



# Nez Perce-Clearwater National Forest Aviation Briefing Information 2019



## Introduction

Welcome to the Nez Perce-Clearwater National Forest. The intent of this packet is to provide information needed by Aviation personnel who are new to the Nez Perce-Clearwater National Forests. It was developed primarily for Airtanker, Helicopter, Air Attack, and Smokejumper personnel; however, it may be useful to pilots and crews of other types of aircraft.

Please contact the Zone Aviation Officer or Grangeville Interagency Dispatch Center (GVC) or others listed under key contacts, if you have any questions while you are here.

## Leaders Intent

The goal of the Nez Perce-Clearwater National Forest, is to provide a multi-faceted aviation operation that strives for excellence with safety being the priority. Aviation Management will strive to meet the objectives of each mission, having considered the roles, responsibilities and policies that oversee the program as a whole. Each individual should be committed to making the work environment a safe place, while providing a work environment free from any and all hazards both in the air and on ground. We promote the idea if you see something that doesn't look right, "say something" and lets stop and fix. We will continue to strive in being a highly professional aviation program through our core values of duty, respect and integrity.

## CLEARWATER/NEZPERCE NATIONAL FOREST FACILITIES AND AIRCRAFT

### GRANGEVILLE

Operations Office – Located on the north side of the Air Center. The Zone Aviation Officer, Smokejumper Program Mgr., Smokejumper Supervisors and Air Attack operate there.

Smokejumper Ready Room – Located in the loft building of the Air Center. At full strength, one Twin Otter (**Jump-14**) and approximately 30 Smokejumpers operate from Grangeville.

Grangeville Helibase – Two Type III helicopters and its Exclusive Use crew operate out of the helibase building. Helicopter **H-1JB and H-74H** EU contracts on 6/14-9/21. Five landing pads are available. Pads 1 & 2 are for Light Helicopters and Pads 4, 5, 6 will be used for Heavy and Medium Helicopters. Grangeville also hosts a Type 1 Helicopter CH-47 from Billings Flying Service **N401AJ** on contract from 6/11-10/8

Air Tanker Base – Located behind the Air Center building. The Idaho Department of Lands has two AT 802 SEATs (Single Engine Air tankers) stationed in Grangeville. There are 2 loading pits. The retardant base uses a ramp frequency of 124.125 for communication with the SEATs and all aircraft entering the FS ramp. Seats **T-822** and **T-835** Contract dates are 7/5-9/12.

Light Fixed Wing Contract – The Forest contracts two Cessna aircraft annually for Aerial Observation, transportation of personnel into back country airstrips, and other FS recon needs. A Cessna 206 contract dates 6/12-9/24 and a Cessna 182 contract dates 7/2-9/8

Air Attack Platform- Hosts a AC690 Turbine Aero-commander with qualified Air Attack Group Supervisor. Tail # **4NC** contract dates 5/1-9/22

Supervisor's Office is located at 104 Airport Road, on the north side of Grangeville which is across the street from the Grangeville Air Center.

Grangeville Interagency Dispatch (GVC) is located in the Supervisor's Office at 104 Airport Road on the northwest side of the building. All aircraft flights are ordered and scheduled through the Dispatch office.

Forest Warehouse is located south of the Supervisor's Office

### Musselshell Work Center

Two grass pads and a windsock are located across the road from the work center. Lodging may be arranged through the local FMO. No other food or lodging is available on site.

Title	Name	Phone	Email
Zone Aviation Officer	Willy Acton	208-507-0942C ell 208-983-9571 Office	willy.acton@usda.gov
Smokeyjumper Base Manager	Mike Blinn	208-983-9570 office 208-451-0159 cell	mike.blinn@usda.gov
Smokeyjumper Operations	Operations Desk Matt Summerfield Amanda Holt	208-983-9588 office 208-451-0159 cell 208-634-9864 cell	
Air Attack	Jack Marvin	208-983-9583 office 520-508-7310 Cell	Jack.marvin@usda.gov
Tanker Base Manager	Donny Vankomen	208-983-1964 208-983-9577 office Cell 505-860-2529	dennie.vankomen@usda.gov
Grangeville Helitack/Airbase Manager	Jeremy Beeson	208-451-6710 cell 983-9576 office	jeremy.beeson@usda.gov
Grangeville Helitack Helitack Superintendents	Bjorn Troberg  Dustin Behler	208-983-9574 Office 208-305-7957 Cell 208-983-9574 Office 208-964-1466 Cell	bjorn.troberg@usda.gov  dustin.behler@usda.gov
24 Hour Dispatch		208-983-6800	
Grangeville Dispatch Mgr.	Mark DeCaria	208-983-6801 Cell 208-983-8155	mark.decaria@usda.gov
Assistant Dispatch Mgr. IDL Assistant Mgr	Josh Georgio Holley Arnzen	208-983-6802 208-983-6810	josh.georgio@usda.gov
Aviation Dispatcher	Jennifer Enneking	208-983-6803	Jennifer.enneking@usda.gov
Intelligence Dispatcher Logistics	Jenny Taylor Heather Stanearth	208-983-6816 208-983-6807	
Forest Warehouse	Archi Tirado	208-983-5155	
Idaho County Airport MGR Airport Site Manager	Mike Cook Norman Lowe	208-983-1565 208-507-0262	

## Grangeville Smoke Jumper Operations

The smokejumper missions are primarily initial attack, while most effective at providing rapid initial response, smokejumpers are well equipped to respond to extended attack incidents and short term critical need missions on large fires

### **Aircraft: Twin Otter J-14**

The Twin Otter is an ideal aircraft for back country operations because of its **STOL** (short takeoff and landing) capabilities.

It can be used for crew shuttling as well as cargo hauling with a pay load of **3300lbs**.

**Range:** 300 miles

**Payload:** 8 Jumpers with cargo, each planeload may have an ICT3. All jumpers have basic 1<sup>st</sup> aid training and EMTs are available on most loads as well as WFRS. **(ALL JUMPERS ARE SELF SUFFICIENT FOR THREE DAYS)**

### Para-Cargo

If it can fit out the door chances are we can deliver it via para cargo....

### **Some usual items ordered are:**

- Saws
- Pumps/structure protection kits
- Medical equipment (trauma kits, Oxygen, etc...)
- Communication equipment (satellite phone)
- Fresh food order: meats, milks, eggs, juices, etc... We can package fresh food in coolers with dry ice and have them delivered to an incident. \*\*\*To order fresh food contact dispatch at least 24hrs before the food is needed and give them the number of people and a lat/long of the incident and or cargo spot /drop zone.\*\*\*

### **Drop zone safety selection guidelines should include:**

- 200 feet on each side of the flight path of the aircraft, clear of obstacles and personnel
- 300 feet in the direction of the approach of the jump plane
- 1300 feet clear of obstacles in the direction of departure.
- The drop zone will be at least 600 feet from all populated areas.

Large incident drop zones should be marked with a white or orange "T" at least seven feet long. It should be placed so that, as the plane is flying into the wind, it can be easily read.

# Air Tanker Information SEATS

## Grangeville (GIC)

2 Seats: Air Tractors 802F

T822, T835

- Speed 221 kts.
- 799 gallons +/- (based on performance planning)
- Can order water, foam, or retardant

## McCall (MYL)

- 1 AT 802F

## Coeur D'Alene (COE)

- 1 AT 802F
- 1 Fire Boss

(Scooper)

## Grangeville Jettison Site

**Jettison sites: (2)** side by side open hilltop meadows 10 nm S. of Grangeville on IDL State protected land

45 51.385, 116 10.680 ELEVATION: +/- 5300

45 51.388, 116 10.697



## ROLE OF THE GRANGEVILLE INTERAGENCY DISPATCH OFFICE

The primary mission of the Dispatch Center is to maintain prompt and accurate communications and coordination of all incidents of the Forest. This is accomplished by continually monitoring current and forecasted conditions on the Forest and working with cooperators to implement necessary action.

The ultimate goal of the Dispatch Office is efficient utilization of aircraft with safety being the highest priority. The dispatch staff coordinates all aircraft use on the Clearwater/Nez Perce National Forests. The Dispatch Center also provides aircraft support with adjoining forests and neighboring regions. All decisions regarding air tankers, lead planes and helicopters are coordinated with the Forest's fire staff and/or the Geographical Coordination Center. Dispatchers work closely with the Northern Rockies Coordination Center in national resource aircraft ordering and dispatching.

### **FLIGHT FOLLOWING PROCEDURES**

Automated Flight Following (AFF) is the preferred method of agency Flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF.

AFF requirements and procedures can be found in section 24.3.1 of the Northern Rockies Mobilization Guide.

Aircraft departing from Grangeville will contact GVC via radio on the flight following frequency stating they are airborne and giving "persons on board", fuel on board, ETE and their destination. The GVC dispatcher will verify that the aircraft icon is visible on the AFF screen and will respond that the aircraft will be flight followed using AFF. Aircraft will maintain contact with GVC on the appropriate zone frequency (north, west, or east zone) at all times.

If there is a problem with AFF at any time during the flight, 15-minute radio check-in procedures will be resumed until the problem is resolved.

At any time, if radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.

Position reports will be reported in Lat/Long, geographic location (if known), and heading. Lat/Longs will be reported in degrees, minutes and tenths (decimal minutes). (DDD.MM.M) ie. 48 36.12'N/114 08.12'W.

Overdue Aircraft – In the event of an overdue check in, dispatch will try to contact the aircraft in question. If after 30 minutes no contact has been made Grangeville Dispatch will initiate the Interagency Aviation Mishap Response Guide and Checklist. Search aircraft will be launched to the last reported position. In the event an aircraft will be shut down at a remote location for an extended period, check-in procedures will be outlined by Dispatch prior to ending radio contact.

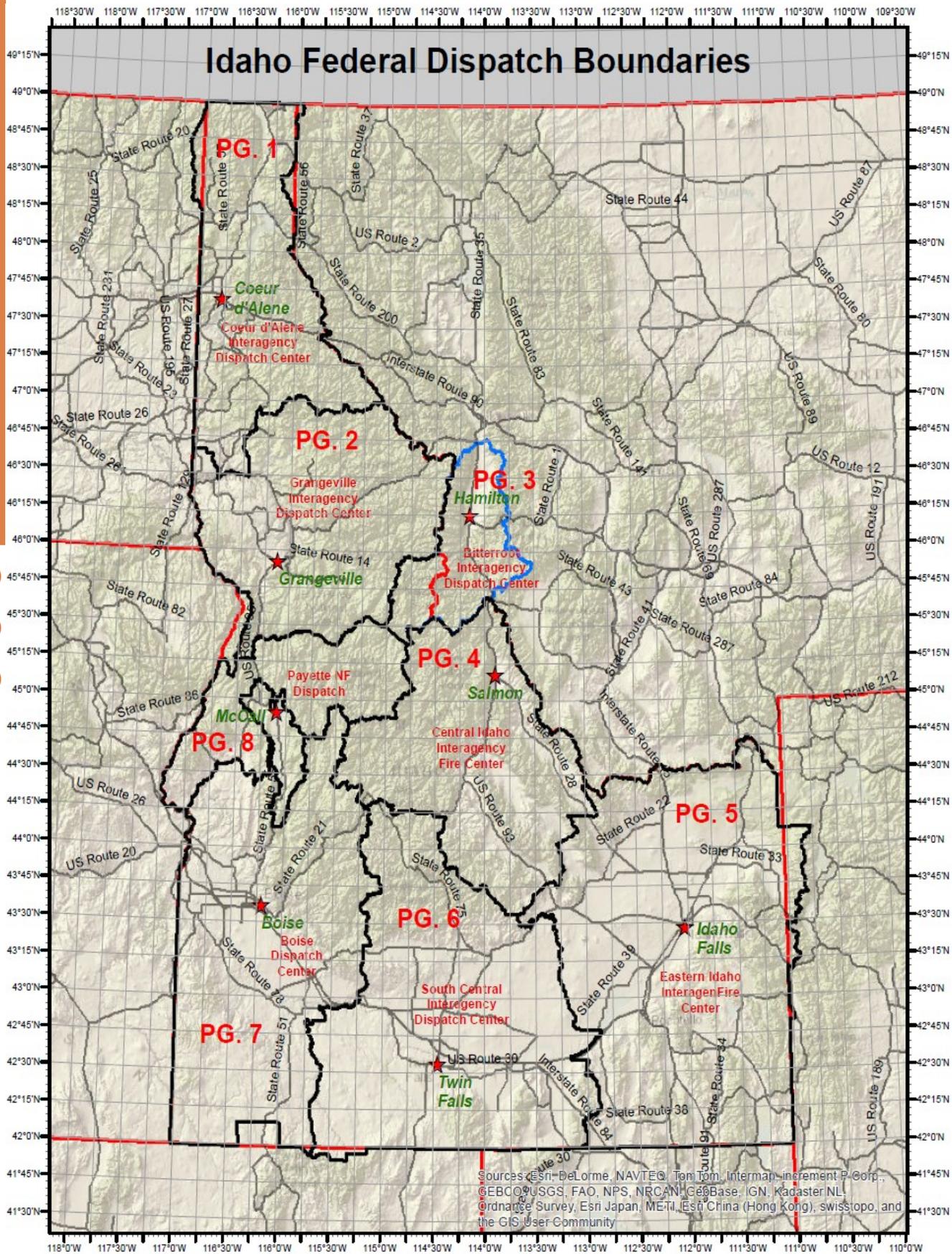
\*ADDITIONAL INFORMATION CAN BE FOUND AT <https://gacc.nifc.gov/nrcc/dc/idgvc/index.htm>

### **GPS USE**

The Dispatch Center has the capability of converting latitude/longitude to a township/range/section, or vice/versa. This program will also give heading and nautical miles from VOR, Tanker Bases and Helibases. It will also tell us if we are entering into a Military Training Route (MTR). If you have GPS capability in your aircraft, Dispatch will be able to give you the coordinates for location as well as bearing and distance off the Grangeville VOR. For calibration purposes, the exact latitude and longitude at the Airport Reference Point (APR), is the center of the runway.

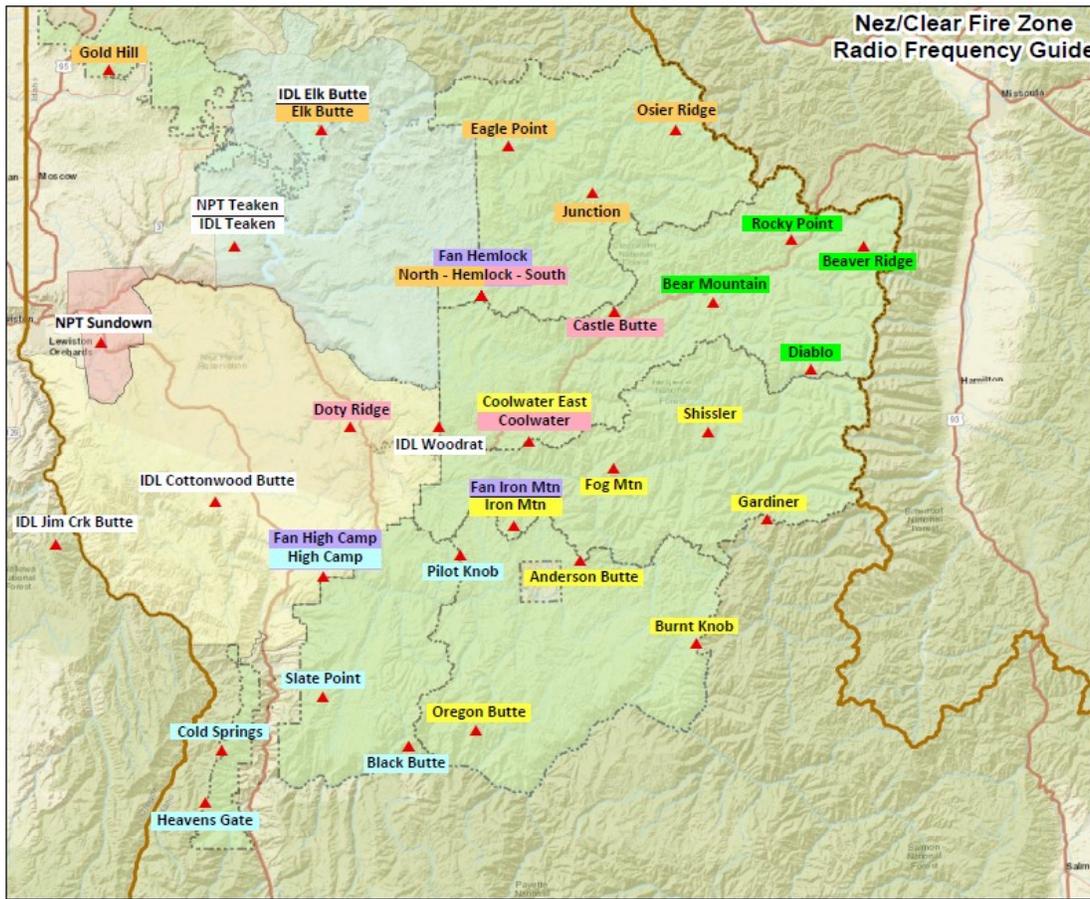
Datum: **WGS 84**

# Idaho Federal Dispatch Boundaries



Sources: Esri-DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeBCo, Esri, IGN, Kadaster NL, Ordnance Survey, Esri Japan, MEIT, Esri China (Hong Kong), swisstopo, and the GIS User Community

# Forest Repeater Map



- ▲ Repeaters
- ▭ National Forest
- ▭ CPTPA Zone
- ▭ IDL Zone
- ▭ NP Zone

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 The data contained in this publication is Sensitive but Unclassified (SBU) and is not releasable under the Freedom of Information Act

## Lookout Locations

Name	ELE	Lat	Long	Notes
Oregon Butte Lookout	8465	45 31.4	115 39.9	Type III, OGE
Sheep Hill Lookout	8405	45 35.4	115 04.9	Wilderness
Green Mnt. Lookout	7227	45 46.3	115 04.5	Type III, Road
Gardiner Lookout	6597	45 58.1	114 45.3	Type III, Wilderness
Shissler Lookout	5375	46 10.3	114 56.5	Type III, Wilderness
Coolwater Lookout	6929	46 09.4	115 27.8	Type III
Indian Hill Lookout	6816	45 59.8	115 14.1	Type III
Walde Lookout	5221	46 14.74	115 38.07	Type III
Wietas Butte Lookout	5967	46 33.8	115 26.4	Type III
Chair Point	6951	46 28.8	116. 13.1	
Coral Hill	5985	45 58.1	115 49.1	
Pilot Knob	7135	45 54.6	115 42.8	
Black Mtn Lookout	7077	46 52.73	115 33.12	Type III, OGE
Osier Ridge Lookout	6115	46 49.7	115 00.9	Type III
Diablo Lookout	7461	46 17.8	114 37.0	Type III, Wilderness

# Local Fire Size Up

Fire Name: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_ IC: \_\_\_\_\_ Repeater: \_\_\_\_\_

Township: \_\_\_\_\_ Range: \_\_\_\_\_ Section: \_\_\_\_\_ ¼ ¼ Section: \_\_\_\_\_

Lat: \_\_\_\_\_ Long: \_\_\_\_\_

Size (Acres): \_\_\_\_\_ Elevation: \_\_\_\_\_ Aspect: \_\_\_\_\_

Spread Rate:                    fast    moderate    slow

Slope Position (by 1/3):    upper    middle    lower

Slope %:    0    5    10    15    20    25    30    35    40    45    50

Fuel: duff grass shrub slash ppine dfir lppine spruce sbalpn other \_\_\_\_\_

Fuel Loading: light    moderate    heavy

Wind Direction: \_\_\_\_\_ Wind Speed: \_\_\_\_\_

Smoke Color: blue white gray brown black

Smoke Volume: light    moderate    heavy

Fire Behavior: smoldering creeping running run/spot torching crowning torch/spot

Flame Length: 0-2    2-4    4-6    6-8    8-10    10-12

Cause: lightning human other: \_\_\_\_\_

Hazards: snags helicopters structures etc.

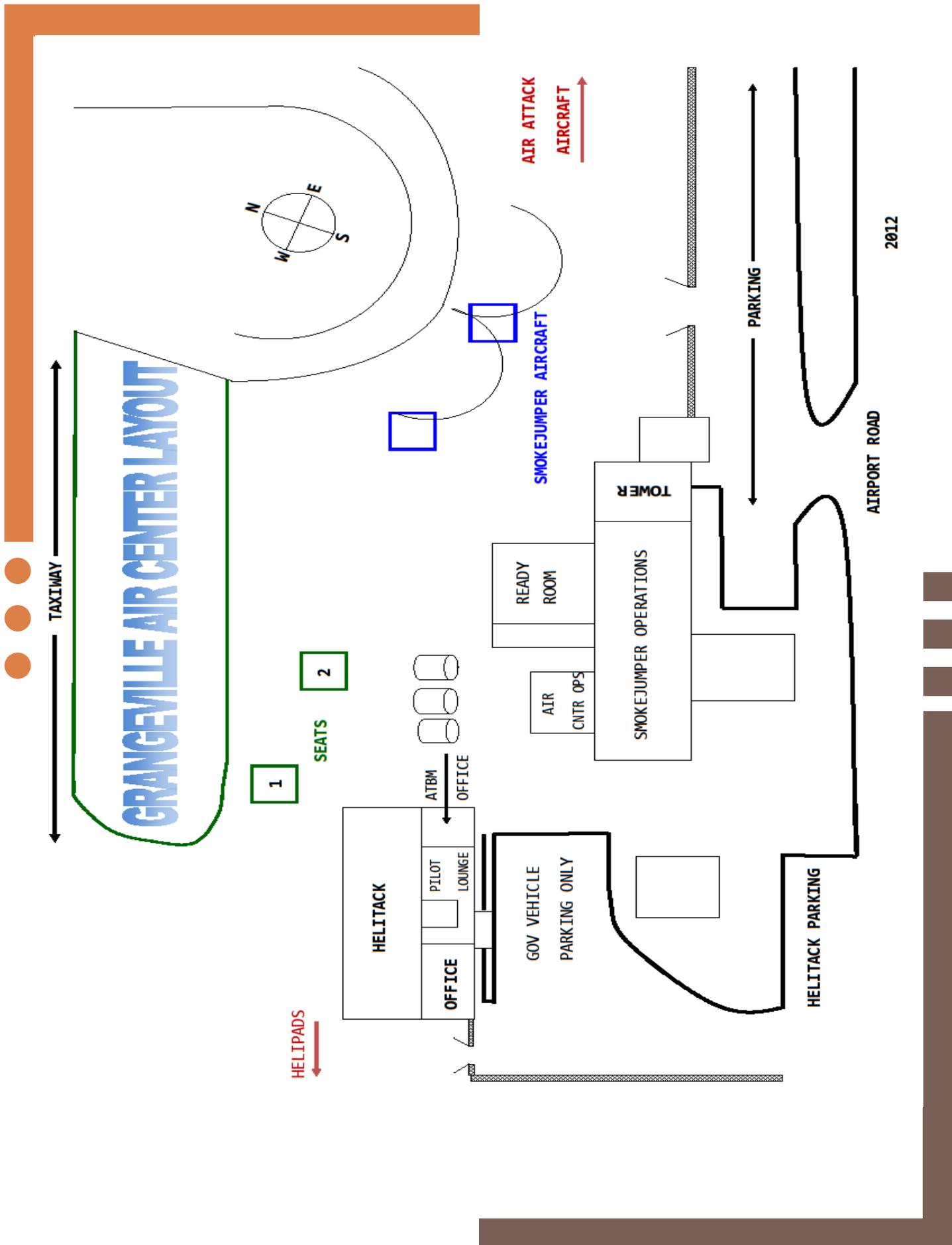
Spread Potential: none    low    moderate    high    extreme

Do you have any check marks on the complexity analysis?    Yes    No

\_\_\_\_\_

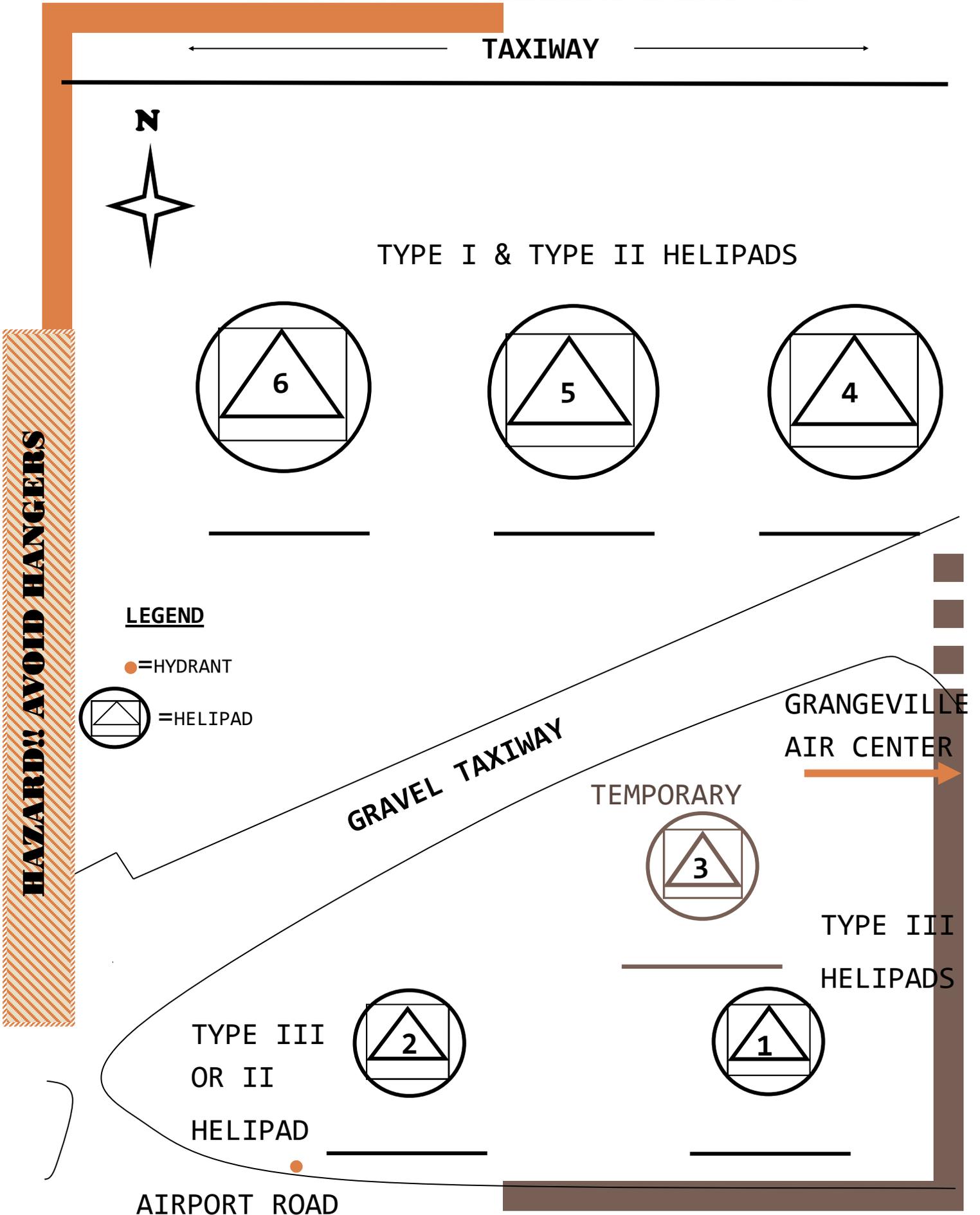
Special Needs (Additional Resources, Spot Weather, etc) : \_\_\_\_\_

\_\_\_\_\_



2012

# GRANGEVILLE HELIBASE LAYOUT



## GRANGEVILLE AIRPORT PATTERN

- ◆ All fixed-wing aircraft are expected to fly the standard left hand pattern at Grangeville, announcing downwind, base and final on Unicom Frequency 122.8. Rotor-wing aircraft should cross the airfield at the middle of the runway, announcing intentions on 122.8 and make a straight in approach to their destination. This is important from a safety standpoint. Any Forest Service aircraft that cuts someone out of the pattern or is discourteous in any way causes us a serious public relations problem as well. Please be sensitive to this.

## BACK COUNTRY AIRSTRIPS



- ◆ Be aware, we have special requirements for missions into our backcountry strips that include currency on that strip in addition to other requirements. The Zone Aviation Officer or the Dispatch Office can fill you in on specific requirements (they are listed in the Forest Aviation Management and Safety Plan. Most backcountry landings will be scheduled for early morning or late afternoons. This is based on lower temperatures and lighter winds during that part of the day. Be alert for other traffic and announce your intentions on 122.9 when flying near back country strips.

## OTHER FLIGHT HAZARDS

- ◆ Microwave and radio towers
- ◆ Power lines (active or inactive across many local rivers) Conduct High Level recon!!!
- ◆ Lookout towers, Large Birds, Unmanned aerial systems, High winds, snags, mountainous terrain and other GA aircraft.

## RETARDANT USE NEAR WATERWAYS

- ◆ **Waterway defined: "Any body of water including lakes, rivers and ponds whether or not they contain aquatic life."**
- ◆ Avoid aerial application of wild land fire chemicals within 300 feet of waterways. If Occurrence happens, report to dispatch and fill out form NIFC 9210-18 for documentation purposes.
- ◆ Notify GAC Dispatch as soon as practical 208-983-6800

# R-1 QR Forest Maps

Beaverhead Deerlodge Central East  
2013



Beaverhead Deerlodge Central West  
2013



Beaverhead Deerlodge North East  
2015



Beaverhead Deerlodge South East  
2015



Beaverhead Deerlodge South West  
2015



Bitterroot Darby 2015



Bitterroot Stevensville 2015



Bitterroot West Fork 2015



Bitterroot Sula 2015



Bob Marshall North 2012



Bob Marshall South 2012



Clearwater East 2015



Clearwater West 2015



CDA 2013



Custer Ashland North 2016



Custer Ashland South 2016



Custer Beartooth East 2009



Custer Beartooth West 2006



Custer Sioux East 2009



Custer Sioux West 2009



Flathead North 2015



# R-1 QR Forest Maps

Flathead South 2015



Helena West 2006



LC Rocky Mountain North **DRAFT**



Gallatin Central East 2013



**Kaniksu 2011 This QR is disabled**



LC Rocky Mtn South **DRAFT**



Gallatin Central West 2013



**Kaniksu 2011 This QR is disabled**

Kootenai North **DRAFT 2017**



Little Missouri North 2010



Gallatin North East 2013



Kootenai South **DRAFT 2017**



Little Missouri South 2010



Gallatin West North 2013



LC Jefferson East 2017



Lolo Missoula North 2014



Helena East 2006



LC Jefferson West 2017



Lolo Missoula South 2014



# R-1 QR Forest Maps

Lolo Ninemile North 2014



Lolo Superior East 2014



Lolo Ninemile South 2014



Lolo Superior West 2014



Lolo Plains North 2014



Sheyenne National Grassland 2016



Lolo Plains South 2014



St Joe 2015

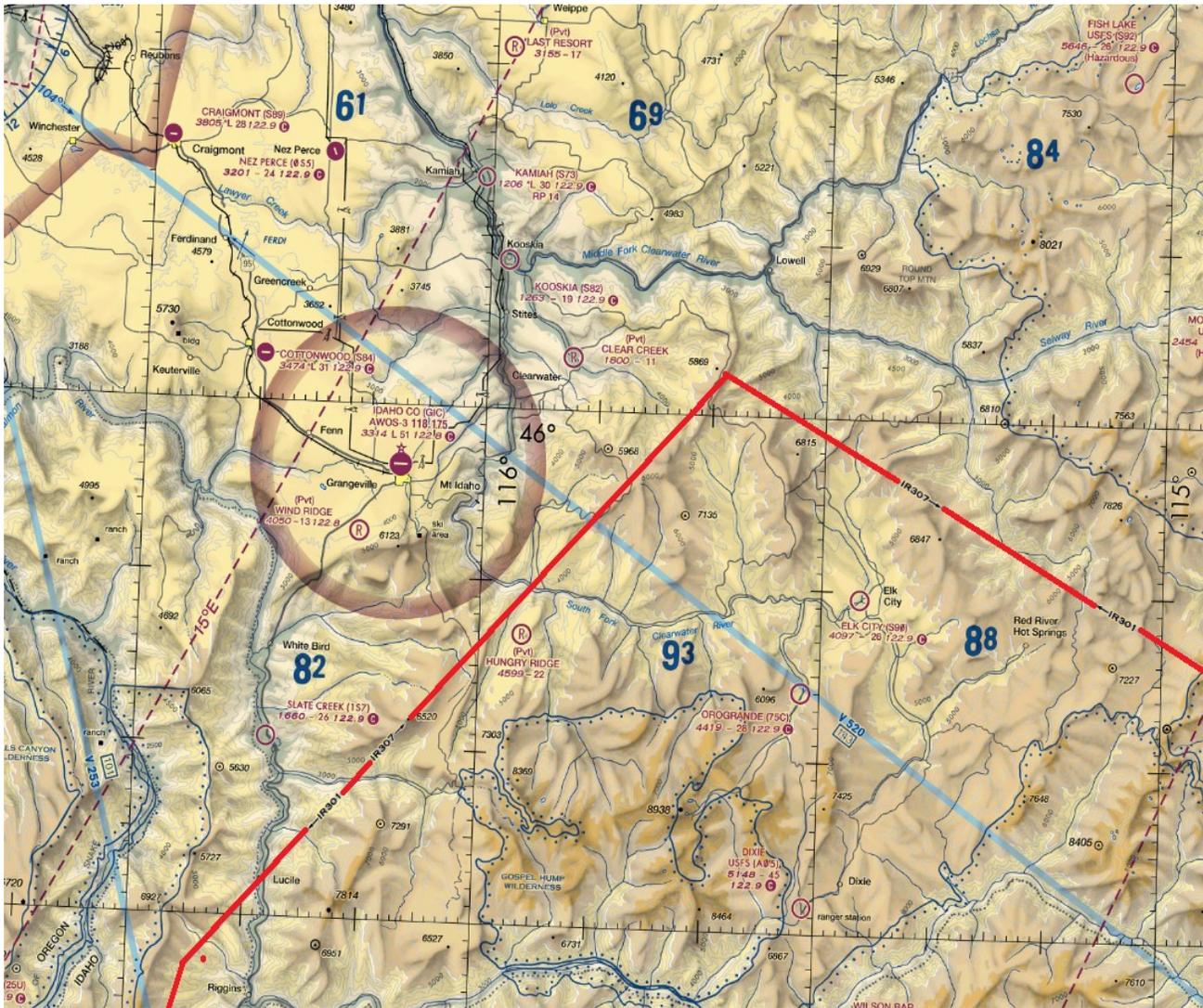


Lolo Seeley Lake East 2014



Lolo Seeley Lake West 2014





**Military Training Route**

IR301-IR307

Contact Grangeville Dispatch to De-Conflict.

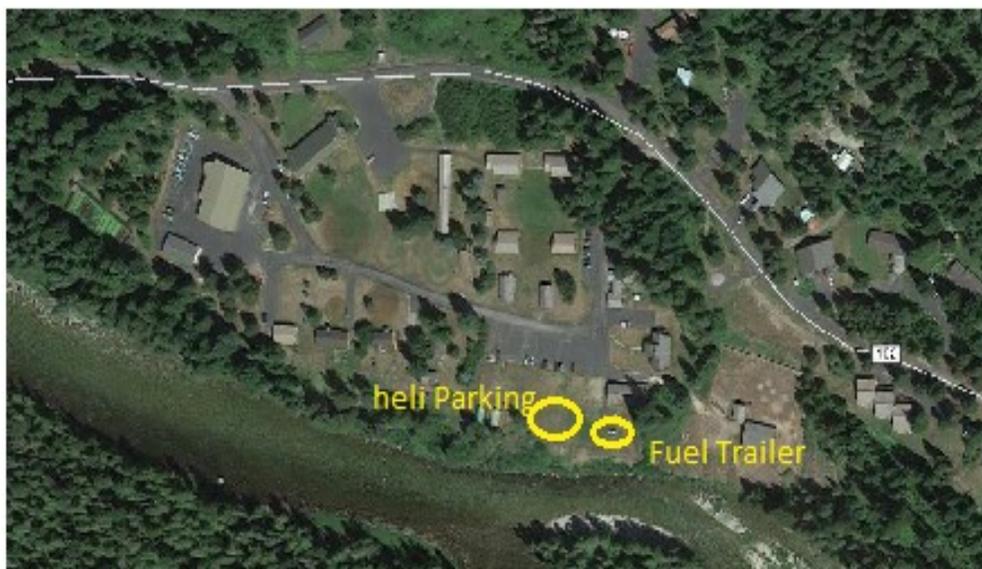
## HELIBASES ON THE CLEARWATER/NEZ PERCE

**Dixie Guard Station** – The Dixie FS Airstrip is available for establishing multiple helipads in times of extended fire operations. There is a 500 gallon Jet A tank on site. Minimal food and lodging on site. N45.31.40 x W115 31.30 ELV.5148



### Powell

**Ranger Station** has a 500 gallon Jet A Fuel Trailer on site. Two Type III landing pads with windsocks are at the Ranger Station. There are 2 landing pads for Type II helicopters at White Sands Helibase, two miles east of the Ranger Station. Food and lodging are available at Powell and Lolo Hot Springs in Montana. N46 30.55 x W114 42.53. ELV 3410



**Musselshell Work Center** – A Type III helicopter and exclusive use crew is assigned. Two grass pads and a windsock are located across the road from the work center. Lodging may be arranged through the local FMO. No other food or lodging is available on site. N46 21.43 x W115 44.56. ELVATION 3185



**Canyon Work Center** has a 500 gallon Jet A Trailer on site. One Type III elevated landing pad with windsock. Lodging may be arranged through the local FMO. No other food or lodging is available on site. N46 50.20 x W115 35.21 ELVATION 1725



**York Helispot.** Located across street from Elk City Ranger Station in Elk City, ID. 2 gravel pads are present. Some lodging available. No Fuel. ELEV. 4010. N45.49.83 x W115.26.07



## Nez Perce/Clearwater Fire Management Zone Helicopter Fueling Site Procedures and Maintenance

USFS Government owned fueling sites on the Zone enhance operational flexibility and can assist in limiting fuel service vehicle movements over vast geographic areas. The intent of the remote fuel sites is to help ensure that Jet-A is available to support fire/resource management activities, as well as search and rescue support. The tanks reduce flight exposure and increase operational effectiveness by keeping aircraft tactically engaged rather than flying extended distances for fuel. They also allow aircraft to keep engaged while their fuel service vehicles are en-route or preclude the need for fuel service vehicles to be dispatched. Management of these sites requires strict adherence to quality control procedures to ensure clean fuel. At the identified sites, each Helitack Crew will be responsible to:

- Provide annual and periodic maintenance and oversight of each Jet-A storage facility on the Forest. Use Form HCM-3 Aircraft Fuel Facility Inspection Log for ongoing inspections. Perform a complete inspection at least monthly or at the time the facility is next utilized, whichever is sooner.
- Ensure each facility has a sufficient amount of fuel at all times. Tanks should be kept at least  $\frac{3}{4}$  to full and all times.
- Keep Grangeville Dispatch advised when tanks will need to be filled.
- Brief contractors about Government fuel. When used, the contractor will be charged at the national average rate (as per the current Flight Rate Chart) and they can expect that their fuel trucks will be utilized to refill the tanks throughout the season as needed. Contractors will be paid for Fuel Service Vehicle mileage.
- Inform the Forest Aviation Officer of any needs, problems, or concerns with the facilities.
- Charges and payments will be recorded **daily** on the pay documents.
- Fuel in tanks that has not been used for two full seasons will be considered for removal. Decision will be based upon number of gallons used/replaced, visual and biological testing and aviation industry Best Practices.

**Helitack Supervisor or assistant will be responsible to open and close their assigned fueling sites and ensure completion of the attached checklist. Upon opening/closing, ensure that the FAO, ATGS, Grangeville Dispatch and both Helitack Bases are notified:**

**Dixie: Lat 45 31.40 Long 115 31.30 Grangeville Helitack**

**Powell: Lat 46 30.53 Long 114 42.53 Musselshell Helitack**

**Canyon: Lat 46 50.20 Long 115 35.21 Musselshell Helitack**

During use, the aircraft pilot is responsible for the actual fueling of the aircraft. The manager must ensure that all use is properly documented in the Log Book, and addressed on the payment document and in the Aircraft Contract Daily Diary.

# GRANGEVILLE AIR CENTER & IDAHO COUNTY

## AIRPORT FUEL FLOW SOP'S

- **THE GRANGEVILLE AIR CENTER HAS AN AGREEMENT (SEE ATTACHED PERMIT) TO ALLOW THE USE OF CONTRACTED VENDORS TO USE THEIR OWN FUEL TRUCKS WHILE AT IDAHO COUNTY AIRPORT. IT WILL REQUIRE EACH AIRCRAFT MANAGER/VENDOR TO KEEP TRACK OF ITS OWN FUEL FLOWAGE , AND SUBMIT THEIR GALLONS PUMPED PRIOR TO LEAVING TO THE AIRPORT MANAGER OR DESIGN-EE. THE FUEL FLOWAGE FEES ARE TO BE DEALT WITH DIRECTLY BETWEEN THE VENDOR AND THE IDAHO COUNTY AIRPORT MANAGEMENT.**
- **HELICOPTER MANAGERS SHOULD NOTE THIS INFORMATION IN DAILY DIARY, FOR INFORMATION PURPOSES.**
- **TRACK USE WITH ACCOUNT CODE AND NUMBER OF GALLONS PUMPED ONTO THE FLOWAGE USE FORM.**
- **ANY QUESTIONS PLEASE CONTACT ANY SUPERVISOR ON THE CONTACT LIST:**

## Contacts

Name	Role	Phone #	Email
<b>Willy Acton</b>	Forest Aviation Officer	208-507-0942	willy.acton@usda.gov
Donnie Vankomen	Airtanker Base Manager		
<b>Jeremy Beeson</b>	Airbase Manager	208-507-1649	jeremy.beeson@usda.gov
Mike Cook	Idaho County Airport Manager		
<b>Norman Lowe</b>	Idaho County Airport Fueling Technician		

### Helispots/Airstrips

<b>(Name):</b>	<b>(Elev.):</b>	<b>(Lat.):</b>	<b>(Long.):</b>	<b>(Notes:)</b>
<b><u>Salmon River District (D-1):</u></b>				
Slate Creek Airstrip 157	1660	45 40.7	116 17.9	Wires, windsock
Island Bar	1750	45 25.3	116 16.8	Type I,IGE, public
Shorts Bar public beach	1781	45 24.85	116 18.00	Type I,IGE, public
Seed Orchard Helibase	1800	45 34.56	116 18.04	Wires,windsock,pad
Florence Helibase	6240	45 31.35	115 59.97	Multiple pads
White Bird Ridge	5108	45 18.81	116 24.18	IGE, Type II,4WD Rd.
Rapid River Fish Hatch.	2150	45 21.3	116 23.4	Wires,permission,TypeIII
<b><u>Clearwater District (D-4):</u></b>				
McComas Meadows	3200	45 53.4	115 55.4	Near Bridge
W. Fork Clear Crk. Pit	3250	46 01.6	115 49.5	Type II, OGE
Lightning Creek Landing	3480	45 55.0	115 56.3	Type I
Mill Creek-Meadow	4600	45 42.4	116 01.8	OGE
Ralph Smith Place	3600	45 50.1	115 52.3	Type I,IGE
<b><u>Red River/Elk City District (D-5/8):</u></b>				
Mullins Airstrip BCS	4299	45 43.3	115 22.2	Windsock
Dixie F.S. Airstrip. A05	5148	45 31.4	115 31.3	Windsocks, JET A
Concord Airstrip	7655	45 35.4	115 40.8	Private property
Mackay Bar Airstrip	2172	45 22.7	115 30.1	Private, Fees
Elk Lake	6640	45 50.56	115 04.79	Type III,S. edge of lake
Magruder R.S.	4000	45 42.2	114 42.6	Type II
Sheep Ranch Airstrip	2100	45 26.3	115 39.9	Private
Elk City Airstrip S90	4097	45 49.4	115 26.3	Windsock
Pilot Knob Lookout	7135	45 54.6	115 42.8	

<b>(Name):</b>	<b>(Elev.):</b>	<b>(Lat.):</b>	<b>(Long.):</b>	<b>(Notes):</b>
<b><u>Moose Creek/Selway District (D-6):</u></b>				
Moose Creek Airstrip 1U1	2454	46 07.7	114 55.3	Windsock
Shearer Airstrip 2U5	2634	45 59.8	114 50.3	Windsock
Cedar Flats	1522	46 05.7	115 32.2	Windsock, Type II
Racetrack	1780	46 02.4	115 17.8	Type I, Narrow Rd.
Johnson Bar	1500	46 06.23	115 33.52	Type I, Campground
Moose Crk.Ranch Airstrip	2300	46 10.53	114.53.24	Wilderness
<b><u>Pierce/Lochsa Districts (D-1/D-5):</u></b>				
Kamiah Airstrip S73	1194	46 13.16	116 00.81	Windsock
Kooskia Airstrip S82	1265	46 08.0	115 58.9	Windsock
Musselshell W.C.	3700	46 21.43	115 44.56	Type II
<b><u>North Fork District (D-3):</u></b>				
Orofino Airstrip S68	1005	46 29.48	116 16.61	Windsock
Clearwater Valley Hosp.	1025	46 29.5	116.15.3	Concrete Pad
Cayuse Airstrip S74	3700	46 40.0	115 04.3	
Canyon W.C.	1747	46 50.20	115 35.21	Windsock, JET A
Kelly Creek W.C.	2737	46 43.13	115 15.65	Windsock, Type II, IGE
Isabella Landing	2000	46 53.49	115 35.47	Type I
<b><u>Powell District (D-6):</u></b>				
Powell R.S.	3400	46 30.53	114 42.53	2 pads, JET A
Plum Creek Pit	3500	46 30.89	114 41.42	4 pads, Private
Fish Lake Airstrip S92	5646	46 19.81	115 03.79	Windsock
Elk Summit G.S.	5756	46 19.8	114 39.0	Type II, IGE
Post Office Gravel Pit	2900	46 28.03	114 59.08	OGE, Type III

## Medical Facilities

Medical Facility	Location	Latitude	Longitude	Elevation	Frequency	Remarks
Syringa General Hospital (Idaho County Airport)	Grangeville, ID 208-983-1700	N 45° 56.459'	W 116° 07.097'	3309'	155.340	No Pad - Land at Idaho County Airport (KGIC) - Coordinates are for KGIC.
Clearwater Valley Hospital	Orofino, ID 208-476-4555	N 46° 29.191'	W 116° 15.576'	1104'	155.340	Pad for Type 3 Helicopter
St. Mary's Hospital	Cottonwood, ID 208-962-3251	N 46° 03.048'	W 116° 21.149'	3554'	155.340	Type 2 - Power lines on North and East side of pad. Dispatch - Call nurse's station direct @ 208-962-2310
St. Joseph's Regional Medical - Level II Trauma Center	Lewiston, ID 208-743-2511	N 46° 25.016'	W 117° 01.449'	888'	Primary 155.340 Secondary 155.280	Roof Top - Type 2 - 9,000 lb. - Dispatch - Call Lead ER nurse direct @ 208-799-6626. Try 208-799-5799 if can't reach nurse direct. State Comm 800-632-8000
Gritman Medical Center	Moscow, ID 208-882-4511	N 46° 43.683'	W 117° 00.056'	2560'	155.340	Roof Top - Type 2 - 12,000lb - Dispatch call ER direct at 208-883-6246
Sacred Heart Medical Center - Level II Trauma Center	Spokane, WA 509-455-3131	N 47° 38.947'	W 117° 24.778'	2034'	155.340	Roof Top - Type 2 - 10,000 lb. - Dispatch call ER direct @ 509-474-3345 or 474-3342
St. Patrick's Medical Center - Level II Trauma Center	Missoula, MT 406-543-7271	N 46° 52.524'	W 113° 59.969'	3207'	155.280	Land on Big Green Shamrock - Room for 3 light helicopters - Dispatch call ER direct @ 406-329-5635
McCall Memorial Hospital (McCall Airport)	McCall, ID 208-634-2221	N 44° 53.841'	W 116° 06.017'	5025'	155.340	NO PAD - Land @ McCall Airport (KMYL) - Land on North Apron near compass rose. Dispatch call 208-634-2221 to advise hospital and initiate

## Local Lodging Facilities

### GRANGEVILLE

Gateway Motel	700 W. Main, Grangeville	(208) 983-2500
Elkhorn Lodge	South 1st and E, Grangeville	(208) 983-1500
Downtowner Inn	113 E. North, Grangeville	(208) 983-1110
Super 8 Motel	801 W.S. 1st St. Grangeville	(208) 983-1002

### WHITEBIRD

Hoots Motel	Highway 95 South, Whitebird	(208) 839-2265
Whitebird Motel	Whitebird	(208) 839-2308

### RIGGINS

Riverview Motel	704 Main, Riggins	(208) 628-3041
Salmon River	1203 S. Hwy 95, Riggins	(888) 628-3025
Bruce Motel	515 Main, Riggins	(208) 628-3005
Best Western Salmon Rapids	US Hwy 95	(208) 628-2743
Riggins Motel	615 S. Main	(800) 669-6739

### LUCILE

Steelhead Inn	Milepost 210 Hwy 95, Lucile	(208) 628-3044
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### COTTONWOOD

The Country Haus	407 Foster, Cottonwood	(208) 962-3391
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### DIXIE

Silver Spur Lodge	Main St. Dixie	(208) 842-2417
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### POWELL

Lochsa Lodge	Powell	(208) 942-3405
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### PIERCE

Pierce Motel	509 S. Main, Pierce	(208) 464-2324
The Timber Inn	2 S. Main, Pierce	(208) 464-2736
Clearwater Hotel & Café	110 S. Main, Pierce	(208) 464-2721

### LOWELL

Lowell Motel & Gas	Lowell	(208) 9268822
Three Rivers Resort	Lowell	(208) 926-4430
Ryan's Wilderness Inn & Cafe	Highway 12, Lowell	(208) 926-4706

### KAMIAH

Clearwater 12 Motel	Highway 12, Kamiah	(208) 935-2671
Sundown	1004 3 <sup>rd</sup> St. Hwy 12, Kamiah	(208) 935-2568
Lewis & Clark Resort	Hwy 12, S of Kamiah	(208) 935-2556

## LOCAL EATING FACILITIES

### GRANGEVILLE

The Depot	Highway 95 North, Grangeville	(208) 983-0176
Hilltop	500 E. Main	(208) 983-1714
Hong Fa	521 W. Main, Grangeville	(208) 983-1701
Palenque Mexican Restaurant	711 W. Main, Grangeville	(208) 983-1335
Pizza Factory	126 W. Main, Grangeville	(208) 983-5555
Oscar's Restaurant	101 E. Main, Grangeville	(208) 983-2106
Subway	179 Greenacres Lane	(208) 983-3054
Taco Johns	Main and Highway 95, Grangeville	(208) 983-7508
Season's	124 West Main	(208) 983-4203

### WHITEBIRD

Hoots Café	Hwy 95, Whitebird	(208) 839-2265
Silver Dollar	Main St., Whitebird	(208) 839-2293
Mac's Bar & Grill	Main St., Whitebird	(208) 839-2277

### RIGGINS

Back Eddy Grill	533 N. Main, Riggins	(208) 628-9233
Summersville Café	106 S. Main, Riggins	(208) 628-3211
Cattlemens	601 S. Main, Riggins	(208) 628-3195
Seven Devils Steakhouse	312 N. Main, Riggins	(208) 628-3351

### PIERCE

Cedar Inn Restaurant & Lounge	412 S/ Main, Pierce	(208) 464-2704
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### KAMIAH

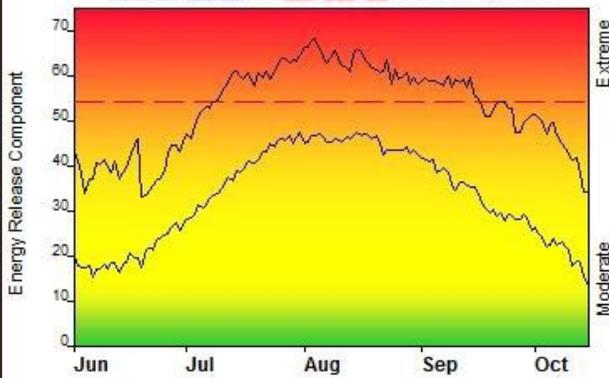
Palenque Mexican Restaurant	501 4 <sup>th</sup> St. , Kamiah	(208) 935-7700
Sacajawea Café	Lewis-Clark RV Park, Kamiah	(208) 935-1958
The Hub	406 Main, Kamiah	(208) 935-1670
Hearthstone	502 Main, Kamiah	(208) 935-1912
Pizza Factory	814 Highway 12, Kamiah	(208) 935-2134

### COTTONWOOD

The Hang Out	1 West Main, Cottonwood	(208)-962-7383
The County Haus	407 Foster Ave, Cottonwood	(208) 962-3391

### FIRE DANGER -- Uplands > 3000ft

Maximum, Average, and 90th Percentile, based on 20 years data



### Fire Danger Area:

- ◆ ID-NCF > 3000ft
- ◆ Fire Wx ID Zone's 102/103
- ◆ Uplands SIG
- \* Meets NWCG Wx Station Standards

### Fire Danger Interpretation:

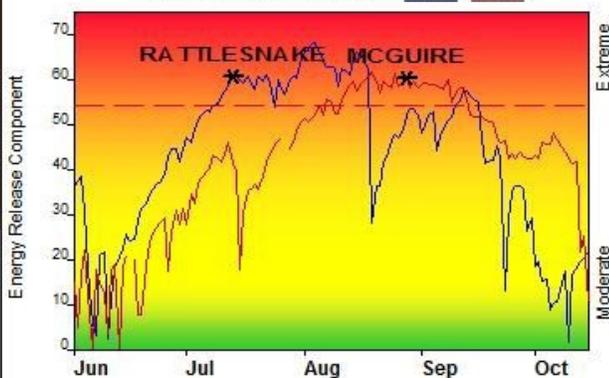


- EXTREME** -- Use extreme caution
- (Caution)** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

- Maximum** -- Highest Energy Release Component by day for 1994 - 2013
- Average** -- shows peak fire season over 20 years (2735 observations)
- 90th Percentile** -- Only 10% of the 2735 days from 1994 - 2013 had an Energy Release Component above 54

**Local Thresholds - Watch out:** Combinations of any of these factors can greatly increase fire behavior:  
**20' Wind Speed** over 20 mph, RH less than 20%,  
**Temperature** over 80, **1000-Hour Fuel Moisture** less than 10

### Years to Remember: 2007 2012



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

### Remember what Fire Danger tells you:

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

### Past Experience:

Problem fires in this area are often in FM 10 with heavy fuel loading and high potential for torching, spotting and crowning. Beware of the profuse spotting potential of sub-alpine fir. Fire will spread down hill faster than anticipated at night when thermal belts are present. Beetle killed stands will exhibit extreme fire behavior beyond anything you may have ever experienced. Both the 2007 Rattlesnake (102,000 ac) and 2012 McQuire Fires (43,577 ac) exhibited rapid fire spread over 5,000 acres in one burn period. Both fires had extreme fire behavior (FL > 20 ft) with sustained crown fire runs during drought conditions.

Uplands SIG RAWS are: Moose Creek (101028), Powell (101031), Red River (101045)

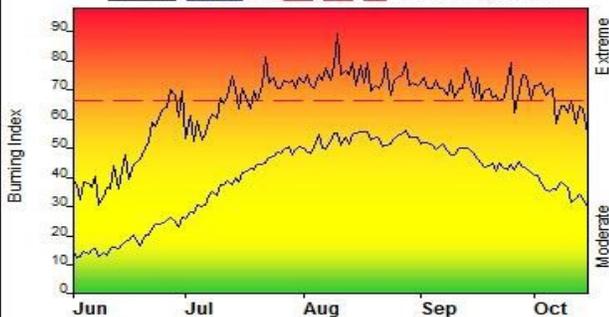
Responsible Agency: USFS-NCF

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Design by NWCG Fire Danger Working Team

### FIRE DANGER -- River Breaks < 3000ft

Maximum, Average, and 90th Percentile, based on 20 years data



### Fire Danger Area:

- ◆ ID-NCF < 3000 ft
- ◆ Fire Wx ID Zone's 102/103
- ◆ Slate Creek RAWS 101037
- \* Meets NWCG Wx Station Standards

### Fire Danger Interpretation:

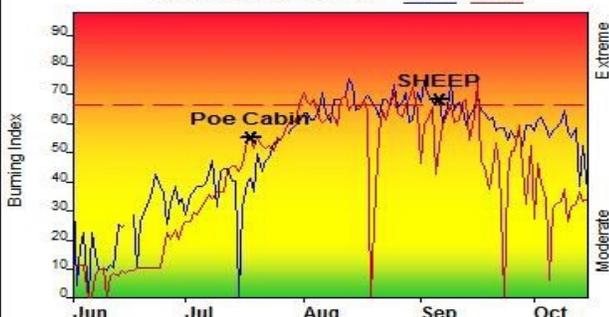


- EXTREME** -- Use extreme caution
- (Caution)** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

- Maximum** -- Highest Burning Index by day for 1994 - 2013
- Average** -- shows peak fire season over 20 years (2691 observations)
- 90th Percentile** -- Only 10% of the 2691 days from 1994 - 2013 had an Burning Index above 66

**Local Thresholds - Watch out:** Combinations of any of these factors can greatly increase fire behavior:  
**20' Wind Speed** over 15 mph, RH less than 20%,  
**Temperature** over 80, **Burning Index** over 40

### Years to Remember: 2012 2007



Fuel Model: C - Pine-Grass Savanna

### Remember what Fire Danger tells you:

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

### Past Experience:

FM2 dominates the River Breaks below 3000ft. Flash fuels, steep slopes and rolling material aid rapid fire growth that will surprise you. BI of 40 equates to a 4' flame length and handtools may become ineffective. Steep slopes can make escape routes difficult. Consider indirect attack to nearest "best" ridge to increase safety margin and success probability. Both the 2012 Sheep (48,626 ac) and 2007 Poe Cabin (58,520 ac) Fires exhibited rapid upslope fire spread (ROS > 350 ch/hr) with FL > 12' on slopes 50% to 70%.

Responsible Agency: USFS-NCF

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