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**2019 AVIATION
BRIEFING
PACKET**

v.6/24/2019

**QR Code for Access
to Lolo Aviation
Info**



QR Code for Northern Rockies Incident Specific Data



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Notes

LNF/CSKT Aviation Briefing Checklist

- ◇ Local conditions, Forest Layout, current fires/incidents, other air resources (reference forest 220), hazards, and fire weather.
- ◇ Communications, flight following, and dispatch procedures.
- ◇ Forest/aviation organization and phone numbers.
- ◇ Dispatch organization and phone numbers.
- ◇ Airstrip/helibase/helispot locations.
- ◇ Local services information
- ◇ Resource specific Information (Reference hosting base SEAT or Helibase operating plan).
- ◇ Transition Plan. Discuss logistical and relief needs. Ordering procedures and timeline.
- ◇ Noxious Weed Spread Mitigation. (net inspection, site use, and vehicle wash.)
- ◇ Aquatic Nuisance Species Mitigation procedures.
- ◇ Aerial fire retardant misapplication form.
- ◇ LNF Wilderness Flight/Landing policy

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Fire Contact Information

<u>Title</u>	<u>Name</u>	<u>Office Number</u>	<u>Cell Number</u>	<u>Another Cell</u>
<u>Lolo National Forest</u>				
Forest Fire Staff	Laura Ward	406-329-1089	406-531-9391	
Deputy Fire Staff	Chad Pickering	406-329-1039	406-293-0973	
Forest Aviation Officer	Ward Hiesterman	406-329-1075	406-579-9046	
Missoula Dispatch	Aircraft Desk	406-829-7060		
Missoula District FMO	Jesse Kurpius	406-329-3852		
Ninemile District FMO	Dewey Arnold	406-626-5422		
Plains District FMO	Scott Schrenk	406-826-4336		
Seeley Lake District FMO	Phil Shelmerdine	406-677-3915		
Superior District FMO	Jim Ward	406-822-3943	406-531-9422	
Plains SEAT Base Manager	Bobbie Bennett	406-826-4316		
<u>CSKT Division of Fire</u>				
CSKT FMO	Ron Swaney	(406) 676-2550		
AFMO	Bob McCrea	(406) 676-2550	(406) 531-0143	
Helicopter Program Mgr	Todd Coutre	(406) 676-2550	(406) 214-7062	
SEAT Base Mgr	Robert McCrea	(406) 676-2550	(406) 214-4171	
Ronan Dispatch	*Ask for dispatch	(406) 676-2550		
<u>R1 Regional Aviation Contacts</u>				
Regional Aviation Officer	Phil Ketel	(406) 329-4903	(209) 304-4302	(406) 552-8978
Regional Aviation Safety Manager	John Harris	(406) 329-4749	(406) 370-3342	
Helicopter Operations Specialist	Beau Dobberstein	(406) 329-4984	(406) 370-3374	
Fixed Wing Ops. Specialist	Hon Schlapfer	(406) 329-4914	(970) 903-4302	
Aviation Contracting Officer	David Hershey	(208) 387-5627	(208) 985-6266	
Aircraft Maintenance Spec.	John Farro	(406) 829-7345	(406) 370-3347	
Regional Standardization Pilot	Abe Fandrich	(406) 329-4915		
Helicopter Inspector Pilot	Vacant			

2019 CSKT Portable VHF-FM Frequencies

CSKT Division Of Fire –Narrow Band

<u>Ch</u>	<u>Label</u>	<u>Descrip</u>	<u>RX</u>	<u>RX CG</u>	<u>TX</u>	<u>TONE</u>
1	Basso	Basso Repeater	171.5375	110.9	166.325	110.9
2	Jette	Jette Repeater	171.5375	146.2	166.325	146.2
3	Oliver Pt.	Oliver Repeater	171.5375	114.8	166.325	114.8
4	Pistol Cr.	Pistol Cr. Repeater	171.5375	127.3	166.325	127.3
5	Simplex	Ronan Disp Direct	166.925		166.925	
6	CSKT A/G 1	CSKT Air/Ground	168.0125		168.0125	
7	FHA TAC 1	Tac 1	169.1125		169.1125	
8	FHA TAC 2	Tac 2	168.350		168.350	
9	FHA TAC 3	Tac 3	163.100		163.100	
10	FHA TAC 4	Tac 4	171.5375		171.5375	
11	RED	Mutual Aid	154.070		154.070	
12	LAKE CO.		154.250	103.5	153.770	103.5
13	EMS- WHITE		155.280		155.280	
14	Bison Range		170.050		170.050	
15	LNF East CMD		151.2350		151.2350	141.3
16	Open					

Lolo Aviation Frequencies 2019

Lolo NF Aviation Freqs FM				
	RX	TX	TONE	W/N
National FF	168.650	168.650	110.9 RX/TX	Narrow
East CMD (Primary)	151.2350	151.2350	141.3 TX	
East Direct (Secondary)	172.375	172.375	146.2 TX	Narrow
Central Direct	172.375	172.375	127.3 TX	Narrow
East–Central A/G (A/G 48)	167.8875	167.8875	N/A	Narrow
West Direct	172.3875	172.3875	127.3 TX	Narrow
West A/G (A/G 05)	166.7500	166.7500	N/A	Narrow
Ronan Dispatch	166.925	166.925	N/A	Narrow
CSKT A/G	168.0125	168.0125	N/A	Narrow
Tac 1	167.1125	167.1125	N/A	Narrow
Tac 2	167.625	167.625	N/A	Narrow
Green	171.475	171.475	141.3 TX	Narrow
Yellow	151.220	151.220	N/A	Narrow
Orange	151.400	151.400	N/A	Narrow
Red	154.070	154.070	156.7 TX	Narrow
TAN (Air Amb)	155.340	155.340	156.7 TX	Narrow
White (Ground Amb/ Hospital)	155.280	155.280	N/A	Narrow
Bitterroot A/G (52) Primary	168.3875	168.3875	N/A	Narrow
Bitterroot A/G (53) Second.	168.4875	168.4875	N/A	Narrow
Air Guard	168.6250	168.6250	110.9 TX	Narrow
Lolo Local Flight Following	166.500	166.500	127.3 TX/RX	Narrow
<u>AM Freqs</u>				
West A/A (A/A-2)	134.5000	134.5000	N/A	N/A
East/ Central A/A (A/A-1)	126.0500	126.0500	N/A	N/A
CS&KT A/A (A/A-3)	135.4000	135.4000	N/A	N/A
Missoula Tanker Base	123.9750	123.9750	N/A	N/A

LNF Mutual Aid Dispatch Protocol

- MDC will broadcast to responding units the **Command Frequency** for any fires where multiple agencies are responding: “This fire, incident number will be on_”.
- The frequency will be described according to the common name, such as “Green, Lolo East, Union Peak, etc.” (See list below, on this page)
- MDC will also assign and broadcast to all responding units a tactical frequency at the time of dispatch. These will also be broadcast according to common names such as “Red, Orange, Maroon, Lolo Tac 1, etc.” (See the attached list)
- MDC will broadcast the air to ground frequency if aircraft are dispatched. The two air to ground frequencies available are Yellow (DNRC) and Lolo Air to Ground.
- Frequencies will be assigned and coordinated during initial attack so that field programming of radios is unnecessary. Many agencies do not have the ability to field program their radios.

2019 Missoula Area Mutual Aid Fire Frequencies

Colored tactical frequencies are listed in order of priority, and will be assigned in order as shown to minimize conflicting radio traffic.

NAME	DESCRIPTION	RX	TX	TX CG	W/ N
Lolo East CMD	Lolo east direct- Dispatch	151.2350	151.2350	141.3	N
Lolo East Direct	Secondary east direct- Dispatch	172.375	172.375	146.2	N
Lolo Central Direct	Lolo central direct- Dispatch	172.375	172.375	127.3	N
Green	Dispatch/Command	171.475	171.475	141.3	N
Union Peak	Union Peak Repeater	151.175	151.475	141.3	N
Yellow	State air to Ground	151.220	151.220		N
Lolo East- Central A/G (A/G 48)	Lolo Air to Ground	167.8875	167.8875		N
Red	State mutual aid tactical	154.070	154.070	156.7	N
Orange	State mutual aid tactical	151.400	151.400		N
Maroon	State mutual aid tactical	154.2800	154.2800	156.7	N
Coral	State mutual aid tactical	154.2650	154.2650	156.7	N
Scarlet	State mutual aid tactical	154.2950	154.2950	156.7	N
Lolo Tac 2	Lolo Tactical 2	167.6250	167.6250		N
Lolo Tac 3	Lolo Tactical 3	168.5625	168.5625		N

Additional Aviation Frequencies

Add Frequencies as needed

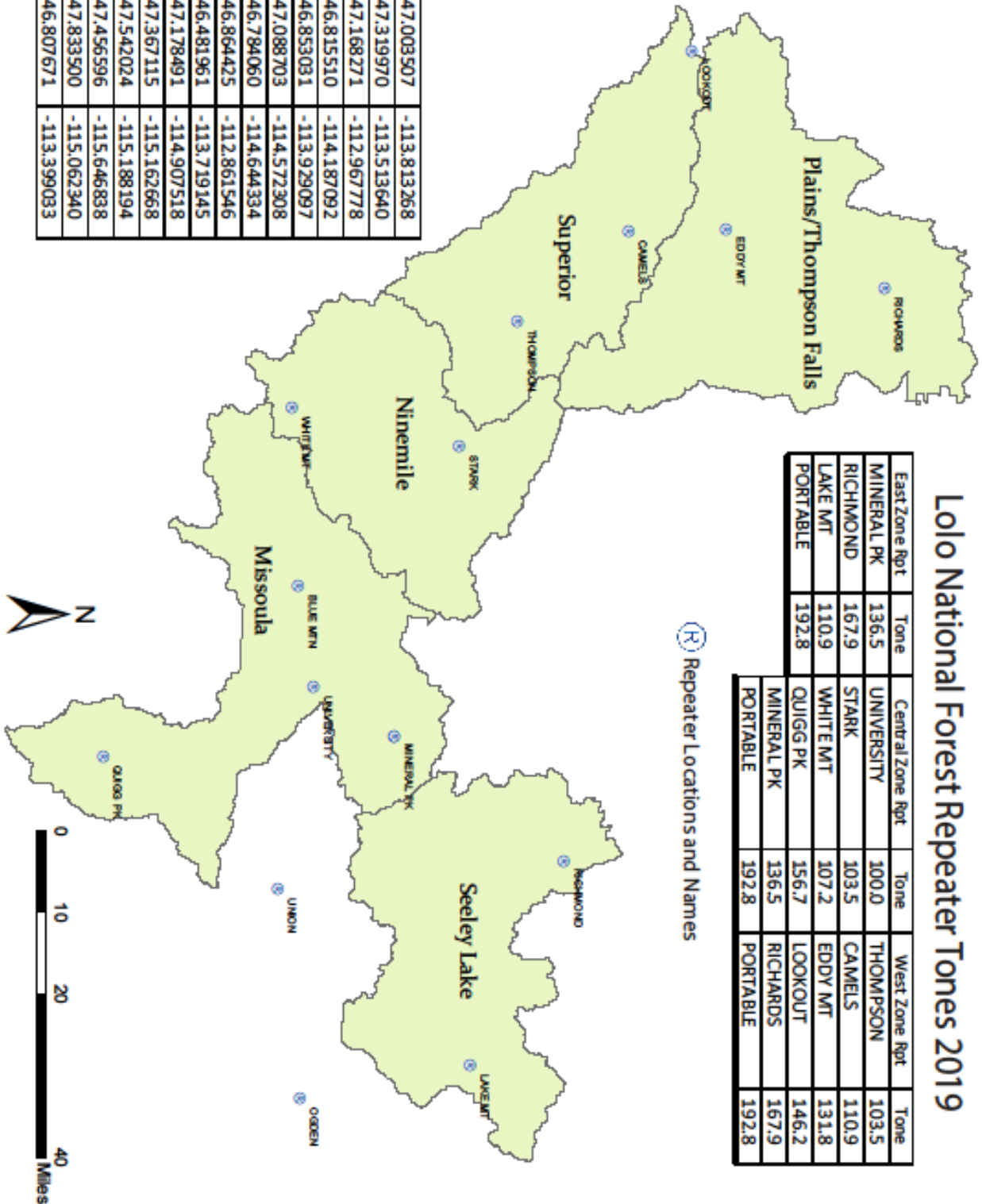
Additional Aviation Freqs FM				
Name	RX	TX	TONE	Wide/Narrow
<u>AM Freqs</u>				

Lolo National Forest Repeater Map and Tones

Lolo National Forest Repeater Tones 2019

East Zone Rpt	Tone	Central Zone Rpt	Tone	West Zone Rpt	Tone
MINERAL PK	136.5	UNIVERSITY	100.0	THOMPSON	103.5
RICHMOND	167.9	STARK	103.5	CAMELS	110.9
LAKE MT	110.9	WHITE MT	107.2	EDDY MT	131.8
PORTABLE	192.8	QUIGG PK	156.7	LOOKOUT	146.2
		MINERAL PK	136.5	RICHARDS	167.9
		PORTABLE	192.8	PORTABLE	192.8

(R) Repeater Locations and Names



MINERAL PK	47,003,507	-113,813,268
RICHMOND	47,319,970	-113,513,640
LAKE MT	47,168,271	-112,967,778
BLUE MTN	46,815,510	-114,187,092
UNIVERSITY	46,853,031	-113,929,097
STARK	47,088,703	-114,572,308
WHITE MT	46,784,060	-114,644,334
OGDEN	46,864,425	-112,861,546
QUIGG PK	46,481,961	-113,719,145
THOMPSON	47,178,491	-114,907,518
CAMELS	47,367,115	-115,162,668
EDDY MT	47,542,024	-115,188,194
LOOKOUT	47,456,596	-115,646,838
RICHARDS	47,833,500	-115,062,340
UNION	46,807,671	-113,399,033

LNF Wilderness Landing Form

Date	A/C#	Landings #	Slings #	Location Lat/Long	Remarks; improvements, meadow, etc.

LNF Wilderness Flights/Landings

In the interest of public safety, the Forest Supervisor shall authorize the initial flight for medical or rescue aircraft missions in wilderness areas. Advanced approval for initial missions in wilderness is only applicable to life-threatening emergencies in which time is critical. Subsequent flights will require separate Forest Supervisor approval. The LNF Supervisor or Acting will be notified immediately for initial authorization of aircraft in the event of a flight for medical or rescue missions. All landings/sling loads will be documented on the wilderness intrusion form and submitted to the LNF FAO.

Late Season Operations

Tactical aviation operations on the Lolo NF from August 15 through the season's end will be restricted from official sunrise to official sunset. This does not apply to ferry flights to and from fixed bases. Consult with Dispatch if there are any questions or concerns.

Flight Following

Flight following shall be in accordance with Regional and National Mobilization Guides. When Automated Flight Following (AFF) is available, it will be the primary means of flight following and radio flight following will be secondary. All flights requiring a fifteen (15) minute check-in and will report location by Lat/Long, geographic location (if known) and heading. **Lat/Long will be reported in degrees, minutes and tenths (decimal minutes). DD.MM.M**

Automated flight following **DOES NOT** reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability or for the aircraft to be monitoring appropriate radio frequencies during the flight. When the aircraft is initially airborne and outside of the sterile cockpit environment, the pilot/manager will contact the dispatch office via radio to positively verify both the aircraft and dispatch are utilizing AFF, radios are operational and dispatch can “see” the aircraft on the computer screen.

Missoula Jettison Locations

In the event it is necessary to jettison a load on climb out or upon return to MSO, the pilot at his discretion may use any of the following areas.

South/West

Blue Mountain area T13N R20W S32
188° from MSO VOR – 8 miles

East

Hellgate/Mt Sentinel T13N R19W S25
097° from MSO VOR – 6 miles

North/West

Major ridgeline between Deep Creek and Albert Creek
T14N R21W S22 & 27
269° from MSO VOR – 6 miles

In the event it is necessary to drop on the airport, the designated drop area is:
PARALLEL TO & SOUTH OF RUNWAY 11/29

Contact Missoula Tower for clearance and assistance

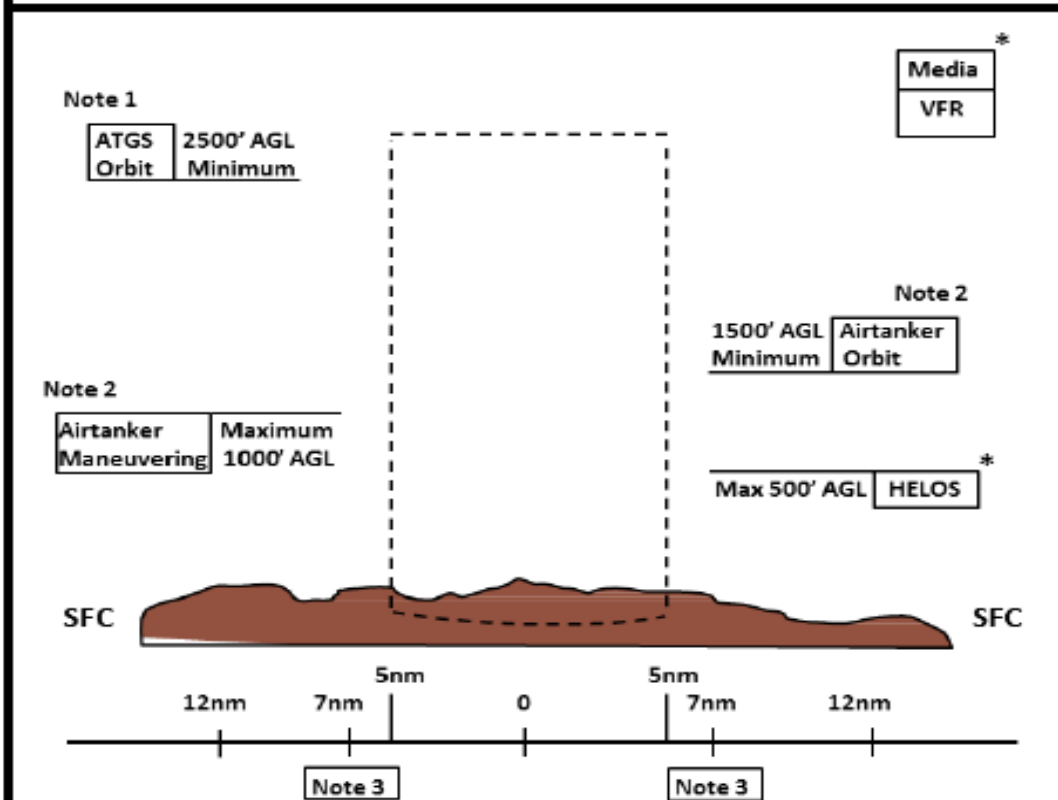
Fire Traffic Area (FTA) 09 Dec 2015

***** Clearance is required to enter the FTA *****

Initial Radio Contact: 12 nm on assigned air tactical frequency.

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 | 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.

* **Helicopters:** Fly assigned altitudes and routes.
 * **Media:** Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

Airtanker Base As Assigned	Air Guard 168.625 Tx Tone 110.9	Air to Air As Assigned	National Flight Following 168.650 Tone 110.9 TX and RX
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National Interagency Airspace: <http://airspacecoordination.org>

Missoula Sunrise/Sunset 2019

	June		July		Aug		Sept	
1	546	2123	546	2134	616	2108	655	2016
2	545	2124	546	2134	617	2107	657	2014
3	544	2124	547	2133	618	2105	658	2012
4	544	2125	547	2133	619	2104	659	2010
5	543	2126	548	2133	621	2103	701	2008
6	543	2127	549	2132	622	2101	702	2006
7	543	2128	550	2132	623	2100	703	2004
8	542	2128	550	2131	624	2058	704	2002
9	542	2129	551	2131	626	2056	706	2000
10	542	2130	552	2130	627	2055	707	1958
11	542	2130	553	2130	628	2053	708	1956
12	541	2131	554	2129	630	2052	710	1954
13	541	2131	555	2128	631	2050	711	1952
14	541	2132	556	2128	632	2048	712	1950
15	541	2132	557	2127	633	2047	714	1948
16	541	2133	558	2126	635	2045	715	1946
17	541	2133	559	2125	636	2043	716	1944
18	541	2133	600	2124	637	2042	717	1942
19	541	2134	601	2123	639	2040	719	1940
20	541	2134	602	2122	640	2038	720	1938
21	542	2134	603	2121	641	2036	721	1936
22	542	2134	604	2120	642	2034	723	1934
23	542	2134	605	2119	644	2033	724	1932
24	542	2135	606	2118	645	2031	725	1930
25	543	2135	607	2117	646	2029	727	1928
26	543	2135	609	2116	648	2027	728	1926
27	544	2135	610	2115	649	2025	729	1924
28	544	2134	611	2113	650	2023	731	1922
29	544	2134	612	2112	652	2021	732	1920
30	545	2134	613	2111	653	2019	733	1918
31			614	2110	654	2018		

Plains Sunrise/Sunset 2019

	June		July		Aug		Sept	
1	547	2129	547	2140	617	2114	658	2020
2	546	2130	547	2140	619	2112	659	2018
3	545	2130	548	2140	620	2111	701	2016
4	545	2131	548	2139	621	2109	702	2014
5	544	2132	549	2139	622	2108	703	2012
6	544	2133	550	2138	624	2106	705	2010
7	544	2134	551	2138	625	2105	706	2008
8	543	2134	551	2137	626	2103	707	2006
9	543	2135	552	2137	628	2102	709	2004
10	543	2136	553	2136	629	2100	710	2002
11	542	2136	554	2136	630	2058	711	2000
12	542	2137	555	2135	632	2057	713	1958
13	542	2137	556	2134	633	2055	714	1956
14	542	2138	557	2133	634	2053	715	1954
15	542	2138	558	2133	636	2052	717	1952
16	542	2139	559	2132	637	2050	718	1950
17	542	2139	600	2131	638	2048	719	1948
18	542	2140	601	2130	640	2046	721	1946
19	542	2140	602	2129	641	2045	722	1944
20	542	2140	603	2128	642	2043	723	1942
21	542	2140	604	2127	644	2041	725	1940
22	543	2140	605	2126	645	2039	726	1937
23	543	2141	606	2125	646	2037	727	1935
24	543	2141	608	2124	648	2035	729	1933
25	544	2141	609	2123	649	2033	730	1931
26	544	2141	610	2121	650	2032	731	1929
27	544	2141	611	2120	652	2030	733	1927
28	545	2141	612	2119	653	2028	734	1925
29	545	2140	614	2118	654	2026	736	1923
30	546	2140	615	2116	655	2024	737	1921
31			616	2115	657	2022		

Ronan Sunrise/Sunset 2019

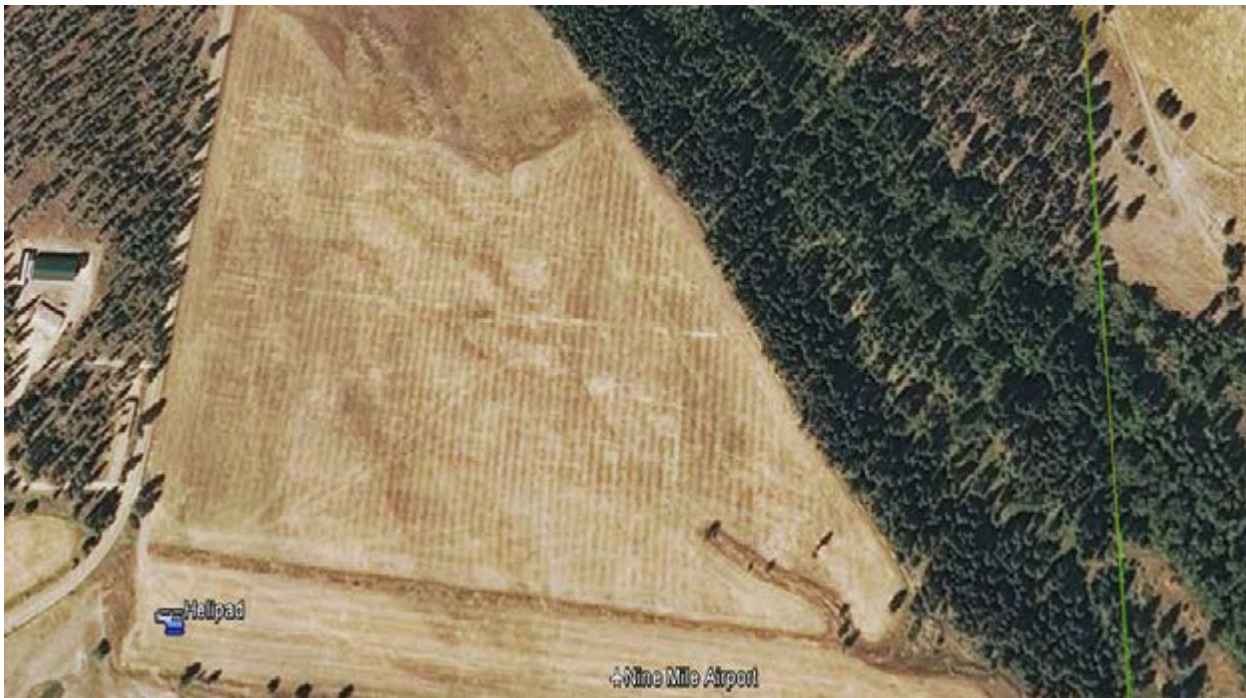
	June		July		Aug		Sept	
1	543	2126	543	2137	614	2111	655	2017
2	543	2127	544	2137	615	2109	656	2015
3	542	2128	544	2137	617	2108	658	2013
4	542	2128	545	2136	618	2106	659	2011
5	541	2129	546	2136	619	2105	700	2009
6	541	2130	546	2136	620	2103	702	2007
7	540	2131	547	2135	622	2102	703	2005
8	540	2132	548	2135	623	2100	704	2003
9	540	2132	549	2134	624	2059	706	2001
10	539	2133	550	2133	626	2057	707	1959
11	539	2133	551	2133	627	2055	708	1957
12	539	2134	552	2132	628	2054	710	1955
13	539	2135	553	2131	630	2052	711	1953
14	539	2135	553	2131	631	2050	712	1951
15	538	2136	554	2130	632	2049	714	1949
16	538	2136	555	2129	634	2047	715	1947
17	538	2136	557	2128	635	2045	716	1945
18	539	2137	558	2127	636	2043	718	1943
19	539	2137	559	2126	638	2042	719	1941
20	539	2137	600	2125	639	2040	720	1938
21	539	2137	601	2124	640	2038	722	1936
22	539	2138	602	2123	642	2036	723	1934
23	540	2138	603	2122	643	2034	724	1932
24	540	2138	604	2121	644	2032	726	1930
25	540	2138	605	2120	646	2030	727	1928
26	541	2138	607	2118	647	2029	728	1926
27	541	2138	608	2117	648	2027	730	1924
28	541	2138	609	2116	650	2025	731	1922
29	542	2138	610	2115	651	2023	732	1920
30	543	2138	611	2113	652	2021	734	1918
31			613	2112	654	2019		

2019 Northern Rockies EMS Aircraft updated 4/2019

MONTANA	Billings, MT	EC135 & King Air 200	Metro Aviation (St. Vincent)	(800) 538-4357	Help Flight
	Billings, MT	(2) King Air 200's	Billings Clinic MedFlight	406-657-4340 and	406-255-8411 Med Flight
	Belgrade, MT	AS 350	Reach	(800) 338-4045	Reach-24
	Belgrade, MT (*Bozeman)	Augusta AW119KX	Life Flight Network	(800)-232-0911	Life Flight- LF90
	Butte, MT	Augusta AW119KX, PC-12	Life Flight Network	(800)-232-0911	Life Flight "LF84"/RW LF86"
	Great Falls, MT	EC135 P2+ & Cessna Mustang	Metro Aviation Aero Air Holman Aviation	(800) 972-4000	Mercy Flight
	Glasgow, Malta, Poplar, Wolf Point, MT	Fixed Wing Pilatus PC-12 & C-421	Northeast MT STAT Air Ambulance Coop.	(800) 992-7828	Air Ambulance
	Helena, MT	Learjet, King Air C90, C-421, C-340	MT Medical Transport	406-457-8205	MT Medical Transport
	Kalispell, MT	Bell 407, Pilatus PC-12	Alert	(406) 752-9797	Alert
	Missoula, MT	Augusta A119	Life Flight Network	(800) 232-0911	Life Flight
	Sidney, MT	Pilatus PC-12	Valley Med Flight, Inc.	800-828-0168	Valley Med Flight, Inc.
West Yellowstone, MT (Year round, parked at Ennis, MT winter-nights/bad wx)	AS 350	Air Methods	(800) 247-4324	Air Idaho Rescue 3	
IDAHO	Boise, ID	Augusta Kuala119 & PC-12	Life Flight Network	(800) 232-0911	Life Flight
	Burley, ID	Augusta A119	Life Flight Network	(800) 232-0911	Life Flight
	Driggs, ID	AS 350	Air Methods	(800) 247-4324	Air Idaho Rescue 1
	Idaho Falls, ID	Pilatus PC-12	Air Methods	(800) 247-4324	Air Idaho Rescue
	Lewiston, ID	Augusta A119	Life Flight Network	(800) 232-0911	Life Flight
	Rexburg, ID	Augusta A119	Life Flight Network	(800) 232-0911	Life Flight LF87
	Sandpoint, ID	Augusta A119	Life Flight Network	(800) 232-0911	Life Flight
WA	Pullman, WA (Palouse Base)	Augusta A119	Life Flight Network	(800) 232-0911	Life Flight
	Spokane, WA	(2) EC135 & (1) Pilatus PC 12	Life Flight Network	(800) 232-0911	Life Flight
ND	Bismarck, ND	King Air 200, King Air C90,C-441	Bismarck Air Medical	(701) 255-0812 and	(800)441-1310Care Flt
	Bismarck, ND	EC-145	Sanford Air Med	(800) 437-6886	Air Med
	Minot, ND	Bell 407 (+3 fixed wing)	CriticAir	(800) 223-1596	Northstar CriticAir
	Williston, ND	AS 350 B3e	Valley Med Flight, Inc.	800-828-0168	Valley Med Flight, Inc.
WY	Gillette, Lander, Worland, WY	3 King Air C90B	Guardian Flight	(855) 291-8989	Guardian Flight
	Cody, Riverton, WY	2 Eurocopter AS350 B3	Guardian Flight	(855) 291-8989	Guardian Flight
MILITARY	Dispatch procedures for ordering MAST services: See Ch. 50 of this guide			Military Assistance to Safety & Traffic (MAST)	
	<ul style="list-style-type: none"> Use the Military only when private/contract services cannot be provided to perform the mission. Determine radio frequencies to be utilized and flight following procedures. Most military helicopters are restricted to VHF-AM communications. An aerial platform may be a necessary link for flight following communications. 			Helicopters MAST helicopters can be ordered for emergency extraction using a hoist system. These helicopters can be dispatched with a flight surgeon if requested or may be used in conjunction with EMS helicopters.	
	Spokane, WA Fairchild AFB	UH-1N Iroquois (IR & Night Capabilities)	36th Rescue Sqdron	509-247-2428 (ops)	Hoist, Winch, 240' cable
Great Falls, MT Malmstrom AFB	UH1N (Bell-212)	40th Helicopter Squadron	406-731-3250 or 3257 (0730-1700) 406-731-3801 Command Post	Hoist, Winch, 250' cable	

When transporting injured personnel by helicopter under Agency Contract, the pilot or manager will establish direct communications with the hospital staff. In Montana that frequency is "White" 155.280 and in Idaho that frequency is 155.340.

Helibase/Helispot Locations- 9 Mile Helibase (LNF)



Description: Located one mile west of the Ninemile R.S.

Coordinates: 47° 4.47'N x 114° 24.70'W.

Elevation: 3260ft MSL.

Special Requirements: Used for initial attack operations with rotor wing aircraft, only. Not recommended for use as a fixed-wing airstrip see "Hazards" described below. Located on Forest Service land.

Contact 9-mile District Ranger or FMO, 406-626-5201.

Info pertinent to location: The pasture associated with the airstrip produces a supply of weed-free feed for the Region 1 stock during the winter. Noxious weeds need to be prevented and controlled. No cell phone coverage, electricity, or toilet facilities are present at this site. Radio transmission to Ninemile Ranger District is poor. Relaying through Missoula Dispatch works well. A windsock is located on the East edge of the airstrip. Prevailing winds come out of the Southwest.

Hazards: Possible light fixed-wings may be using the airstrip. Stock animals and wildlife frequent the area and haystacks are frequently constructed near the edge of the landing strip. Ground hazards include: Irrigation pipe on or near airstrip from May through August, loose hay, and haystacks. Helibase is HIGE.

Fuel: Aviation fuel available at Minuteman Aviation or Northstar at the Missoula Airport.

St. Regis Helibase (LNF)



Description: Located at the St. Regis Work Center, St. Regis, Mt.

Coordinates: 47 18.27' N x 115 06.52'W.

Elevation: 2640ft MSL.

Special Requirements: This is an agency owned facility and can be used for Initial Attack and IMT as the need arises. **Contact Superior Duty Officer, 406-822-2086.**

Info pertinent to location: The facility will accommodate type I, II and III helicopters, but space is limited. The helibase has an operations and a storage building with phone, water and electricity available. Contact the Superior Ranger District (406-822-4233) to turn on the utilities. Cell coverage in this area is spotty. There are no restroom facilities available. Ordering portable restrooms is strongly recommended. There are two (2) landing pads and additional aircraft parking on the surrounding grass area. Mowing and weed-eating around the landing areas may be needed. There is food and lodging in St. Regis about ½ miles from the base and a Forest Service bunkhouse at the work center.

Hazards: Hazards in this area include mountains, power lines, fences, trees and some private residents around the area. I-90 is located ½ mile south of the helibase. Significant operations may have some effect on the community of St. Regis.

Fuel: No fuel services are available at St. Regis, but may be purchased from Minuteman Aviation or North Star Aviation located at the Missoula Airport.

Plains Helibase (LNF)



Description: Located 1 mile northwest of Plains, MT, east of the Plains Airport.

Coordinates: 47 28.51'N x 114 53.96'W. **Elevation:** 2462ft MSL.

Unicom: 122.9

Runway Length: 4,651'

Airport Identifier: S34

Special Requirements: Used for Initial Attack operations. Located on Department of Natural Resources and Conservation (DNRC) lands. IMT use could affect Initial Attack operations. Alternate location for IMT Helibase could be on the closed run way (agreement needed). **Contact Bobbi Bennet, 406-826-4316. Info pertinent to**

location: The helibase consists of three maintained concrete pads and windsock located on the DNRC property. During heavy use the DNRC will open the Helitack trailer, with mobile radio for crew to utilize. Power and phone lines are present. Cell phone coverage is excellent. The new Plains Airstrip is 4650' in length. **No aviation fuel is available.** The closest aviation fuel is located in Ronan or Missoula. Noxious weeds are present. Hazards consist of the DNRC buildings, powerlines, as well as other aircraft over the airport. Dust Abatement is not an issue and vehicle traffic will need to be addressed for operations involving more than one ship. Airport Manager is **Randy Garrison 406-370-6179.**

Stevensville Airport 32S



Description: Located east of Stevensville and accessed by the East Side Hwy then to Airport Rd.

Coordinates: 46 31.506'N x 114 03.168'

Elevation:3610' **Unicom:** 122.8

Runway Length: 3,800'

Airport Identifier: 32S

Contact: Hamilton Dispatch-406-363-7133

Special Requirements: Primarily used for initial attack operations (use is pre-approved) in the south end of Rock Creek as this airport is located directly west of the area and offers an advantage logistically. Access through the NW Gate (unlocked). SRE building available for use (code access on demand). A land use agreement is in place for extended operations. Park aircraft off the asphalt. Contact the Lolo or Bitterroot N.F. FAO for more details pertaining to large helibase operations. The airport resides on the Bitterroot N.F. therefore contact Hamilton Dispatch prior to commencing operations. **Info pertinent to location:** No Gov facilities exist. Cell service is excellent. The airport is owned by the town of Stevensville and is managed by **Paul O'Bagy- Office: 406-369-5502, Cell: 406-240-9004. Assistant Manager- Dan Denton Cell:406-531-2078. Bitterroot FAO- Dean Bitterman, 406-370-7024**

Fuel: 100LL, no Jet A

Hazards: General Aviation

Seeley Lake Airstrip (Fawn Cr.)



Description: Located 2 miles north of Seeley Lake. Turn west on Boy Scout Rd. north of Seeley Lake and then north on FS road #4349.

Coordinates: 47 14.44'N x 113 33.72'W.

Elevation: 4000ft MSL.

Special Requirements: Used for Initial Attack operations. Located on Forest Service land. IMT use could affect Initial Attack operations. Alternate location for Initial Attack operations or IMT Helibase would be the **Seeley Lake Airport**.

Contact Phil Shelmerdine, 406-677-3915.

Info pertinent to location: Consists of a 12'x12' cement pad and windsock located on the Old Seeley Lake Airstrip which is no longer in service. Site is currently only to be used as a Type II Helibase (1-3 helicopters). If a larger base is needed, consider other alternatives (i.e. Seeley Lake Airport). During extended use, the District may provide a temporary trailer, with a mobile radio for the crew to utilize. No power or phone lines are present. Cell phone coverage is excellent from this location. The Old Seeley Lake Airstrip is roughly 1500' to 2000' in length. The access road runs down the center of the old air- strip. There is room for crew staging and a cargo area. **No aviation fuel is available** in Seeley Lake. Closest aviation fuel is located in Missoula. Noxious weeds are present. **Hazards** include but are not limited to a frequently used Forest Service road adjacent to the landing areas, as well as other aircraft in the area. Float-planes are common on Seeley Lake during summer months. Dust Abatement and vehicle traffic will need to be addressed for operations involving more than one ship. Significant flight operations may have an effect on the small subdivision of Crescent meadows, located ½ to 1 mile north of the Old Seeley Lake Airstrip.

Seeley Lake Airport

SEE ACCESS and AIRPORT Maps Below.

Description: Located 2 miles east of Seeley Lake. Turn east on Morrell Cr. Road and follow it to the north side of the airport, access through a gate. 3 permanent Helipads are available for use. **STAY OFF fixed wing RUNUP Pad (north side and center of runway).** please.

Coordinates: N47°10.92' / W113°26.71

Elevation: 4265ft MSL.

Runway Length: 4575'

Airport Identifier: 23S

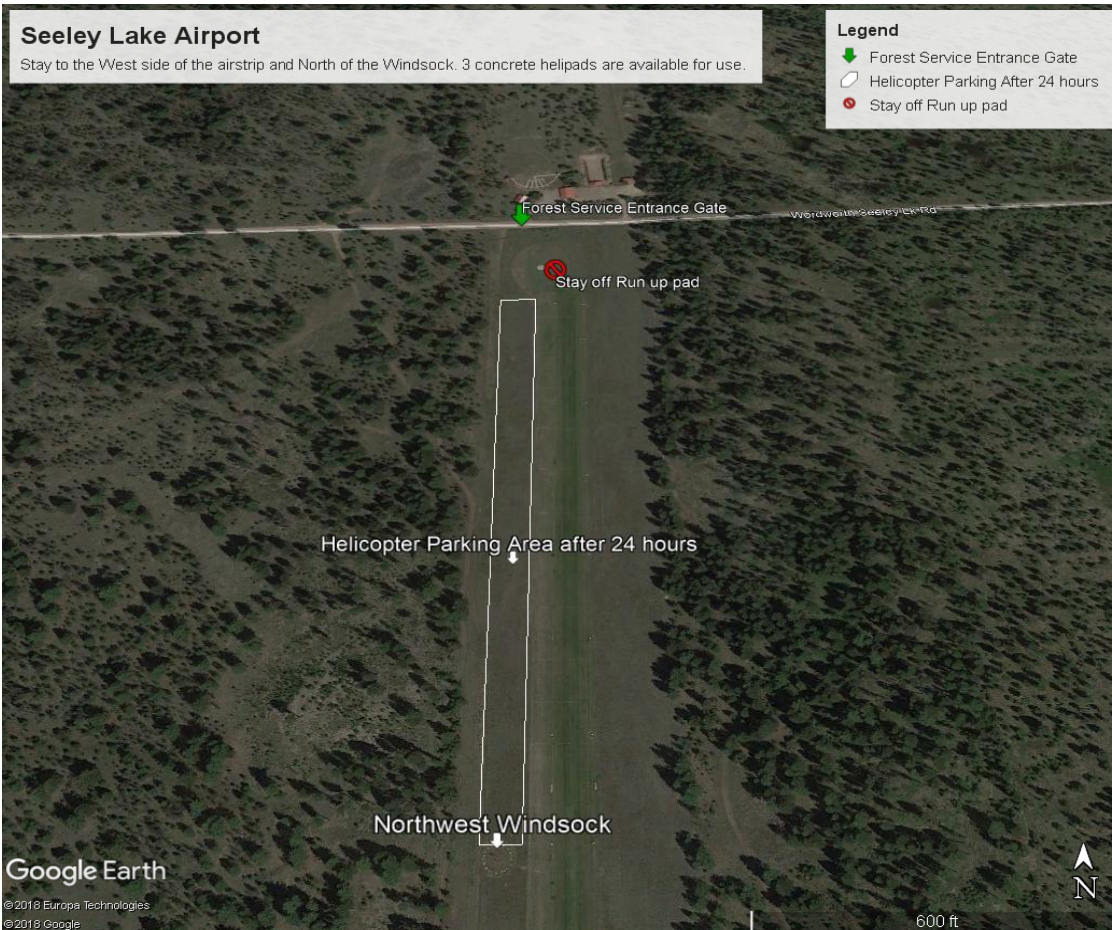
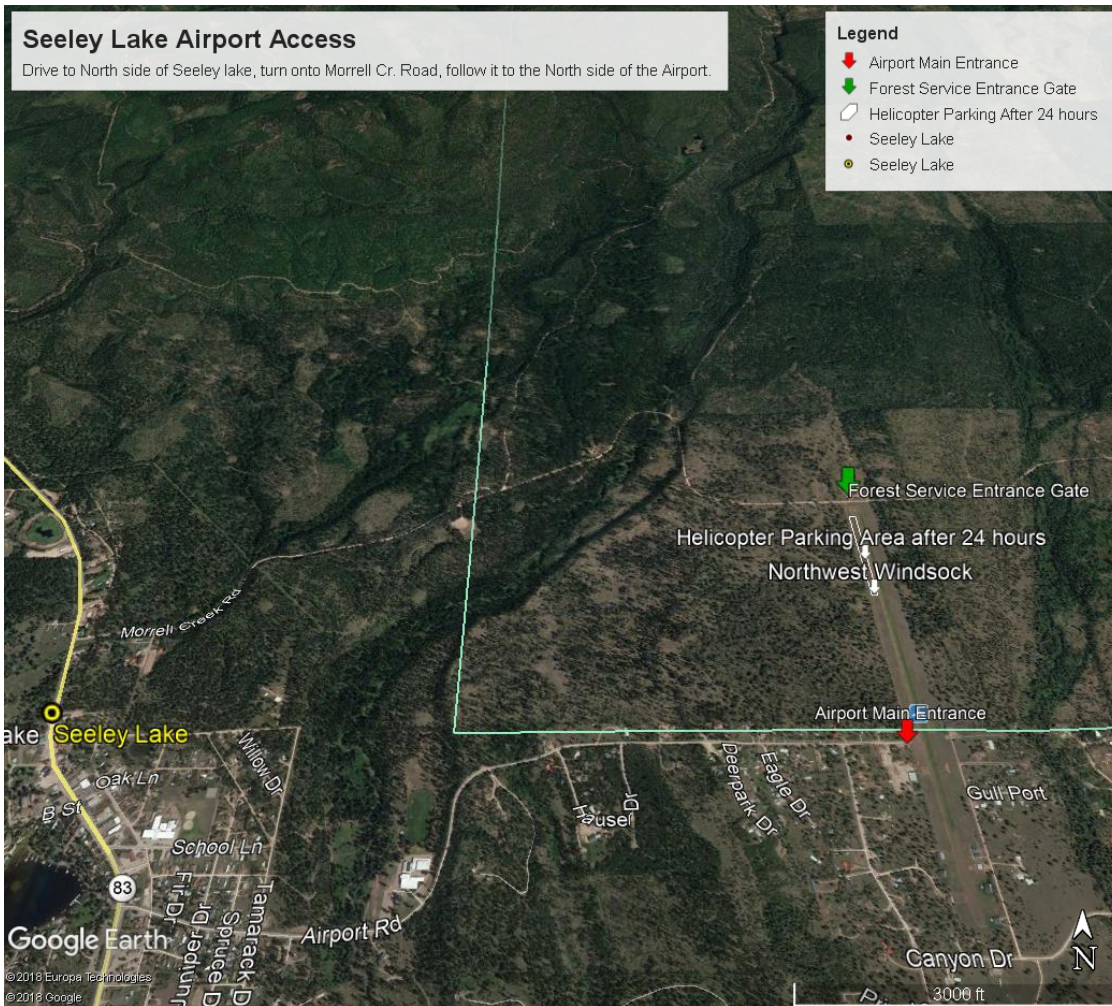
CTAF: 122.900

Special Requirements: After 24 hours a Land Use agreement needs to be in place. Inform dispatch and contact Jeff Gardner (R1 Contracting Officer). Used for Initial Attack/ Large Fire support. Located on State Land (MT Dept. of Transportation/MT DNRC). IMT use could affect Initial Attack operations. Alternate location for Initial Attack operations or IMT Helibase would be the old Seeley Lake Airport (Fawn Cr.)

Contact Phil Shelmerdine, 406-677-3915/ Jeff Gardner 406-203-7098

Info pertinent to location: Consists of 3 permanent cement pads and windsock located east of Seeley Lake. Site could possibly accommodate up to 5 or more helicopters depending on type. Cell phone coverage is excellent from this location. The access road runs down the west side of the airport. There is room for crew staging and a cargo area. **No aviation fuel is available** in Seeley Lake. Closest aviation fuel is located in Missoula. Noxious weeds are present.

Hazards include but are not limited to trees on either side of the runway, a Forest Service road adjacent to the north of the airport, birds and wildlife in the immediate vicinity, as well as General Aviation. Float-planes are common on Seeley Lake during summer months. Vehicle traffic will need to be addressed for operations involving more than one ship.



LNF/CSKT Helispots

The LNF/CS&KT frequently utilizes helispots for project and fire operations. In most cases, previously established helispots are used (see list below), but in some cases, an unimproved helispot is needed. When this is the case the following procedures will be followed when selecting a helispot: Check with Dispatch to determine the availability of a Land-use Agreement if the proposed helispot is on private land. Use Minimum Impact Standards to select a landing area. Look for open meadows, ridge tops, etc., in the area you will be working. Avoid helispots that need to be cleared. Felling of trees requires prior approval. Project helispots will be identified in the project aviation safety plan. On fire incidents, the Air Operations Branch Director is responsible for the establishment of all helispots, though this responsibility may be delegated to the Air Support Group Supervisor or Helibase Manager. In all cases, the Incident Management team will consult the Forest Aviation Officer and Resource Advisor. During Initial Attack activities, the pilot and the manager must approve the helispot prior to landing.

Missoula Ranger District

Heffernan Field- Located in T10N R16W Section 6, 46° 39.1 x 113° 39.5, elevation 3760ft, in the Rock Creek Drainage. Can handle four medium ships and up to six light ships. Has been used as a helibase in the past. Dip sites are readily available in Rock Creek, adjacent to the site. Land is privately owned and a Land Use agreement is renewed annually. No cell phone coverage or electricity is present at the site. Noxious weeds are present. Hazards include power lines parallel to the rock creek road, a livestock corral located in the north east corner of the field, and traffic on Rock Creek road. Helispot is HIGE.

Howard Creek Meadows- A small meadow located in T12n R24W Section 20, 46° 46.64 x 114° 31.46, elevation 4360ft, in the Howard Creek drainage. Good approach and departures. Will handle one medium and two light helicopters. Has been used in the past for fire operations and prescribed fire operations. Located on Forest Service land. There is a stream adjacent to the meadow that has good flow to support a heliwell. The creek is too shallow for dipping. There is sporadic cell phone coverage and no electricity on site. Noxious weeds are present. Main hazards are traffic on the main road, and campers occasionally use site. Helispot is HIGE.

LNF Helispots

Missoula Ranger District

Bitterroot Flats

Located in T8N R17W Section 6, 46° 28.48 x 113° 46.48, elevation 4240ft, in the Rock Creek Drainage. Can handle two medium ships and up to four light ships. Has been used as a helibase in the past. There are natural dip sites in Rock Creek for bucket operations adjacent to the site. Port-a-tanks could be set up at the Wahlquist Trail Head for heliwell operations. It has been used for fire support operations for fires in the Rock Creek Drainage. No cell phone coverage or electricity is present at the site. Noxious weeds are present. Helispot is located on private land and no Land Owner Agreement is in place. Hazards are cabins adjacent to helispot, traffic on Rock Creek Road, and campers, fishermen on Rock Creek. Helispot is HIGE.

Ninemile Ranger District

Fish Creek

Located on State Land in T17N R24W Section 26, 46° 56.30 x 114° 41.09, elevation 3100ft, in the Fish Creek Drainage. Helispot will handle two to three light ships or one to two medium ships. Helispot has been used in the past for Initial Attack fire support. No cell phone coverage or electricity is present at site. Noxious weeds are present. Hazards in the area include cabins and gusty winds in the Fish Creek Canyon. Helispot is HIGE.

Plains Ranger District

Vanderhoff

Located in T18N R25W Section 4, 47° 20.8 x 114° 47.2, elevation 2800ft, near the junction of Highway 200 and Highway 135. Helispot is a large privately owned farm field. It has been used as a helibase for both prescribed and wildland fires in the past. There is an annual agreement with the landowner. Capable of supporting numerous Type I, II, & III helicopters. Introduction of noxious weeds would need to be addressed. There is no cell phone coverage or electricity on the site. Hazards include highways adjacent to helibase, power lines to the north, and erratic canyon winds. Helispot is HIGE.

LNF Helispots (Continued)

Seeley Lake Ranger District

Monture Guard Station

The Monture Helispot is located in a pasture on the West side of Monture Guard Station in T16N R11W Section 20, 47° 11.89 x 113° 9.17, elevation 4200ft. It will handle two medium or two light ships. A host is usually present at the Guard Station. Hazards are vehicles, stock animals, power lines and a fence 100' to the West of helispot. Used primarily for Initial Attack operations. Not recommended for extended operations. Helispots are HIGE. Several areas to the South of the Guard Station have been used in the past as helibases for large fire support. Contact Seeley Lake Ranger district to inquire on availability of these sites.

Superior Ranger District

Superior; Mineral Co Airport (9S4)

The Superior Airport is located 2 miles east of Superior on the north side of I-90, T16N R26W sec2/11, Lat 47 10.10 Long 114 51.22, elevation 2787ft with a runway length of 3400ft. The airport is privately owned. **Contact airport manager: Steve Temple 406-382-0161.** The airport has no fuel or lighting services. Hazards are light fixed wing, fence around the airport, and power lines in the area. The airport will accommodate light, medium and heavy helicopters. Requires approval for extended use.

CSKT- Ronan Helibase/SEAT Base



Description: Located on the west side of runway north of SEAT base.

Coordinates: 47 34.25' N x 114 05.81' W

Elevation: 3085'

Unicom: 122.8

Runway Length: 4,800'

Airport Identifier: 7SO

Special Requirements: Base of operations for both SEAT operations and Mission Valley Helitack. Not typically used for large fire support.

Hazards: General Aviation, Sky-Diving operations

Contact: Ronan Dispatch 406-676-2550

Info Pertinent to location (Rotor Wing): Heli-Pads are located just to the north of SEAT base and east of the main Division of Fire facility. A total of two pads exist for rotor wing landing, however typically only one is available as pad 1 is assigned to Mission Valley Helitack. Pad 2 is approved for landing both a type 2 and 3 helicopter. Jet A and Av gas are available. Cell service is excellent and land lines are available. For additional specifics contact Todd Couture at 406-676-2550

Fixed Wing: SEAT base is located just to the south of Heli-Pad 2. Typical operations consist of one Exclusive-Use SEAT but the area can house up to a total of 5. For additional specifics contact Robert McCrea at 406-676-2550

CSKT- Hot Springs Airport



Description: Located East of Hot Springs towards the south end of Camas Prairie.

Coordinates: 47 36.881' N x 114 36.922' W

Elevation: 2,765'

Unicom: 122.9

Runway Length: 3,550'

Airport Identifier: S09

Special Requirements: Airport is owned by Sanders County and managed by **Jeff Friesz** 406-406-741-3582 or 406-471-2423. Or **Don Thealer:** 406-741-5040

Hazards: **General Aviation, Dust**

Contact: Ronan Dispatch 406-676-2550

Info Pertinent to location: No fuel available. For initial attack operations rotor wing parking is located on the north end of the taxi way. A land line does exist however dependability varies. Cell service is spotty at best. No facilities are available. Noxious weeds are present. Hazards include General Aviation, and dust depending on where you land. For extended operations consisting of more than one aircraft contact Ronan Dispatch for coordination with the Airport Manager.

CSKT- Mission Airport



Description: Located to the east of St. Ignatius (Mission) off of Airport Rd.

Coordinates: N 47 19.509' X W 114 04.875' **Elevation:** 2969'

Unicom: 122.9 **Runway Length:** 2610' **Airport Identifier:** 52S

Hazards: General Aviation

Contact: Ronan Dispatch (406) 676-2550

Special Requirements: Airport is publicly owned and is managed by Rick Newman (406) 544-8004

Info Pertinent to Location: No Jet A Available. 100LL Available. Cell service is excellent. Gov. Facilities do not exist. For Rotor wing initial attack operations it is recommended to land between the two taxiways. Contact Ronan Dispatch for utilization of facility for large fire operations.

CSKT Helispots

Permabridge

Located across river from Perma, MT. Off of Highway 200.

Elevation: 2525'

Coordinates: N 47 22.060' X W 114 35.691'

Has been used as a helibase for large fire operations in the past. Land is owned by the Confederated Salish and Kootenai Tribes. Cell service is patchy and there is no electricity to the site.

Hazards: Powerlines to the east of the bridge crossing the river, traffic, public. Helispot is HIGE.

Deep Draw

Located NW of Polson on HWY 28.

Elevation: 3130'

Coordinates: N 47 48.537' X W 114 28.640'

Contact: Ronan Dispatch (need approval- private land) (406) 676-2550

Can handle multiple light, medium and heavy helicopters. Has been used as a helibase in the past. No facilities, power, water.

Hazards: Public, fences, dust. Helispot is HIGE.

Arlee PowWow Grounds

Located to the east of Arlee off of Pow Wow Rd.

Elevation: 3140'

Coordinates: 47 09.740' X 114 04.229'

Contact: Ronan Dispatch (406) 676-2550, prior to use.

Has been used as a helibase for type 3 incidents in the past. Can handle multiple light, medium and heavy helicopters. Facility is behind a locked gate. Contact Ronan dispatch prior to use for ground vehicle access.

Hazards: Multiple power lines, power boxes on the ground, fences.

Elmo PowWow Grounds

Located in the town of Elmo, Northwest of Polson off of Skookum Drive.

Elevation: 2950'

Coordinates: 47 49.662' X 114 21.405'

Contact: Ronan Dispatch [\(406\) 676-2550](tel:4066762550), prior to use.

Can hold 6 light or 4 medium helicopters. Has been used as a helibase in the past. Cell service available.

Hazards: Power lines, fire pits and dust. Helispot is HIGE.

Jocko Prairie

Located to the east of Arlee off of Jocko Canyon Rd.

Elevation: 3860'

Coordinates: 47 12.328'N x 113 53.488'W

Has been used for type three support and will accommodate two type two or three type three helicopters. Fuel truck access is limited. No facilities or power exist. Cell service is not present.

Hazards include a large power line running east and west on the south side of the opening. Helispot is HIGE

Mill Pocket

Located west of Deep Draw Helispot off of Canal Rd.

Elevation: 2900'

Coordinates: 47 48.317'N x 114 39.608'W

Has been used for type three support and will host multiple type one, two, and three helicopters. Land is tribal ground. Cell service is not present. No facilities or power exist. Helispot is considered HOGGE in tall grass areas and HIGE in areas of bare ground cover.

Hazards include tall grass.

Nirada gravel pit

Located west of Deep Draw helispot off of HWY 28.

Elevation: 2925'

Coordinates: 47 49.558'N x 114 33.754'W

Typically used for initial attack operations but will accomadate aircraft if potential growth is foreseen. Can hold up to three type three or two type 2 helicopters. No facilities or power exist. Cell service is not present. Property is Tribal owned. Helispot is HIGE.

Hazards include power lines along the highway,dust, and random wire and fence.

Seepay Gravel Pit

Located west of Perma Bridge helispot off of Hwy 200.

Elevation: 2525'

Coordinates: 47 20.430'N x 114 38.081'W

Typically used for initial attack operations. Area will hold three type three or two type two helicopters. Property is Tribal owned. Cell service is patchy at best. No facilities or power exist. Helispot is HOGÉ. **Hazards** include dust, random debris and traffic.

Upper Lone Pine

Located to the north of the town of Hot Springs off of the Lone Pine 2100 road.

Elevation: 2930'

Coordinates: 47 44.806'N x 114 41.127'W

Typically used for initial attack operations. Will accommodate three type three helicopters or two type two helicopters. No facilities or power are present. Cell service does not exist. Property is Tribal owned. Helispot is HIGÉ.

Hazards: a residential structure and an eagles nest noted as a do not fly area southwest of the primary access road.

LNF/CS&KT Dip Sites

Land-Use agreements are in place throughout the forest to allow for bucket operations on the Lolo N.F and CS&KT lands. Prior to commencing helicopter bucket operations on private land confirmation for use needs to be made with the hosting dispatch agency.

Permanent SEAT Base Facilities

Missoula Airport- LNF



Description: Located at the West End of the Missoula International Airport next to the Heavy Airtanker Base.

Coordinates: N 46 54.98' X 114 05.43'W

Elevation: 3205'

Unicom: 122.95

Tanker Base RAMP frequency: 123.975

Runway Length: 9501'

Airport Identifier: MSO

Special Requirements: Used for Smokejumper, Helitack, Heavy Airtanker, and SEAT Operations. A copy of the Missoula Tanker Base Operating Plan is available at the tanker base.

Contact: Jared Bohrman- Tanker Base Manager (406) 329-4912 for further information and a tanker base briefing.

Info Pertinent to location: The SEAT base filling site is located just to the north of the retardant holding tanks. Full facilities exist with food and lodging available in Missoula.

Hazards: General Aviation

Plains Airport-LNF



Description: The Plains Airport is located in Sanders County, Montana. The airport is approximately 1 mile north west of Plains, next to the DNRC, Plains Unit office.

Coordinates: 47 28.24' N x 114 24.70' W

Elevation: 2462'

Unicom: 122.9

Runway Length: 4,650'

Airport Identifier: S34

Special Requirements: *802 First Load Protocol*:

Currently recognition has been made to the lack of performance charts in reference to the Air Tractor 802. To lend assistance towards performance evaluation of an unknown flight environment with relation to a new incident, Plains SEAT Base has implemented a maximum first load of 600 gal for any assisting Air Tractor 802. After evaluation of the operational flight area has been made and all factors are taken into consideration future load amounts will be at the sole discretion of the pilot.

Contact: Bobbie Bennett, Plains SEAT Base POC @ 406-826-4316 for further information and a SEAT Base Briefing.

Info pertinent to location: The SEAT base filling site is located in the fixed wing parking area on the east side of the runway. Pilot lounge facilities exist with water and a phone line available.

Hazards: General Aviation and rotor wing fire operations

Ronan Airport- CSKT



Description: Airport is located three miles north of Ronan. SEAT operations are located just to the north of the hangars south of the Division of Fire Heli-pads.

Coordinates: 47 34.25N' x 114 05.81'W

Elevation: 3085'

Unicom: 122.9

Runway Length: 4,800'

Airport Identifier: 7SO

Special Requirements: Airport hosts and or is in close proximity of the Mission Valley Helitack Base, One Exclusive-Use Seat and sky diving operations.

Contact: Robert McCrea– SEAT Base Manager (406) 676-2550 for further information and SEAT Base briefing.

Info pertinent to location: Seat base facilities include a communication trailer utilized for operations and a pilot lounge area. Water, phone, and electricity are available. Cell service is excellent. The base can host up to five SEAT's and is commonly used due to its central location in relation to both the Flathead Indian Reservation and the Lolo National Forest. Food and lodging are available in Ronan and Polson.

Airports and Airstrips

<u>Airport/ FAA ID</u>	<u>Lat/Long</u>	<u>Elev.</u>	<u>Length</u>	<u>Manager</u>	<u>Phone</u>	<u>Remarks</u>
Missoula- MSO	N 46 54.98' W 114 05.43'	3205'	9501'	Chris Jensen MSO County Airport Authority	728-4381	All Ph#'s are Area Code 406
Ninemile- MT52	N 47 04.66' W 114 24.76'	3364'	2640'	Dewey Arnold 9 mile FMO	626-5422	
Plains- S34	N 47 28.41' W 114 54.42'	2467'	4650'	Randy Garrison	370-6179	
Rock Cr.- RCO	N 46 43.63' W 113 39.46'	3547'	4075'	Tim Conway	444-2506	
Seeley Lake- 23S	N 47 10.92' W 113 26.71'	4256'	4575'	Tim Conway	444-2506	
Superior- 9S4	N 47 10.10' W 114 51.22'	2787'	3450'	Steve Temple	382-0161	
Thompson Falls- THM	N 47 34.40' W 115 16.84'	2466'	4200'	Kim Roberts	827-3519	
Polson- 8S1	N 47 41.73' W 114 11.12'	2940	4200'	Vince Jennison	883-2482	
Ronan- 7S0	N 47 34.03' W 114 6.06'	3086	4800'	Bob Snyder	250-4824	

Aquatic Nuisance Species

Lolo NF ANS mitigation strategies are not intended as a roadblock to emergency fire suppression action when life or property is threatened. Firefighter and aviation safety always takes precedence over ANS strategies.

Mobilization/Demobilization

Upon initial arrival to the incident on the LNF and prior to use, equipment that will have contact with a water source will be cleaned as per the recommendations of [PMS 444](#): Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations.

For aviation operations, no chemicals are to be used on aviation equipment—only water or high temperature water is recommended. A final visual inspection for any mud or aquatic plants will complete the inspection process. If plants or mud are detected, then repeat the process until the bucket is completely clean.

- This process should be done a minimum of 300 ft. away from any body of water or in a manner that will prevent contaminated water from reaching surface water, riparian, and wetland areas.
- When the aircraft is demobilized from the incident, the process will be repeated to ensure no ANS species are transported to a new incident at another location. Documentation of cleaning will be issued by the helicopter manager to the helicopter pilot stating the bucket was cleaned in accordance with the Forest ANS plan.
- An exemption to the washing requirement can be granted if documentation is presented to verify the visiting equipment was treated prior to arrival to the LNF

During Suppression Operations :

Known ANS sites should be avoided as a first precautionary measure. Private ponds will be considered suspect unless tested otherwise. During the operational period if an ANS-infected dip site is used to provide suppressant to the fire via aerial delivery, the equipment contacting the water will be cleaned and inspected before moving to a new dip site.

If using ANS-contaminated waters, aerial drops will occur at a minimum of 50 feet away from any live body of water.

Aerial Fire Retardant

COMPLETING FORMS

1. This is an Interagency Form for all agencies to report application of Aerially applied Fire Retardant into waterways or mapped avoidance areas (as designated by individual agencies). Please refer to other forms for submission of ground application or other fire chemicals.
2. For Forest Service: this is an initial report for any field observer to complete. Additional aquatic and terrestrial assessment forms are required to be completed by resource staff.
3. For other agencies: complete as accurately as possible, input any observed environmental effects or attach environmental assessment documents using the file upload tool.
4. Submission of this form automatically transfers information to US Forest Service Wildland Fire Chemicals System (WFCS) Program at the Missoula Technology and Development Center (MTDC) for annual reporting to regulatory agencies. This submission does not send information to the host unit Agency Administrator. You are responsible for transferring this information on this form on to appropriate local staff including Agency Administrators (you can use your browser window or the MS Word version to print).
 - Contact info related to form content: szylstra@fs.fed.us or jlaufman@fs.fed.us
 - Contact info related to web application: jredmonds@fs.fed.us

Specific Information

Incident Number and Name: In ROSS (and FireCode) the field is Incident/Project Order Number – this is how it appears on a Resource Order form – the common denominator for our misapplication form and WFDSS and Firestat and ABS will be at a minimum the Unit ID and incident name. If there are multiple drops associated with the same fire name and number please note this within the incident name cell (eg. CreekFire-1, CreekFire-2 etc). For other agencies use your standard numbering/naming conventions.

Time and Date of Occurrence: please provide the time and date of the event. If you are discovering the presence of retardant after the fact, please record the date of discovery and make a reference that it is after the fact. This is very important for monitoring purposes esp. related to water quality.

Name of Chemical: please provide the name of the retardant or fire chemical.

Size of Fire: please provide an estimate of the final size of the fire

Avoidance Area Description: please specify whether retardant was applied within the waterway and/or the adjacent 300 ft (or larger) buffer, aquatic Threatened, Endangered, Proposed, Candidate or Sensitive (TEPCS) avoidance area or upland TEPCS species avoidance area. If you do not know if the aquatic avoidance area is a TEPCS species avoidance area contact the resource advisor. In certain instances multiple boxes may be appropriate (waterway and buffer zone)

Size of Fire: please indicate size of fire in acres.

Is this part of the 5% assessment of fires less than 300 acres: The Forest Service is required to assess 5% of all fires less than 300 acres per forest that use aerially delivered retardant and where avoidance areas occur.

This is a separate reporting process (please complete the ASSESSMENT OF FIRES LESS THAN 300 ACRES IN SIZE form) however, if misapplication of retardant occurs within an avoidance area and this report of a misapplication is part of that 5%, please indicate yes.

Application (exception or accidental): please indicate if the application occurred as an accidental drop or an intended application to fire when human life or public safety is threatened and the use of retardant can be reasonably expected to alleviate the threat (FS exception. Please refer to Red Book, Chapter 12 for exceptions for other agencies.

Location: please record the latitude and longitude, of avoidance area, drainage or landmark name if applicable, name of waterway if known and applicable.

Observed Environmental Impacts: please provide specific details about the site, such as: general site location description, waterway description (pond, stream, lake, riparian zone) vegetation (tree, shrub, grass, other), presence of dead/compromised fish or other aquatic fauna or any other notable impacts resulting from the chemical misapplication. This cell and the file upload function is provided to allow first responders or initial persons on the ground to record immediate effects. FS will also complete additional reporting terrestrial and aquatic site forms.

For Other agencies, please use the file upload and observed environmental effects sections to describe effects including agency identified species as appropriate.

Description of Retardant or Fire Chemical Coverage at the Site (light, spotty, continuous, etc): please provide visual description of the fire chemical coverage on site.

Approx total number of gallons dropped in avoidance area: please provide gallons if possible. If unknown please estimate to the best of your knowledge the gallons based on the tank size and amount of the load dropped. For assistance for determining the gallons applied per area, by specific aircraft and application rates, please refer to O:\NFS\Collaboration\FireRetardantEIS\2010 EIS Project Record\Informational Materials or please contact MTDC Fire Chemicals Program manager <http://www.fs.fed.us/rm/fire/wfcs/index.htm>. Or refer to the supplemental resource advisor tool

Retardant Misapplication Form

(Complete immediately after misapplication or as soon as safe to enter) using this form, available from the [Wildland Fire Chemical Misapplication Reporting](#) website.

INTERAGENCY WILDLAND FIRE AERIAL RETARDANT REPORT

For reporting application of aerially applied retardant into waterways or mapped avoidance areas.
(Complete immediately after misapplication or as soon as safe to enter) * = required field

- 1. Incident #: *
- 2. Incident name: *
- 3. Date of misapplication:
- 4. Time:
- 5. Misapp location (lat/long- decimal format) *
- 6. Discovery date if different from #3 above:
- 7. Agency:
- 8. Area:
- 9. Unit:
- 10. Subunit:
- 11. Retardant name: *
- 12. Size of fire (acres): *
- 13. Misapplication type: Exception Accidental

- 14. Delivery method: Airtanker SEAT Helicopter Unknown
- 15. Forest Service only: Is this part of the 5% assessment of fires less than 300 acres? Yes No *

16. Avoidance Area Description (check all that apply and refer to Interagency Policy (RedBook Chapter 12) for agency specific avoidance areas and additional reporting requirements associated with threatened, endangered and proposed species.)

- Waterway (DOI and FS) Aerial Waterway buffer zone (300') (DOI and FS)
- Ground application within 300' of waterway (DOI and FS)** Dry Intermittent Stream mapped avoidance area (FS Only)
- Aquatic TEPCS (FS) Terrestrial TEPCS (FS) Cultural resource Sacred site

TEPCS: Threatened, Endangered, Proposed, Candidate, or Other species of specific concern as determined by individual agency.
Waterway: Any body of water including lakes, rivers, streams and ponds whether or not they contain aquatic life. This is broadly interpreted to include swamps, marshes, and other wetlands. * Check all that apply

****300' of waterway (buffer area) during ground application is permissible and is not considered an avoidance area. However, in the event of a potential effect to aquatic resources (due to runoff, leaky hose, etc) documentation is requested.**

17. Description of wildland fuel at the site (check all that apply)

- Open light fuels Brush Open timber/grass
- Timber/brush Heavy timber/closed canopy Slash *

18. Description of fire chemical coverage at the site

- Light Spotty Continuous Other (comment please)

19. Number of drops in avoidance areas: *

20. Approx total number of gallons dropped in avoidance area: *

21. Approx size of fire chemical application in avoidance area: (Length x Width in feet) *

22. Person reporting: *

23. Unit: *

24. Email: *

25. Phone: *

26. Person who identified misapplication if different than one noted above

Name: Unit: Email: Phone:

27. Observed environmental effects: *

28. Resource advisor name: * 29. Resource advisor email: * 30. Resource advisor phone: *

Resource advisor or qualified resource personnel MUST complete the Site Assessment Forms (Required for FS only) in addition to this form.

31. Name of Agency/Forest Resource Staff notified of the misapplication event: *

32. Unit: *

33. Email: *

34. Phone: *

35. Were appropriate entities notified?

- USFWS NOAA DEQ (comment please) Other (comment please) *

ALSO, upon completing this form, a copy this event is required to be sent to the host unit Agency Administrator.

Please use your browser window to print this form and forward on to appropriate local staff including Agency Administrator.

Foam/Gel or Ground Based Retardant Misapplication

1. Incident #: <input type="text"/> *	3. Date of misapplication: <input type="text"/>
2. Incident name: <input type="text"/> *	4. Time: <input type="text"/>
5. Misapp location (lat/long) <input type="text"/> <input type="text"/> (decimal format) * Lat/long conversion tool	6. Discovery date if different from #3 above: <input type="text"/>
7. Agency: <input type="text"/> * 8. Area: <input type="text"/> * 9. Unit: <input type="text"/> * 10. Subunit: <input type="text"/> *	11. Retardant name: <input type="text"/> *
12. Size of fire (acres): <input type="text"/> *	13. Misapplication type: <input type="radio"/> Exception <input checked="" type="radio"/> Accidental *
14. Delivery method: <input type="radio"/> Airtanker <input type="radio"/> SEAT <input type="radio"/> Helicopter <input type="radio"/> Unknown *	15. Forest Service only: Is this part of the 5% assessment of forest less than 300 acres? <input type="radio"/> Yes <input type="radio"/> No *
16. Avoidance Area Description (check all that apply and refer to Interagency Policy (RedBook Chapter 12) for agency specific avoidance areas and additional reporting requirements associated with threatened, endangered and proposed species.) <input type="checkbox"/> Waterway (DOI and FS) <input type="checkbox"/> Aerial Waterway buffer zone (300') (DOI and FS) <input type="checkbox"/> Ground application within 300' of waterway (DOI and FS)** <input type="checkbox"/> Dry Intermittent Stream mapped avoidance area (FS Only) <input type="checkbox"/> Aquatic TEPCS (FS) <input type="checkbox"/> Terrestrial TEPCS (FS) <input type="checkbox"/> Cultural resource <input type="checkbox"/> Sacred site <i>TEPCS: Threatened, Endangered, Proposed, Candidate, or Other species of specific concern as determined by individual agency.</i> <i>Waterway: Any body of water including lakes, rivers, streams and ponds whether or not they contain aquatic life. This is broadly interpreted to include swamps, marshes, and other wetlands. * Check all that apply</i> **300' of waterway (buffer area) during ground application is permissible and is not considered an avoidance area. However, in the event of a potential effect to aquatic resources (due to runoff, leaky hose, etc) documentation is requested.	
17. Description of wildland fuel at the site (check all that apply) <input type="checkbox"/> Open light fuels <input type="checkbox"/> Brush <input type="checkbox"/> Open timber/grass <input type="checkbox"/> Timber/brush <input type="checkbox"/> Heavy timber/closed canopy <input type="checkbox"/> Slash *	
18. Description of fire chemical coverage at the site <input type="checkbox"/> Light <input type="checkbox"/> Spotty <input type="checkbox"/> Continuous <input type="checkbox"/> Other (comment please) <input type="text"/> *	
19. Number of drops in avoidance areas: <input type="text"/> 1 <input type="text"/> *	
20. Approx total number of gallons dropped in avoidance area: <input type="text"/> *	
21. Approx size of fire chemical application in avoidance area: <input type="text"/> (Length x Width in feet) *	
22. Person reporting: <input type="text"/> Ward Hiester * 23. Unit: <input type="text"/> * 24. Email: <input type="text"/> w hiesterman * 25. Phone: <input type="text"/> *	
26. Person who identified misapplication if different than one noted above Name: <input type="text"/> Unit: <input type="text"/> Email: <input type="text"/> Phone: <input type="text"/>	
27. Observed environmental effects: <input type="text"/> *	
28. Resource advisor name: <input type="text"/> * 29. Resource advisor email: <input type="text"/> * 30. Resource advisor phone: <input type="text"/> *	
<i>Resource advisor or qualified resource personnel MUST complete the Site Assessment Forms (Required for FS only) in addition to this form.</i>	
31. Name of Agency/Forest Resource Staff notified of the misapplication event: <input type="text"/> *	
32. Unit: <input type="text"/> * 33. Email: <input type="text"/> * 34. Phone: <input type="text"/> *	
35. Were appropriate entities notified? <input type="checkbox"/> USFWS <input type="checkbox"/> NOAA <input type="checkbox"/> DEQ (comment please) <input type="checkbox"/> Other (comment please) * <input type="text"/> *	

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, Sherriff'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

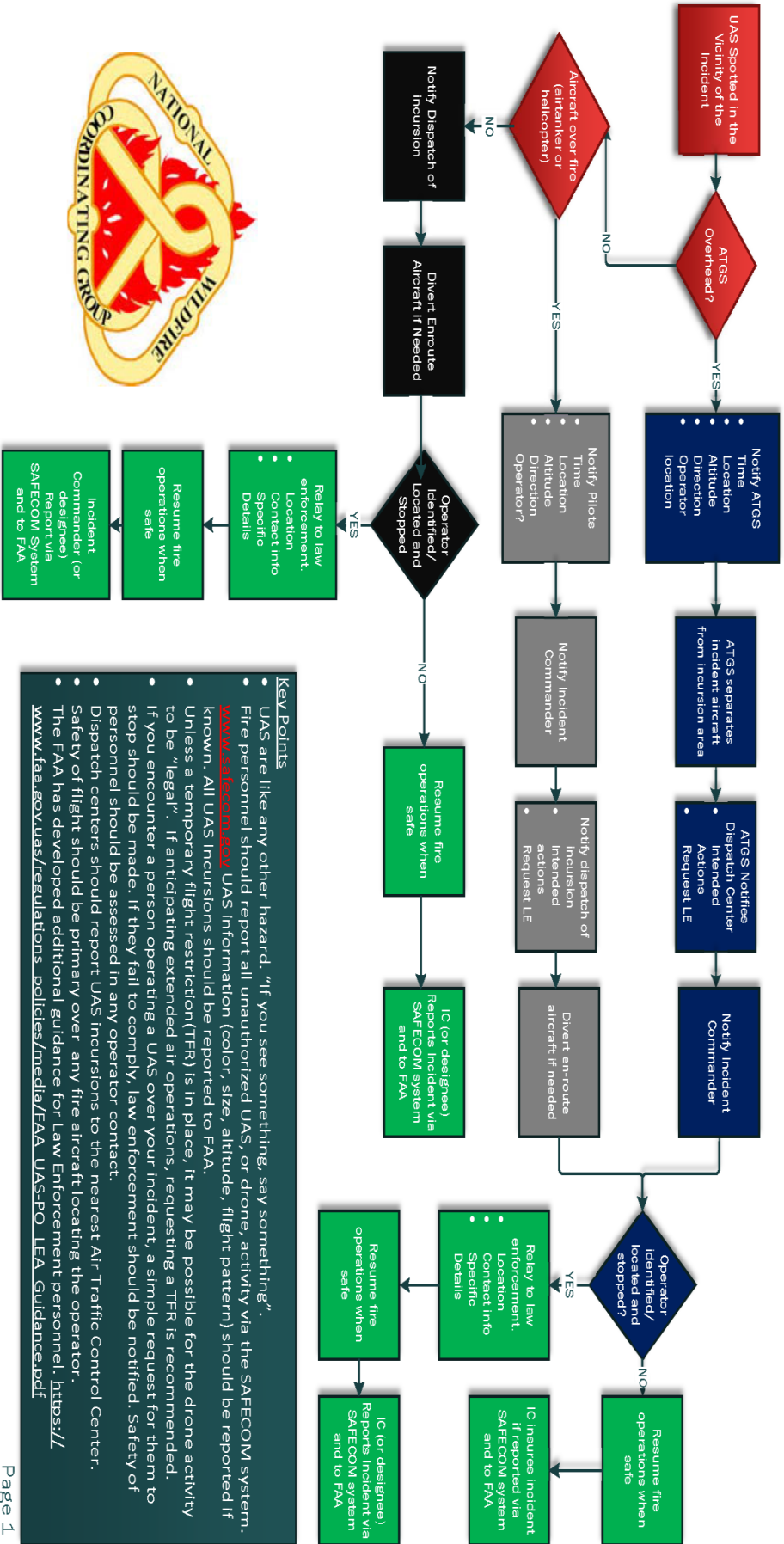
New York – 631-468-5959

Oakland – 510-745-3331

Salt Lake – 801-320-2560

Seattle – 253-351-3520

Washington DC – 703-771-3470



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 SAFECOM system. www.safecom.org
- 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 centers 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

Aviation Coordinates

“Degrees Decimal Minutes”

“A” - Decimal Degree (Seldom Used)	48.3612° N 114.0812° W
“B” - Degrees Decimal Minutes (aka) Degrees Minutes Decimal Minutes or Degrees Minutes Tenths) Aircraft Mounted GPS Units, Contracts, FAA documents such as airport guides	48°36.12'N 114°08.12'W
“C” - Degrees Minutes Seconds (Many maps) ROSS, Nat’l Mob Guide, TFR Request Forms	48°36’12”N 114°08’12”W

Any dispatches, fire locations, aerial ignition plans or anything that might need to be located from an aircraft will use the **Degrees decimal minutes format (B)**.

Latitude and longitude may be shown in three formats: Plotting the three formats above will place a location in three different spots; it is critical we use the same format.

It is CRITICAL to use correct punctuation

Degrees: °	Minutes: ’	Seconds: ”
------------	------------	------------

Note: In “A” above, only the ° is used. (Said “forty-eight point three six one two degrees.”)

Note: In “B” above, both ° and ’ are used. (Said “forty-eight degrees, thirty six point one two minutes.”)

Note: In “C” above, the ° and ’ and ” are used. (Said “forty-eight degrees, thirty six minutes, and twelve seconds.”)

Aviation Coordinates Continued

Most handheld GPS units and mapping software can be easily set up to do any of the formats. **Most aircraft mounted GPS units are not easily changed from the degrees decimal minutes format.** There are conversion charts, software programs, and formulas available at the following sites:

http://www.calculatorcat.com/latitude_longitude.phtml

<https://www.latlong.net/>

To manually convert **degrees minutes seconds** to **degrees decimal minutes** divide seconds by 60.

Example: degrees/min/sec (conversion) degrees decimal min $48^{\circ} 20' 30'' \rightarrow (30'' \div 60 = .5') \rightarrow 48^{\circ}20.5'$

To manually convert **degrees decimal minutes** to **degrees minutes seconds**, multiply hundredths (i.e. .12) by 60.

Example: degrees decimal min (conversion) degrees/min/sec $48^{\circ} 20.5' \rightarrow (.5' \times 60 = 30'') \rightarrow 48^{\circ} 20' 30''$

Important “Etiquette”

Remember there can never be more than 60 seconds in degrees minutes seconds format (C above).

For clarity, insert a zero “0” in front of single digit minutes as many GPS units and map programs require two digits.

Do NOT mix formats.

Aircraft use (per contract) **WGS84 datum** and **Degrees Decimal Minutes**

Lolo Radio Frequencies

****Groups 1, 2, 3 and 8 are LOCKED****

Group 1 Group Label: East Zone

Ch.	Label	Description	RX freq	RX CG	TX freq	TX CG
1	EAST COMMAND	East Zone Command	151.2350	0.0	151.2350	141.3
2	E CMD MORRELL	DNRC Morrell repeater	151.2350	0.0	159.4200	141.3
3	E CMD OGDEN	DNRC Ogden repeater	151.2350	0.0	159.4200	192.8
4	EAST DIRECT	East Direct	172.3750	0.0	164.1000	146.2
5	MINERAL PEAK	Mineral Peak repeater	172.3750	0.0	164.1000	136.5
6	RICHMOND	Richmond repeater	172.3750	0.0	164.1000	167.9
7	LAKE MT	Lake Mountain repeater	172.3750	0.0	164.1000	110.9
8	PORTABLE	Portable repeater	172.3750	0.0	164.1000	192.8
9	NATIONAL FF	National Flight Following	168.6500	110.9	168.6500	110.9
10	FOREST FF	Local Flight Following	166.5000	127.3	166.5000	127.3
11	TAC - 1	Fire Tactical Channel 1	167.1125	0.0	167.1125	0.0
12	COMMON - 1	Logistics Command Use #1	163.7125	0.0	163.7125	0.0
13	A/G - 48	East Air to Ground	167.8875	0.0	167.8875	0.0
14	A/G - 5	West Air to Ground	166.7500	0.0	166.7500	0.0
15	TAN	Medical Life Flight	155.3400	0.0	155.3400	156.7
16	AIRGUARD	Air Guard Channel	168.6250	0.0	168.6250	110.9

Group 2 Group Label: Central Zone

Ch.	Label	Description	RX freq	RX	TX freq	TX CG
1	C DIRECT	Central Zone Direct	172.3750	0.0	172.3750	127.3
2	UNIVERSITY	University repeater	172.3750	0.0	164.1000	100.0
3	MINERAL	Mineral Peak Repeater	172.3750	0.0	164.1000	136.5
4	STARK	Stark Mountain repeater	172.3750	0.0	164.1000	103.5
5	WHITE MT	White Mountain Repeater	172.3750	0.0	164.1000	107.2
6	QUIGG PK	Quigg Peak repeater	172.3750	0.0	164.1000	156.7
7	DNRC DIRECT	DNRC University repeater	151.2650	0.0	151.2650	141.3
8	C CMD MILLER	DNRC Miller repeater	151.2650	0.0	159.4050	141.3
9	C CMD BLUE MTN	DNRC Blue Mountain repeater	151.2650	0.0	159.4050	192.8
10	C CMD UNION	DNRC Union Peak repeater	151.1750	0.0	151.4750	141.3
11	PORTABLE	Portable Repeater	172.3750	0.0	164.1000	192.8
12	NATIONAL FF	National Flight Following	168.6500	110.9	168.6500	110.9
13	FOREST FF	Local Flight Following	166.5000	127.3	166.5000	127.3
14	COMMON - 1	Logistics Command Use #1	163.7125	0.0	163.7125	0.0
15	A/G - 48	East Air to Ground	167.8875	0.0	167.8875	0.0
16	AIRGUARD	Air Guard Channel	168.6250	0.0	168.6250	110.9

Group 3 GroupLabel: West Zone

Ch.	Label	Description	RX freq	RX CG	TX freq	TX CG
1	WEST DIRECT	West Zone Direct	172.3875	0.0	172.3750	127.3
2	KEYSTONE	Keystone repeater	172.3875	0.0	164.1750	136.5
3	THOMPSON	Thompson repeater	172.3875	0.0	164.1750	103.5
4	CAMELS	Camel's Hump repeater	172.3875	0.0	164.1750	110.9
5	EDDY MT	Eddy Mountain repeater	172.3875	0.0	164.1750	131.8
6	RICHARDS	Richards Peak repeater	172.3875	0.0	164.1750	167.9
7	LOOKOUT	Lookout Mountain repeater	172.3875	0.0	164.1750	146.2
8	PORTABLE	Portable repeater	172.3875	0.0	164.1750	192.8
9	CH-09	OPEN	0.0000	0.0	0.0000	0.0
10	TAC - 1	Fire Tactical Channel 1	167.1125	0.0	167.1125	0.0
11	COMMON - 1	Logistics Command Use #1	163.7125	0.0	163.7125	0.0
12	COMMON - 2	Logistics Command Use #2	168.6125	0.0	168.6125	0.0
13	A/G - 48	East Air to Ground	167.8875	0.0	167.8875	0.0
14	A/G - 5	West Air to Ground	166.7500	0.0	166.7500	0.0
15	TAN	Medical Life Flight	155.3400	0.0	155.3400	156.7
16	AIRGUARD	Air Guard Channel	168.6250	0.0	168.6250	110.9

Group 8 GroupLabel: Common

Ch.	Label	Description	RX freq	RX	TX freq	TX CG	Notes	
1	EAST COMMAND	East Zone Command	151.2350	0.0	151.2350	141.3		
2	EAST CMD RPTR	East Zone Command repeaters**	151.2350	0.0	159.4200		Input RPTR Tone	
3	C DIRECT	Central Zone Direct	172.3750	0.0	172.3750	127.3		
4	C DIRECT RPTR	Central Zone Direct repeaters**	172.3750	0.0	164.1000		Input RPTR Tone	
5	WEST DIRECT	West Zone Direct	172.3875	0.0	172.3875	127.3		
6	W DIRECT RPTR	West Zone Direct repeaters**	172.3875	0.0	164.1750		Input RPTR Tone	
7	TAC - 1	Fire Tactical Channel 1	167.1125	0.0	167.1125	0.0		
8	TAC - 2	Fire Tactical Channel 2	167.6250	0.0	167.6250	0.0		
9	COMMON - 1	Logistics Command Use #1	163.7125	0.0	163.7125	0.0		
10	COMMON - 2	Logistics Command Use #2	168.6125	0.0	168.6125	0.0		
11	A/G - 48	East Air to Ground	167.8875	0.0	167.8875	0.0		
12	A/G - 5	West Air to Ground	166.7500	0.0	166.7500	0.0		
13	LOGGERS	Loggers Channel	151.9250	0.0	151.9250	0.0		
14	GREEN	Dispatch/Command	171.4750	0.0	171.4750	141.3		
15	TAN	Medical Life Flight	155.3400	0.0	155.3400	156.7		
16	AIRGUARD	Air Guard Channel	168.6250	0.0	168.6250	110.9		
		**User code guard enabled						

Lolo Aviation Groups

Group 18: Missoula Helitack (Adjoining Forest/Agency Dispatch and A-G)

Channel	Label	RX Freq	RX CG	TX Freq	TX CG	Band
Ch-1	National FF	168.6500	110.9	168.6500	110.9	N
Ch-2	Forest FF	166.5000	000.0	166.5000	127.3	N
Ch-3	East Direct	172.3750	000.0	172.3750	146.2	N
Ch-4	Central Direct	172.3750	000.0	172.3750	127.3	N
Ch-5	West Direct	172.3875	000.0	172.3875	127.3	N
Ch-6	Bitterroot Dispatch	169.6250	000.0	169.6250	146.2	N
Ch-7	Ronan	166.9250	000.0	166.9250	000.0	N
Ch-8	Tac-1	167.1125	000.0	167.1125	000.0	N
Ch-9	East A/G (48)	167.8875	000.0	167.8875	000.0	N
Ch-10	West A/G (5)	166.7500	000.0	166.7500	000.0	N
Ch-11	Bitter A/G (52)	168.3875	000.0	169.3875	000.0	N
Ch-12	CSKT A/G	168.0125	000.0	168.0125	000.0	N
Ch-13	Yellow A/G	151.2200	000.0	151.2200	000.0	N
Ch-14	Tan	155.3400	000.0	155.3400	156.7	N
Ch-15	Crew	157.7250	000.0	157.7250	000.0	N
Ch-16	Airguard	168.6250	000.0	168.6250	110.9	N

Group 19: Missoula Helitack (Tac Heavy)

Channel	Label	RX Freq	RX CG	TX Freq	TX CG	Band
Ch-1	National FF	168.6500	110.9	168.6500	110.9	N
Ch-2	Forest FF	166.500	000.0	166.500	127.3	N
Ch-3	East Direct	172.3750	000.0	172.3750	146.2	N
Ch-4	Central Direct	172.3750	000.0	172.3750	127.3	N
Ch-5	West Direct	172.3875	000.0	172.3875	127.3	N
Ch-6	East A/G (48)	167.8875	000.0	167.8875	000.0	N
Ch-7	West A/G (5)	166.7500	000.0	166.7500	000.0	N
Ch-8	Yellow A/G	151.2200	000.0	151.2200	000.0	N
Ch-9	Tac-1	167.1125	000.0	167.1125	000.0	N
Ch-10	Tac-2	167.6250	000.0	167.6250	000.0	N
Ch-11	Tac-3	168.5625	000.0	168.5625	000.0	N
Ch-12	Red	154.0700	000.0	154.0700	156.7	N
Ch-13	Tan	155.3400	000.0	155.3400	156.7	N
Ch-14	White	155.2800	000.0	155.2800	156.7	N
Ch-15	Crew	157.7250	000.0	157.7250	000.0	N
Ch-16	Airguard	168.6250	000.0	168.6250	110.9	N

Fire Size Up

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

Detection Report

1. Incident Number:

2. Location by Landmark:

3. Legal: $\frac{1}{4}$ $\frac{1}{4}$ _____ SEC _____ T _____ N R _____ W

4. Coordinates: LAT _____ LONG _____

5. Est. Size and Potential: _____

6. Exposure/Aspect: _____

7. Rate of Spread: Rapid Moderate Slow

8. Flame Length: _____

9. Position on Slope: Low 1/3 Midslope Upper 1/3

10. Slope: Gentle Moderate Steep

11. Fuels: Burning In: _____

Burning Into: _____

12. Wind: Speed _____ Direction _____

13. Smoke: Color _____ Volume _____ Drift _____

14. Percentage of Perimeter with Active Fire _____

15. Additional Information

Access Roads

Helispots _____ Bucket Fill Sites _____

Resource Needs (Numbers and Type) _____

Other -

