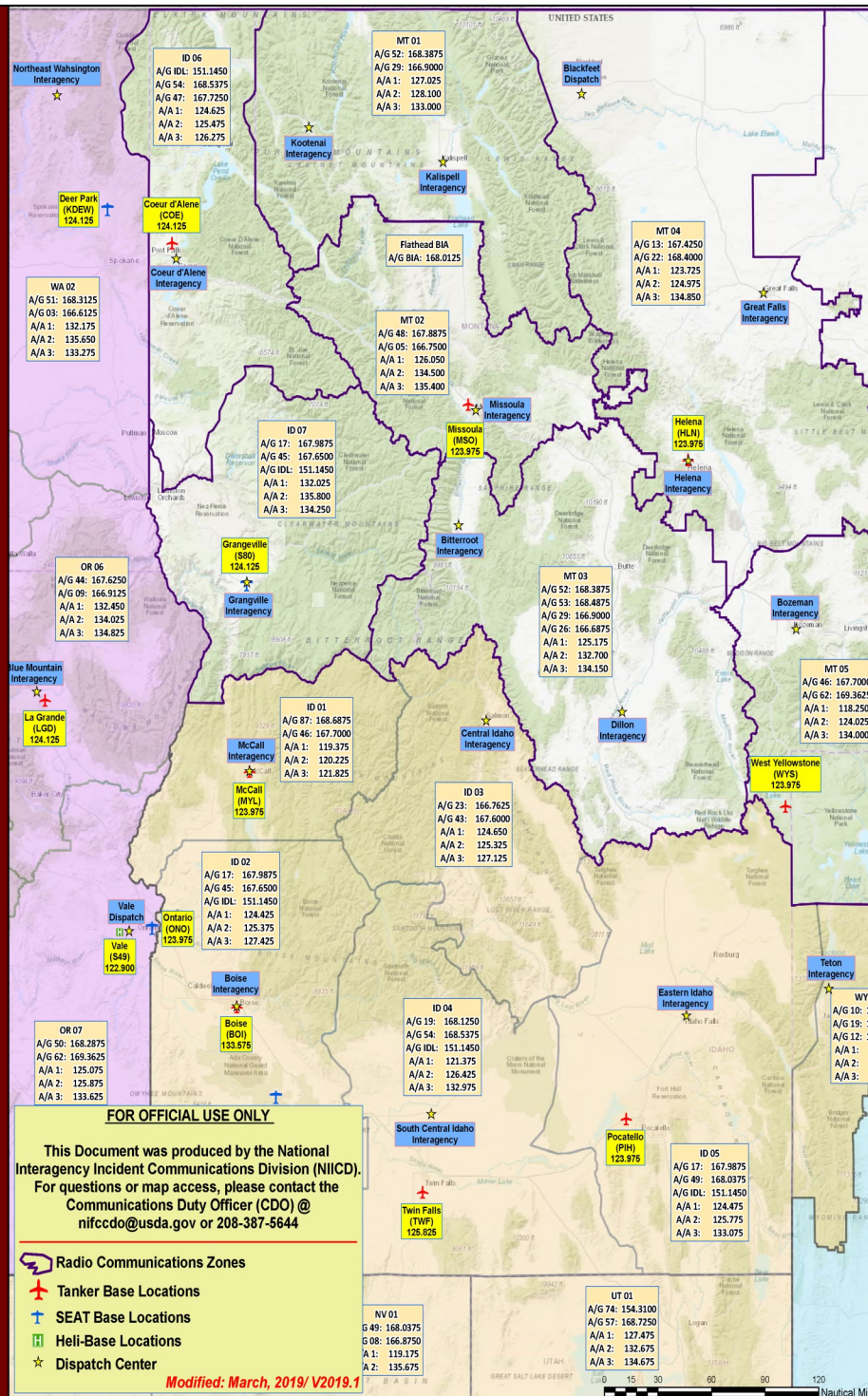
kmccartney, 6/5/2017  
T:\FS\NF\LewisClark\Program\73006\Buildings\Structures\GIS\Workspaces\kmccartney\HLCNF-Repeaters-Maps.mxd

**Wolf Crk Bridge Helispot**  
 Elevation 3500'  
 Lat 47 01.2 N Long 112 00.5 W  
 T 15N R 3W Sec 32



**Hazards:**  
 USE CAUTION Recreation / Parking Area

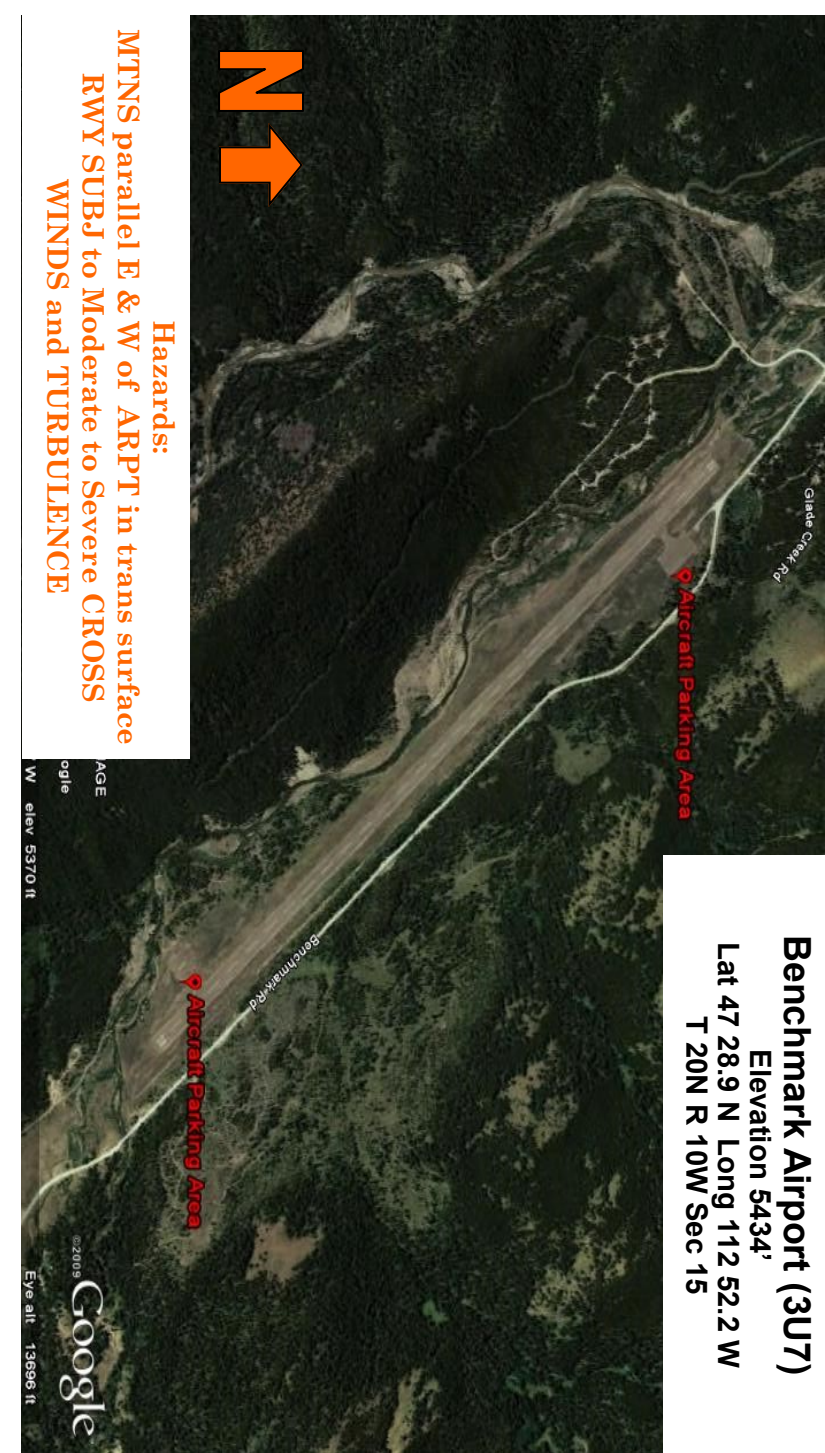
NORTHERN ROCKIES COORDINATION CENTER IA ZONES  
2019 COMBINED AIR-TO-GROUND (FM) & AIR-TO-AIR (AM) RADIO FREQUENCIES



©2019 Google  
Eye alt: 13696 ft  
elev: 5370 ft  
AGE  
ogle

**N** →

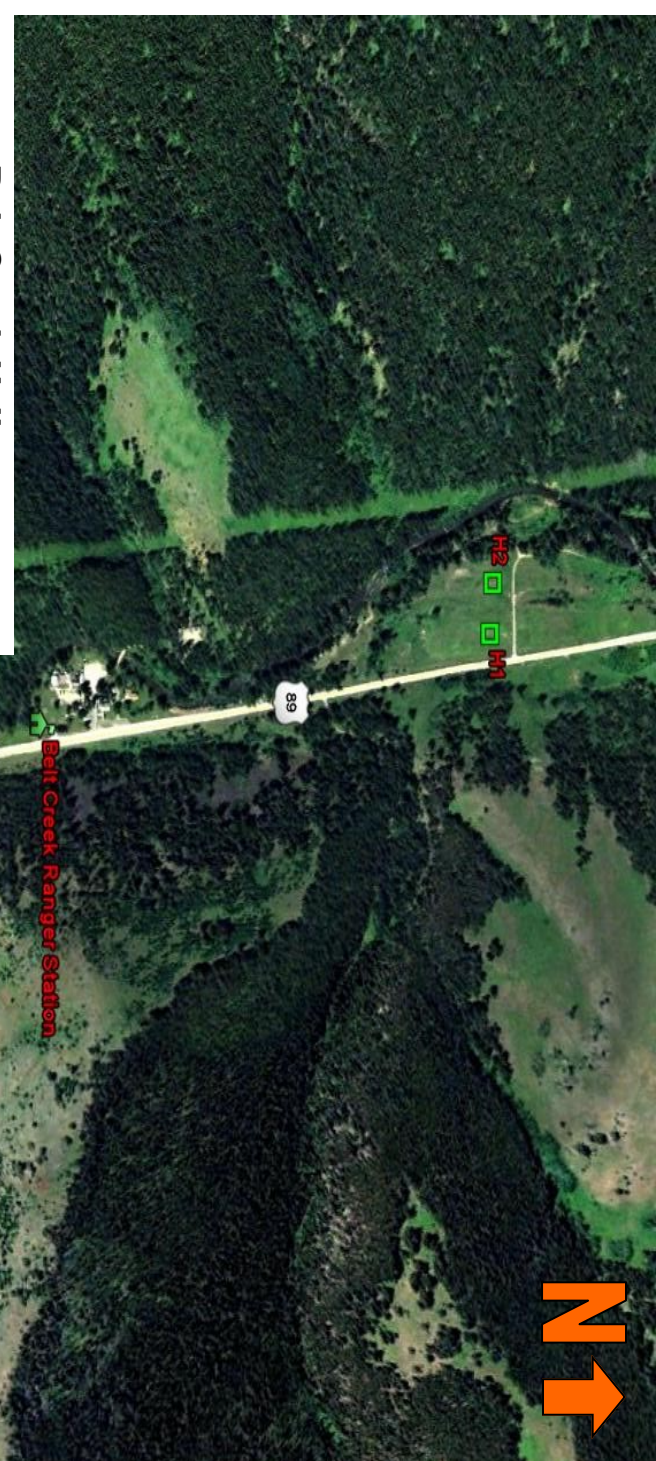
**Hazards:**  
MTNS parallel E & W of ARPT in trans surface  
RWY SUBJ to Moderate to Severe CROSS  
WINDS and TURBULENCE



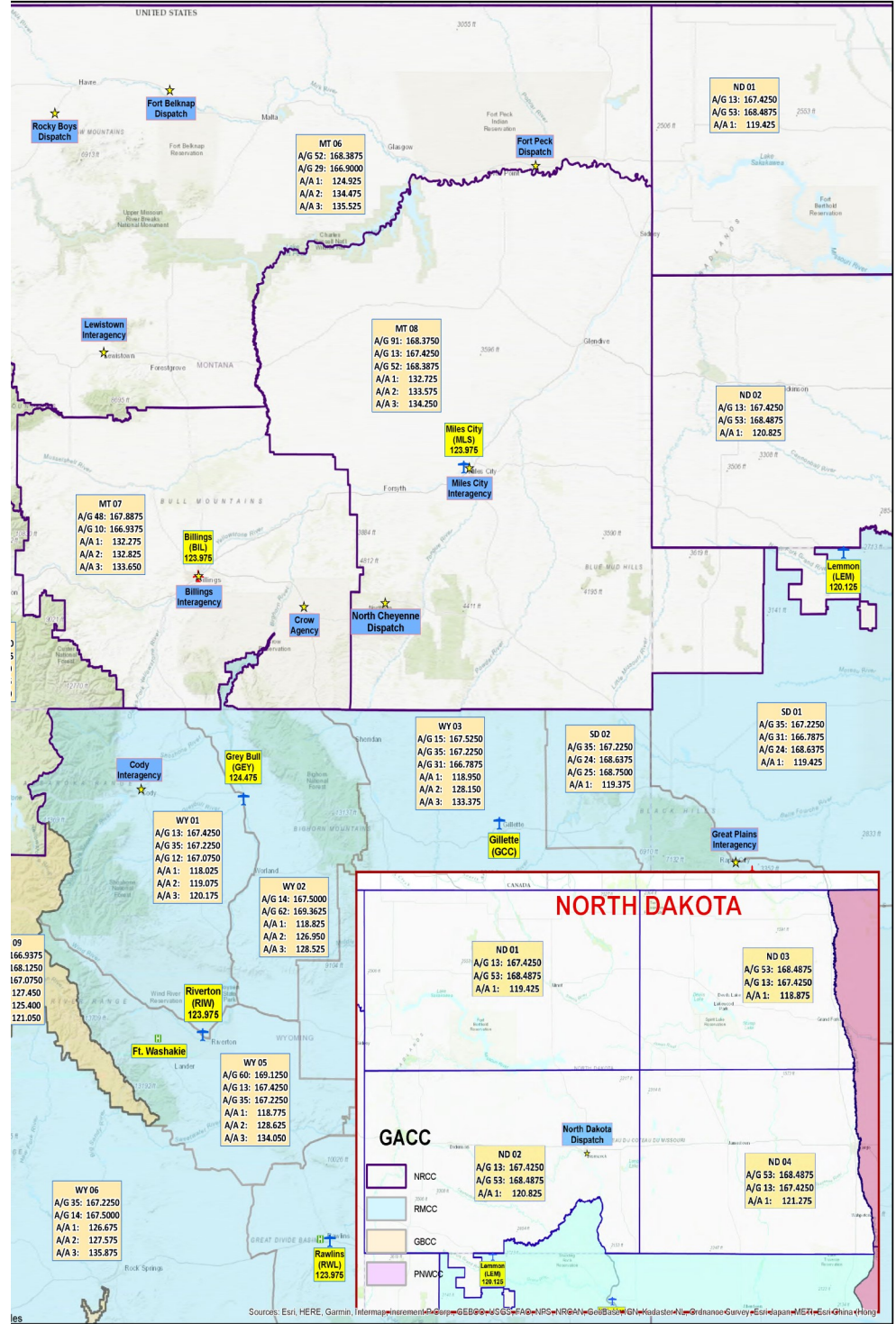
**Benchmark Airport (3U7)**  
Elevation 5434'  
Lat 47 28.9 N Long 112 52.2 W  
T 20N R 10W Sec 15

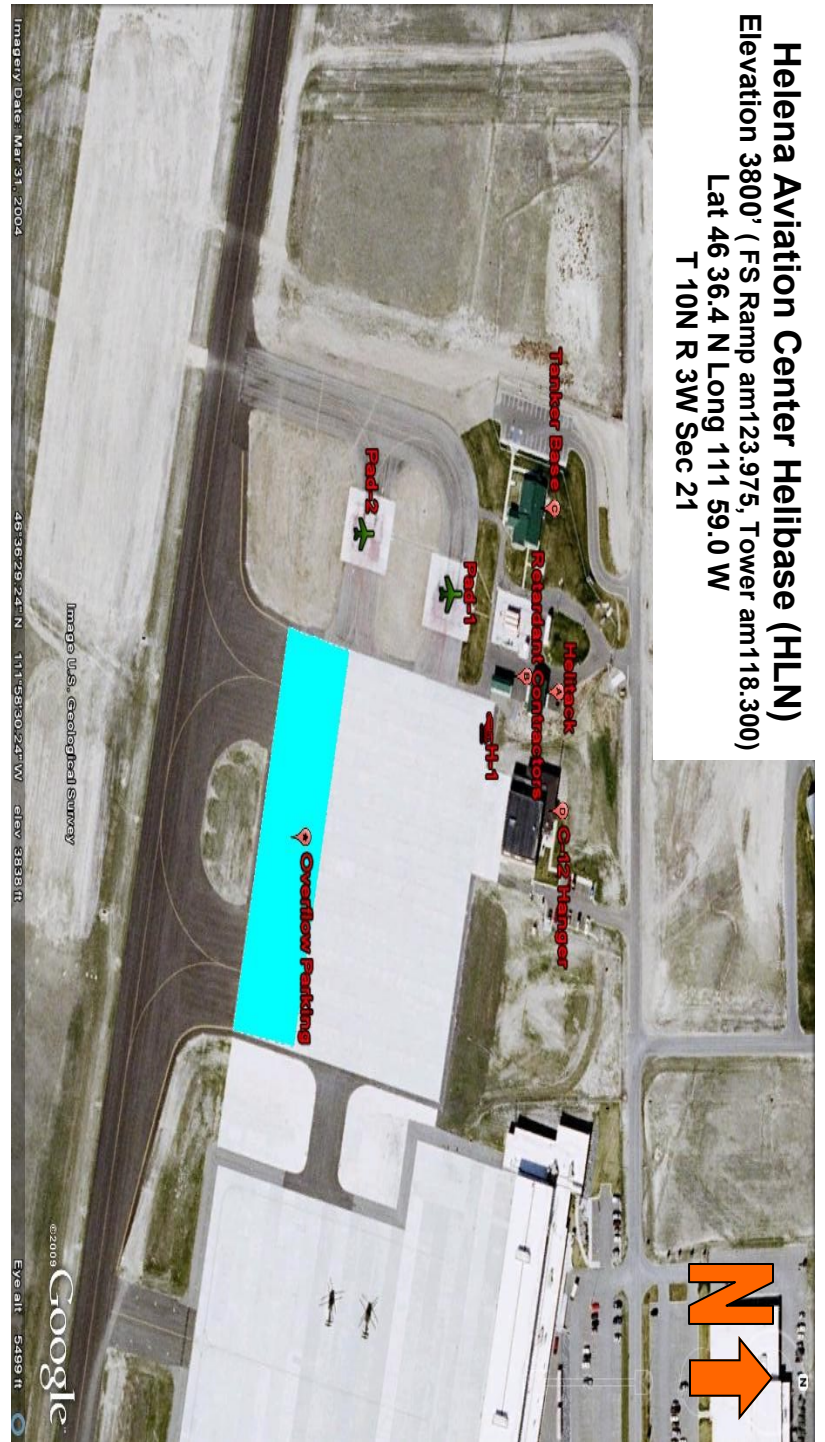
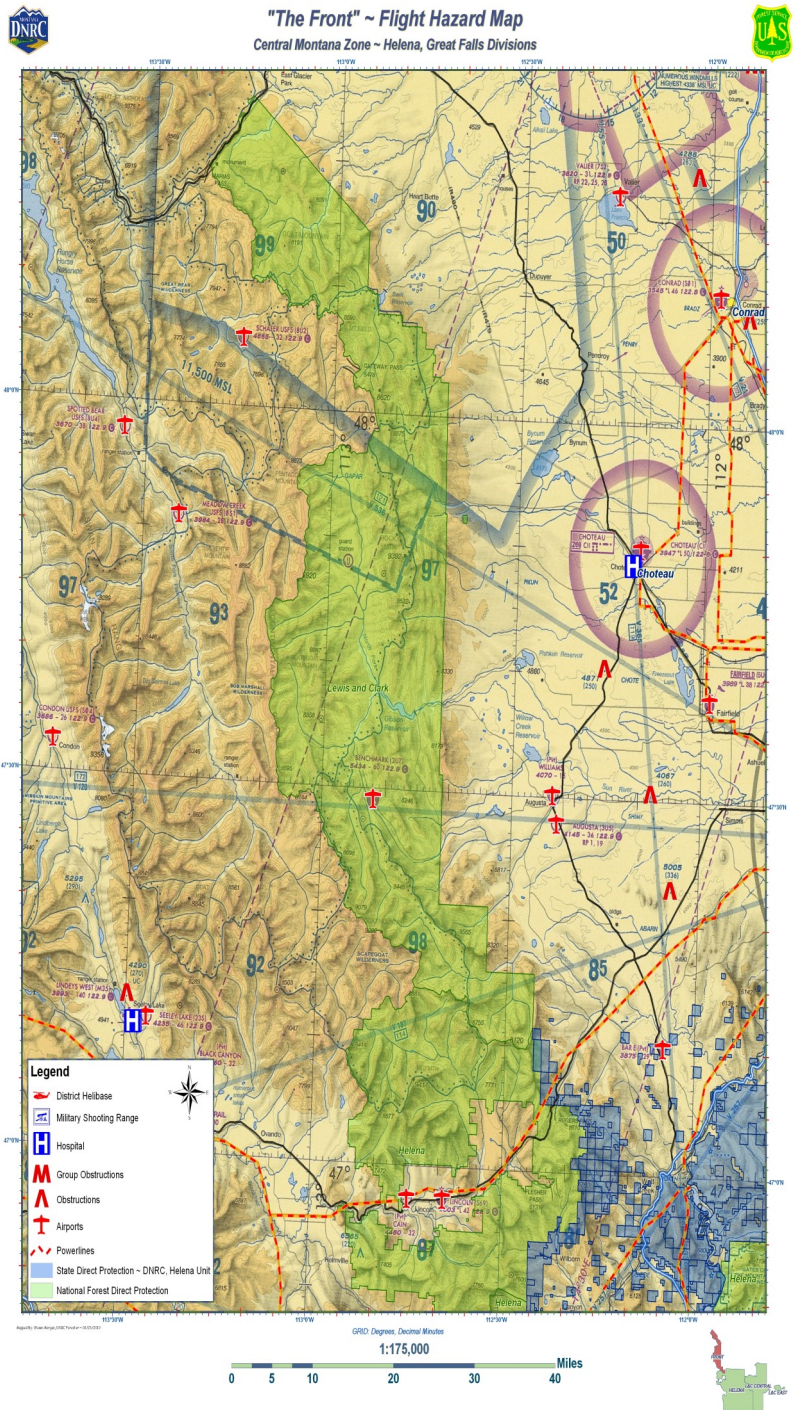
**Belt Creek Helispot**  
 Elevation 5050'  
 Lat 47 00.3 N Long 110 46.2 W  
 T 14N R 7E Sec 1

© 2010 Google  
 110°46'05.90"W elev 1548 m

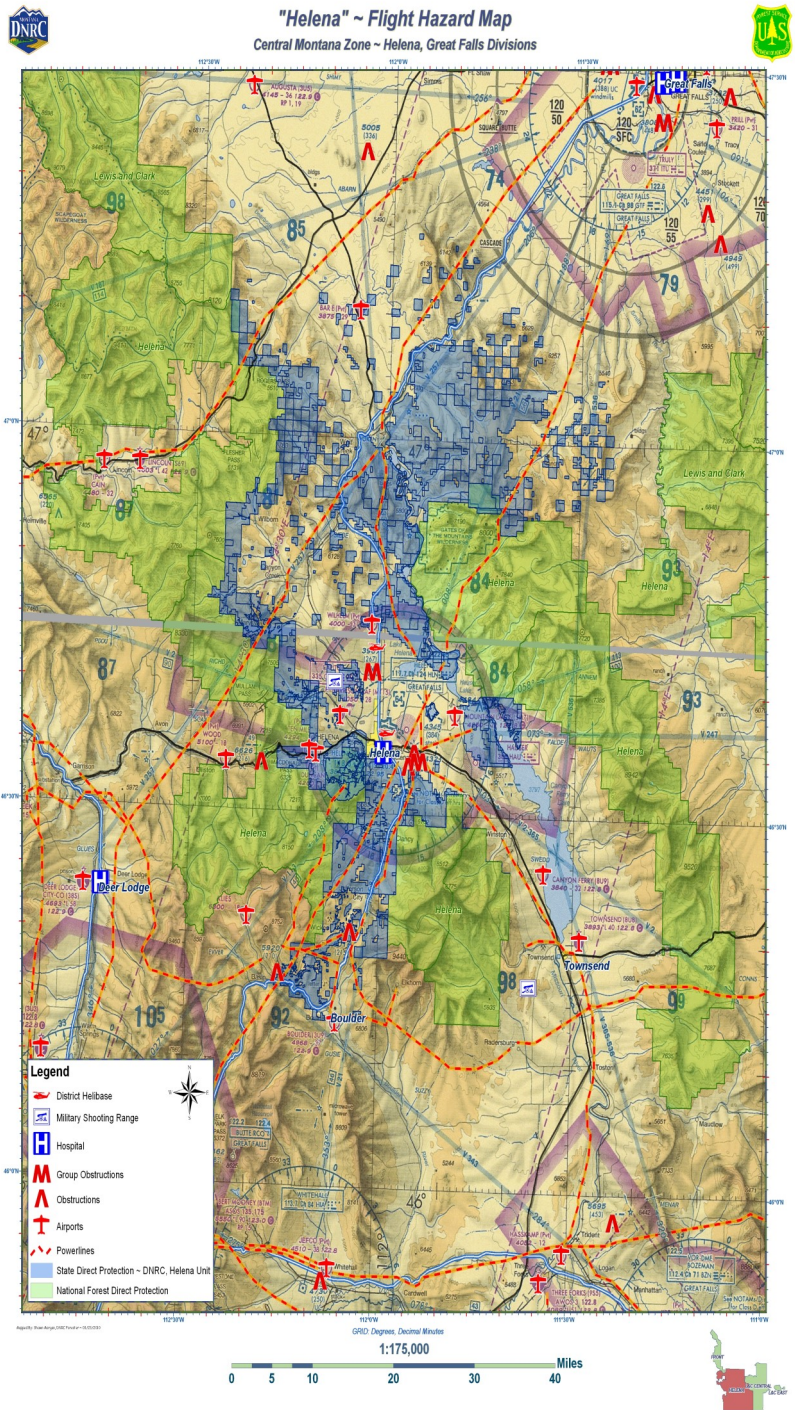


**Hazards:**  
 Highway 89 on East side of Pads  
 Pads surrounded by 3-wire fence





**Helena Aviation Center Helibase (HLN)**  
Elevation 3800' ( FS Ramp am123.975, Tower am118.300)  
Lat 46 36.4 N Long 111 59.0 W  
T 10N R 3W Sec 21



**DNRC CLO Helibase**  
Elevation 3844' (Yellow rx/tx 151.2200)  
Lat 46 43.346' N Long 112 01.126' W  
T 11N R 3W Sec 8

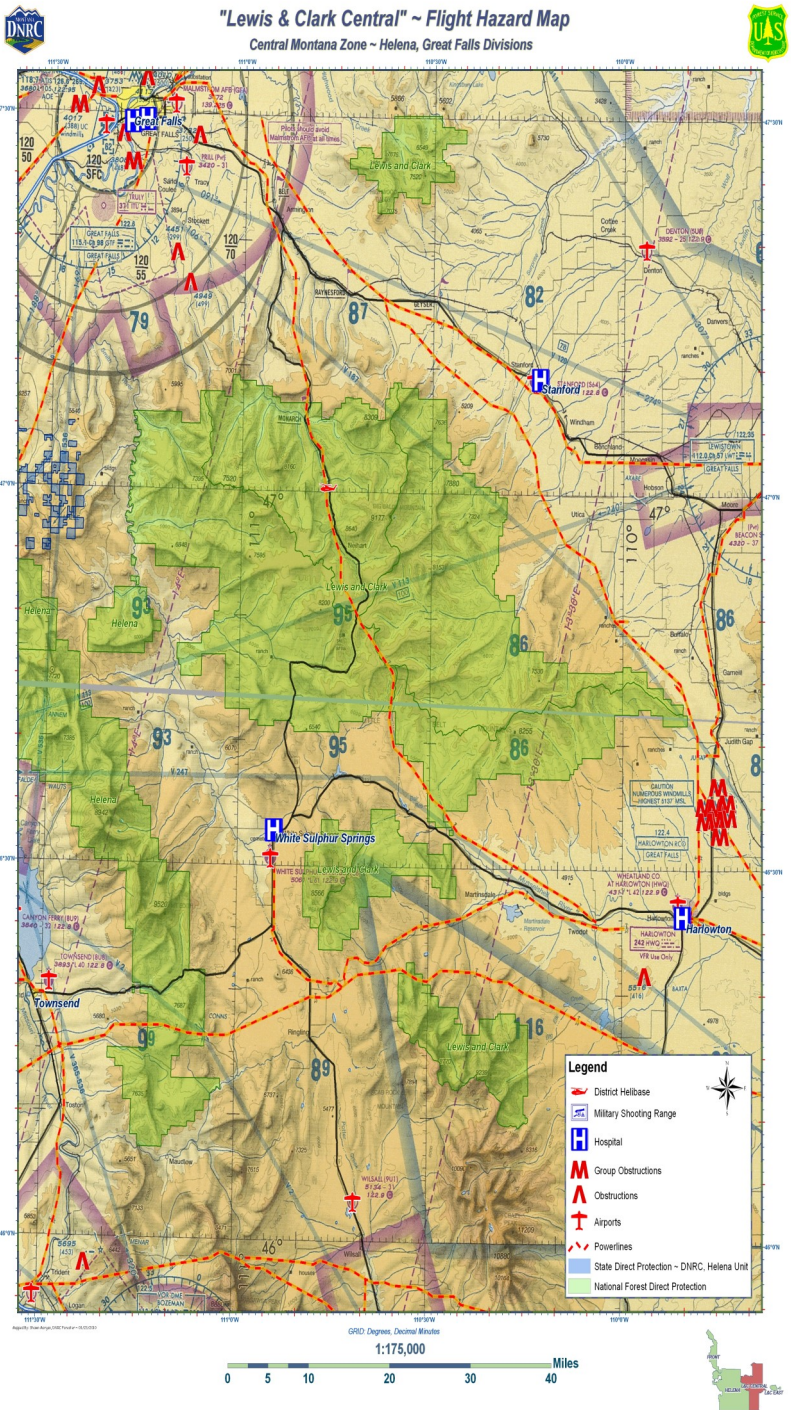


**Hazards:**  
Power lines on West side of Main Rd Into Base  
Surrounded by Residential Neighborhoods

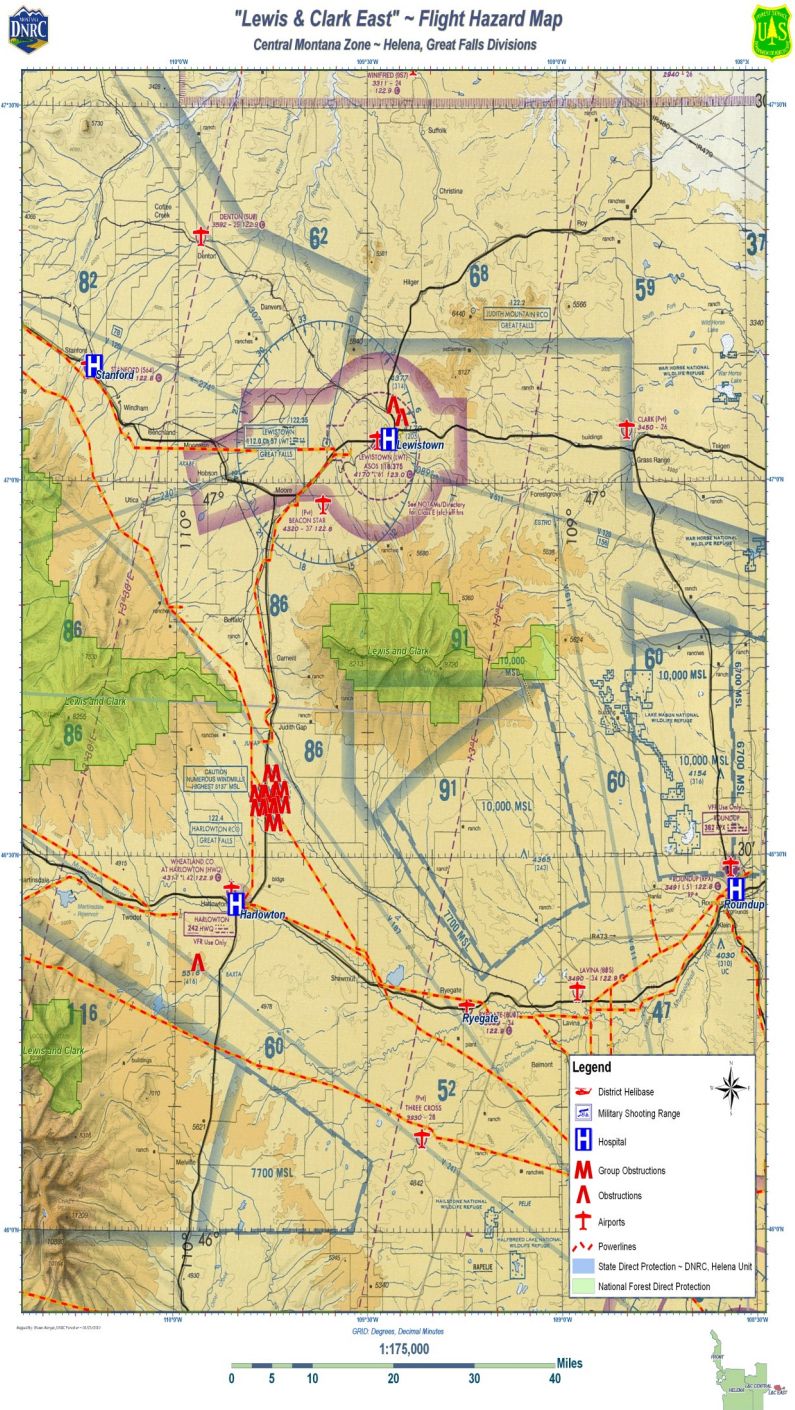
**East side of Zone -Harlowton (add 1 hour for Daylight Savings when in use)**

Day	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Rise	h	m	h	m	h	m	h	m	h	m	h	m
Set	h	m	h	m	h	m	h	m	h	m	h	m
01	0803	1643	0743	1723	0659	1805	0559	1848	0505	1928	0431	2004
02	0803	1644	0742	1725	0657	1807	0557	1849	0504	1930	0430	2005
03	0803	1645	0740	1726	0655	1808	0555	1851	0502	1931	0429	2006
04	0803	1646	0739	1728	0653	1809	0553	1852	0501	1932	0429	2007
05	0803	1647	0738	1730	0651	1811	0552	1853	0459	1934	0428	2008
06	0802	1648	0736	1731	0650	1812	0550	1855	0458	1935	0428	2008
07	0802	1649	0735	1733	0648	1814	0548	1856	0457	1936	0428	2009
08	0802	1650	0734	1734	0646	1815	0546	1858	0455	1937	0427	2010
09	0802	1652	0732	1736	0644	1817	0544	1859	0454	1939	0427	2011
10	0801	1653	0731	1737	0642	1818	0542	1900	0452	1940	0427	2011
11	0801	1654	0729	1739	0640	1819	0540	1902	0451	1941	0427	2012
12	0800	1655	0728	1740	0638	1821	0538	1903	0450	1942	0426	2012
13	0800	1657	0726	1742	0636	1822	0536	1904	0448	1944	0426	2013
14	0759	1658	0725	1743	0634	1824	0535	1906	0447	1945	0426	2013
15	0759	1659	0723	1745	0632	1825	0533	1907	0446	1946	0426	2014
16	0758	1700	0721	1746	0630	1826	0531	1908	0445	1947	0426	2014
17	0758	1702	0720	1748	0628	1828	0529	1910	0444	1949	0426	2014
18	0757	1703	0718	1749	0627	1829	0527	1911	0443	1950	0426	2015
19	0756	1705	0716	1751	0625	1830	0526	1912	0441	1951	0426	2015
20	0755	1706	0715	1752	0623	1832	0524	1914	0440	1952	0426	2015
21	0754	1707	0713	1754	0621	1833	0522	1915	0439	1953	0427	2016
22	0754	1709	0711	1755	0619	1835	0520	1916	0438	1954	0427	2016
23	0753	1710	0710	1756	0617	1836	0519	1918	0437	1955	0427	2016
24	0752	1712	0708	1758	0615	1837	0517	1919	0437	1956	0427	2016
25	0751	1713	0706	1759	0613	1839	0515	1920	0436	1958	0428	2016
26	0750	1715	0704	1801	0611	1840	0513	1922	0435	1959	0428	2016
27	0749	1716	0702	1802	0609	1841	0512	1923	0434	2000	0429	2016
28	0748	1717	0701	1804	0607	1843	0510	1924	0433	2001	0429	2016
29	0746	1719	0701	1804	0605	1845	0509	1926	0433	2002	0430	2016
30	0745	1720	0701	1804	0603	1846	0507	1927	0433	2002	0430	2016
31	0744	1722	0701	1804	0601	1847	0507	1927	0431	2003	0430	2016

**These times represent only the Harlowton area, times may be different throughout the zone**







West side of Zone -Helena (add 1 hour for Daylight Savings when in use)

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			
01	0812	1651	0752	1732	0708	1814	0608	1857	0514	1937	0439	2025	0509	1939	0548	1907	0627	1808	0710	1713	0751	1643														
02	0812	1652	0751	1733	0706	1815	0606	1858	0512	1937	0438	2015	0439	2025	0510	1938	0549	1905	0628	1806	0711	1712	0753	1642												
03	0812	1653	0750	1735	0704	1817	0604	1900	0511	1940	0438	2015	0440	2024	0511	1937	0550	1904	0629	1804	0713	1710	0754	1642												
04	0812	1654	0748	1736	0702	1818	0602	1901	0509	1941	0437	2016	0441	2024	0514	1934	0552	1902	0631	1802	0716	1709	0755	1641												
05	0812	1655	0747	1738	0700	1820	0508	1902	0508	1943	0437	2017	0441	2024	0514	1934	0553	1900	0632	1800	0716	1707	0756	1641												
06	0812	1656	0746	1740	0659	1821	0558	1904	0506	1944	0436	2018	0442	2023	0515	1932	0554	1858	0633	1758	0717	1706	0757	1641												
07	0812	1658	0744	1741	0657	1822	0556	1905	0505	1945	0436	2019	0443	2023	0516	1931	0556	1856	0635	1757	0718	1705	0758	1641												
08	0811	1659	0743	1743	0655	1824	0554	1906	0503	1947	0436	2019	0444	2022	0517	1949	0557	1854	0636	1755	0720	1703	0759	1641												
09	0811	1700	0741	1744	0653	1825	0553	1908	0502	1948	0435	2020	0444	2022	0519	1948	0558	1852	0637	1753	0721	1702	0800	1641												
10	0811	1701	0740	1746	0651	1827	0551	1909	0501	1949	0435	2021	0445	2021	0520	1946	0559	1850	0639	1751	0723	1701	0801	1641												
11	0810	1702	0738	1747	0649	1828	0549	1911	0459	1950	0435	2021	0446	2021	0521	1945	0601	1848	0640	1749	0724	1659	0802	1641												
12	0810	1704	0737	1749	0647	1830	0547	1912	0458	1952	0435	2022	0447	2020	0522	1943	0602	1846	0641	1747	0726	1658	0803	1641												
13	0809	1705	0735	1750	0645	1831	0545	1913	0457	1953	0434	2022	0448	2019	0524	1942	0603	1844	0643	1743	0727	1657	0804	1641												
14	0809	1706	0734	1752	0643	1832	0543	1915	0456	1954	0434	2023	0449	2019	0525	1940	0605	1842	0644	1743	0729	1657	0805	1641												
15	0808	1707	0732	1753	0641	1834	0541	1916	0454	1955	0434	2023	0450	2018	0526	1938	0606	1840	0646	1742	0730	1655	0805	1641												
16	0807	1709	0730	1755	0639	1835	0539	1917	0453	1957	0434	2024	0451	2017	0527	1936	0607	1838	0647	1740	0731	1654	0806	1641												
17	0807	1710	0729	1756	0637	1837	0538	1919	0452	1958	0434	2024	0452	2016	0529	1935	0608	1836	0648	1738	0733	1653	0807	1642												
18	0806	1711	0727	1758	0635	1838	0536	1920	0451	1959	0434	2024	0453	2015	0530	1933	0610	1834	0650	1736	0734	1652	0807	1642												
19	0805	1713	0725	1759	0633	1839	0534	1921	0450	2000	0435	2025	0454	2014	0531	1931	0611	1832	0651	1734	0736	1651	0808	1642												
20	0805	1714	0724	1801	0631	1841	0533	1921	0449	2001	0435	2025	0455	2013	0533	1930	0612	1830	0652	1733	0737	1650	0809	1643												
21	0804	1716	0722	1802	0629	1842	0531	1924	0448	2002	0435	2025	0456	2012	0534	1928	0613	1828	0654	1731	0739	1649	0809	1643												
22	0803	1717	0720	1804	0627	1843	0529	1925	0447	2004	0435	2025	0457	2011	0535	1926	0615	1826	0655	1729	0740	1648	0810	1644												
23	0802	1719	0719	1805	0626	1845	0527	1927	0446	2005	0435	2025	0458	2010	0536	1924	0616	1824	0657	1727	0741	1647	0810	1644												
24	0801	1720	0717	1807	0624	1846	0525	1928	0445	2006	0436	2025	0459	2009	0538	1922	0617	1822	0658	1726	0743	1647	0811	1645												
25	0800	1721	0715	1808	0622	1847	0524	1929	0444	2007	0436	2025	0500	2008	0539	1919	0619	1820	0701	1722	0744	1646	0811	1645												
26	0759	1723	0713	1809	0620	1849	0522	1931	0443	2008	0436	2026	0502	2007	0540	1921	0620	1818	0700	1722	0745	1645	0811	1645												
27	0758	1724	0711	1811	0618	1850	0520	1932	0442	2009	0437	2025	0503	2006	0542	1917	0621	1816	0702	1721	0747	1645	0812	1647												
28	0757	1726	0710	1812	0616	1853	0519	1933	0441	2010	0437	2025	0504	2005	0543	1915	0623	1814	0704	1719	0748	1644	0812	1648												
29	0756	1727	0710	1812	0614	1853	0517	1935	0441	2011	0438	2025	0505	2003	0544	1913	0624	1812	0705	1718	0749	1644	0812	1648												
30	0755	1729	0710	1812	0612	1854	0515	1936	0440	2012	0438	2025	0506	2002	0545	1911	0625	1810	0707	1716	0750	1643	0812	1649												
31	0753	1730	0710	1812	0610	1856	0513	1936	0439	2013	0438	2025	0507	2001	0547	1909	0625	1810	0708	1715	0750	1643	0812	1650												

These times represent only the Helena area, times may be different throughout the zone

## AVIATION RISK ASSESSMENT WORKSHEET

Assess the risks involved with the proposed operation. Use additional sheets if necessary.

Chart 3-2: Risk Assessment Matrix			HAZARD PROBABILITY				
			Frequent	Likely	Occasional	Seldom	Unlikely
			A	B	C	D	E
EFFECT	Catastrophic	I	Extremely High(4)			Medium	
	Critical	II		High(3)	Medium		
	Moderate	III	High	Medium(2)			
	Negligible	IV	Medium		Low(1)		

Assignment:	Date:
-------------	-------

Describe Hazard: Pre-Mitigation hazards rate out as:	Probability (A-E)	Effect (I-IV)	Risk Level
Mitigation Controls: Post-Mitigation hazards rate out as:	Probability (A-E)	Effect (I-IV)	Risk Level
Operation Approved by	Title:	Date:	

## Air Ambulance Operators

Name	Location	Phone Number	Contact Frequency	Remarks
<b>Mercy Flight Type III / A-Star</b>	Great Falls, MT	1-800-972-4000	TAN 155.3400 White 155.2800	300lbs max <b>Night/Day</b> Ops
<b>NW Medstar Type III / A-Star</b>	Missoula, MT	1-800-991-7363	TAN 155.3400 White 155.2800	350lbs max <b>Day</b> Ops Only
<b>Life Flight Network, Type III</b>	Butte, MT	1-800-232-0911	TAN 155.3400 White 155.2800	<b>Night/Day</b> Ops
<b>Reach Type II, / AS350B3</b>	Bozeman, MT	1-800-338-4045	TAN 155.3400 White 155.2800	375lbs max <b>Night/Day</b> Ops
<b>Help Flight Type III / EC-135</b>	Billings, MT	1-800-538-4357 406-237-4357	TAN 155.3400 White 155.2800	350lbs max <b>Night/Day</b> Ops
<b>Alert Type III/Bell 429</b>	Kalispell, MT	406-752-9797	TAN 155.3400 White 155.2800	600lbs <b>Hoist</b> <b>Night/Day</b> Ops
<b>Malmstrom Medevac Type II, UH-1N</b>	Malmstrom AFB Great Falls, MT	406-731-3250 1-800-851-3051		2000lbs max <b>Hoist</b> -600lbs

## Medical Facilities

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>St. Peter's Hospital</b>	2475 Broadway Helena, MT	406 442-2480	N 46° 35.90	W111° 59.80	Helipad
<b>St. Patrick's</b>	500 W. Broad- way 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>

**MEDICAL PLAN (ICS 206 WF)**

Controlled Unclassified Information//Basic

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

**Chart 3-1: Risk Analysis: The 4 M's**

METHOD	YES	NO
1. Is there an alternative method which would accomplish the mission more safely and/or efficiently (including accomplishment by ground methods)?	_____	_____
2. Is the method selected approved and do detailed instructions for safe accomplishment exist?	_____	_____
3. Have adequate flight following and communications methods been established?	_____	_____
<b>MEDIUM</b>		
1. Can factors of terrain, altitude, temperature, or weather which could adversely affect the mission's success be mitigated?	_____	_____
2. Will the mission be conducted at low (below 500' AGL) or high altitudes - can the same objective be achieved by flying at a higher altitude AGL?	_____	_____
3. If low-level flight, have all known aerial hazards been identified during the planning process and are they known to all participants?	_____	_____
4. If there is a potential for an airspace conflict (military, media, or sightseeing aircraft), have mitigating measures been taken?	_____	_____
5. Have adequate landing areas been identified and/or improved to minimum requirements?	_____	_____
<b>MAN (GENERIC)</b>		
1. Is the Pilot properly carded for the mission to be conducted?	_____	_____
2. Will the flight be conducted within the Pilot flight time/duty day requirements and limitations?	_____	_____
3. Have the minimum number of personnel necessary to accomplish the mission safely been assigned, and do they meet personnel qualifications and experience requirements?	_____	_____
4. Will adequate personnel (flight and ground crew) and Pilot briefings be conducted prior to the flight?	_____	_____
5. Are users aware that the Pilot-in-command has final authority over any operations conducted involving the aircraft or its occupants?	_____	_____
<b>MACHINE</b>		
1. Is the aircraft capable of performing the mission in the environment (altitude, temperature, terrain, weather) where the operation will be conducted?	_____	_____
2. Is the aircraft properly carded for the intended mission?	_____	_____

# Flight Following Procedures

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**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 rx171.1375 tx171.1375 tone 123.0  
DNRC Direct rx151.2650 tx151.2650 tone 192.8

## Great Falls Dispatch (GIDC)

Rocky MTN Simplex rx171.7000 tx171.7000 tone 123.0  
Jefferson Simplex rx171.5000 tx171.5000 tone 123.0

Areas within the Zone require the use of Repeaters to contact the Dispatch centers. Refer to pages 6 & 8 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**

## AFF Use

AFF procedures will include a check-in with Dispatch on every take off or landing provided you are not flight following locally. Initial call will include take off location, number of people onboard, hours of fuel, destination, and ETE.

## 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 make contact with dispatch via telephone.

# Crash Rescue Procedures

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These procedures listed are only a general guideline to be used in the event of a Aircraft Crash / Medical Emergency. In no way do they encompass all situations that may occur.

## Initial Procedures:

- 1) Declare an **AIRCRAFT CRASH / MEDICAL EMERGENCY** on the radio to either Helena Fire Desk or Great Falls Dispatch.
- 2) Provide the Name of the Crash Site Incident Commander (IC). This is the person in charge of the scene and they should be the one on the radio communicating with the Dispatch Center.

## Crash Site Incident Commander Responsibilities:

- 1) Secure scene and determine if it is safe to begin first-aid.
- 2) Assign personnel to the roles of: Firefighting, EMS, Rescue Crew.
- 3) Administer first aid; make assessment to determine if additional assistance is needed.
- 4) Call respective Dispatch Center to report incident.
- 5) Determine if Medevac via ground or air ambulance is needed. **If air ambulance is requested refer to page 20.**
- 6) Initiate documentation of incident.
- 7) Provide Dispatch with Incident Updates.

# Overdue / Missing Aircraft

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- A. If an aircraft fails to check in 20 minutes past the last check in a communications and landing strip check will commence by the Dispatch Center Office or the on-call Dispatcher if the office is closed.
- B. If the aircraft is not located or contacted after 30 minutes it will be considered overdue and missing. [This would be 50 minutes after the last contact with the aircraft.]
- C. When an aircraft is deemed overdue/missing the Forest Aviation Officer, State Aviation Supervisor, Regional Coordination Center and the Federal Aviation Administration Flight Service Station will be notified by the on-duty Dispatcher
- D. The Forest Aviation Officer / State Aviation Supervisor will notify the Forest Supervisor / CLO Area Manager and the Montana Department of Transportation (DOT) of the situation. The Forest Aviation Officer / State Aviation Supervisor will then coordinate the Search / Rescue organization in conjunction with the DOT.