Black Hills National Forest Fire Management

Visitor Briefing Packet

2021

BLACK HILLS NATIONAL FOREST FIRE MANAGEMENT

VISITOR BRIEFING
2021

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This packet is intended to familiarize you with this organization and the local operating procedures. Contained within this packet is information relating to:

The Black Hills N.F. Fire Management Visitor Briefing booklet is **comprised of information pertaining only to the (USFS) Black Hills N.F.** *This booklet **does not** include other federal or state agency information.*

The *Great Plains Dispatch* provides support for the following units:

- <u>U.S. Forest Service, Black Hills National Forest</u>
    Bearlodge Ranger District
    Hell Canyon Ranger District
    Mystic Ranger District
    Northern Hills Ranger District
    Black Hills Supervisors Office

- <u>National Park Service</u>
    Mount Rushmore National Memorial
    Jewel Cave National Monument
    Wind Cave National Park
    Badlands National Park
    Devils Tower National Monument

- <u>State of South Dakota Wildland Fire Division</u>
- <u>Wyoming State Forestry Division</u>
- <u>Bureau of Indian Affairs (BIA)</u>
- <u>U.S. Bureau of Land Management (BLM)</u>
- <u>(FWS) U.S. Fish & Wildlife Service</u>
- <u>U.S. Forest Service, Nebraska Forest Service</u>
- <u>State Division Nebraska Forest Service</u>
- <u>Nebraska Emergency Management Agency</u>

Black Hills National Forest S.O. Fire Organization
Contact List 2021

Forest FMO — Jason Virtue

- Forest AFMO — Jared Hohn
- Aviation Officer — Kevin Merrill
  - Helitack Supt. — Corey Lewis
    - Helitack Capt. — Frank Haines
      - Helitack Lead Crewmember — Matt Esser
  - Air Tanker Base Manager — Gordon Schafer
    - Asst. Air Tanker Base Manager — Jarrod Hattervig
- Fire Planner — Amy Ham
- Hotshot Supt. — David Zortman
  - Hotshot Capt. — Josh Ball
    - IHC Squad Leader — Doug Kanesky
      - Lead Firefighter — Alex Keller
      - Lead Firefighter — Mitchell Rothlutner
  - Hotshot Capt. — Kurt Bassett
    - IHC Squad Leader — Cris Machado
      - Lead Firefighter — Brennan Witt
      - Lead Firefighter — Mike Marshall
- GPC Dispatch Manager — Andy Solvie
  - GPC Asst. Dispatch Manager — Leith McAuley
    - FS Lead Dispatcher — Matthew Karges
      - IA Dispatchers
- Job Corps AFMO — Robert Cota
  - Job Corps Assistant — Kevin Argueta

		OFFICE # / CELL PHONE #
Forest FMO/Chief One	Jason Virtue	(605) 673-9261 / (605) 673-1926
Forest AFMO/Chief Two	Jared Hohn	(605) 673-9368 / (605) 673-7935
Great Plains Dispatch Center Manager	Andy Solvie	(605) 399-3199 / (605) 381-7397
Great Plains Dispatch Asst. Center Manager	Leith McAuley	(605) 399-3175 / (605) 381-7124
Aviation Officer	Kevin Merrill	(605) 673-9270 / (605) 222-3883
Helitack Supt.	Corey Lewis	(605) 673-4892 / (605) 673-1589
Helitack Capt.	Frank Haines	(605) 673-4892 / (605) 517-0832
Tatanka Hotshot Superintendent	David Zortman	(605) 673-5965 / (605) 673-1138
Airtanker Base Manager/Branch Five One	Gordon Schafer	(605) 393-2533/ (605) 673-8911
Asst. Airtanker Base Manager	Jarrod Hattervig	(605) 393-2533 /
Box Elder Job Corps AFMO	Robert Cota	(605) 626-9182 / (605) 673-7935

Northern Hills/ Bearlodge Ranger District Fire Organization
Contact List 2021

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Northern Hills District Ranger
Steve Kozel
    │
North Zone FMO
Chris Zoller
    ├── Northern Hills AFMO
    │   Trevor Papanfuss
    │       ├── Engine 381 / Chip Harris ── IA Resources
    │       └── Crow Peak WFM / Ben Dempsey ── IA Resources
    ├── Bearlodge AFMO
    │   Adam Ziegler
    │       ├── Engine 411 / Vacant ── IA Resources
    │       └── Engine 611 / Don Doten ── IA Resources
    ├── North Zone Fuels AFMO
    │   Brian Rafferty
    │       └── Fuels Tech 8 / John Snyder
    └── Bearlodge Fuels AFMO
        Josh Hoffmann
            └── Fuels 1 / Vacant
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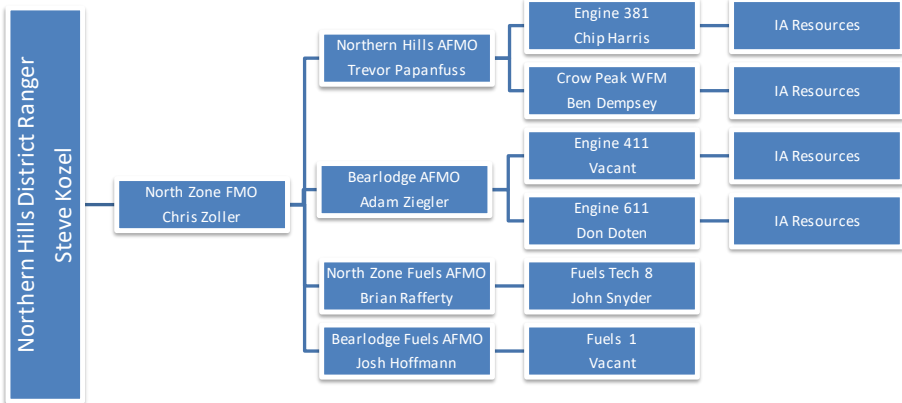
		OFFICE # / CELL PHONE #
North Zone FMO/Division One	Chris Zoller	(307) 283-1361 / (605) 641-5544
Bearlodge AFMO/Battalion One	Adam Ziegler	(307) 283-1361 / (605) 517-9233
Bearlodge Fuels AFMO/Battalion One-One	Josh Hoffmann	(307) 283-1361 / (605) 440-7237
Northern Hills AFMO/Battalion Eight	Trevor Papenfuss	(605) 443-3061 / (307) 290-0881
Northern Hills Fuels AFMO/Batt. Eight One	Brian Rafferty	(605) 642-4622 / (605) 6410730
Engine 381/ E-Three Eight One	Chip Harris	(605) 443-3064 / (605) 641-0885
Crow Peak WFM	Ben Dempsey	(605) 443-3065 / (406) 670-6936
Engine 411/ E-Four One-One	Vacant	
Egine 611/ E-Six One-One	Don Doten	(307) 283-1361 / (307) 290-0884
Fuels Tech/ Fuels Eight	John Snyder	(605) 443-3069 / (307) 290-0883
Fuels Tech/ Fuels One	Vacant	

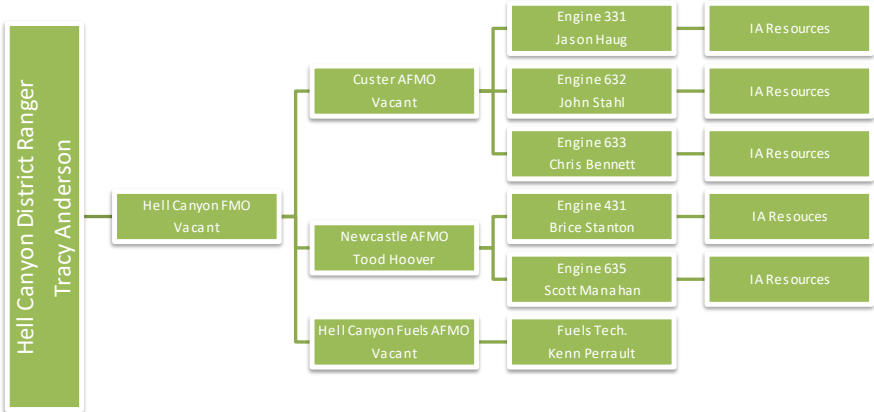# Mystic Ranger District Fire Organization
Contact List 2021

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Mystic District Ranger          Rapid City AFMO        Engine 361          IA Resources
Jim Gubbels                     Tom Roerick            Wayne Yanders

                  Mystic FMO                            Engine 663          IA Resources
                  Josh Morgan                           Adam Von Eye

                                Hill City AFMO          Engine 466          IA Resorces
                                Jeremy Dalman           Brandon Sanchez

                                                        Engine 664          IA Resources
                                                        Corey Fisher

                                Mystic Fuels AFMO       Fuels 6
                                Vacant                  Matt Daigle
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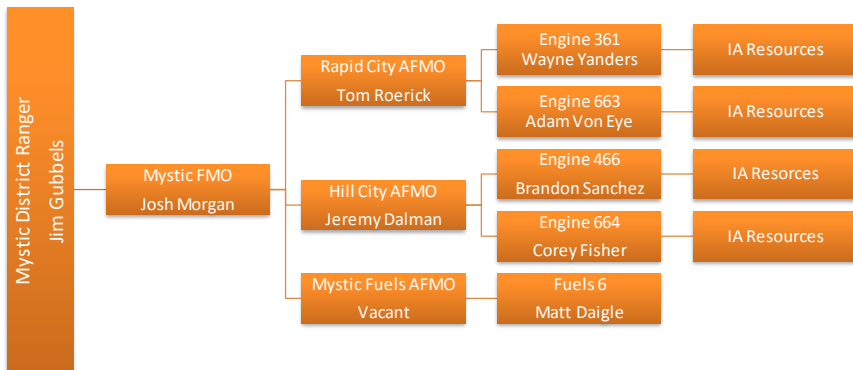
		OFFICE # / CELL PHONE #
Mystic FMO/Division Six	Josh Morgan	(605) 716-2081 / (605)673-7958
Mystic Rapid City AFMO/Battalion Six One	Tom Roerick	(605) 716-1886 / (406) 451-6132
Mystic Hill City AFMO/Battalion Six Two	Jeremy Dalman	(605) 574-2827/ (605) 415-7565
Mystic Fuels AFMO/Battalion Six Three	Vacant	
Engine 361/ E-Three Six One	Wayne Yanders	(605) 716-2079 / (605) 431-1688
Engine 663/ E-Six Six Three	Adam Von Eye	(605) 716-1985 / (605) 430-0460
Engine 466/ E-Four Six-Six	Brandon Sanchez	(605) 574-2481 / (605) 517-0028
Engine 664/ E- Six-Six Four	Corey Fisher	(605) 574-2359 / (530) 990-3016
Fuels / Fuels Six	Matt Daigle	(605) 716-1883 / (413) 427-2556

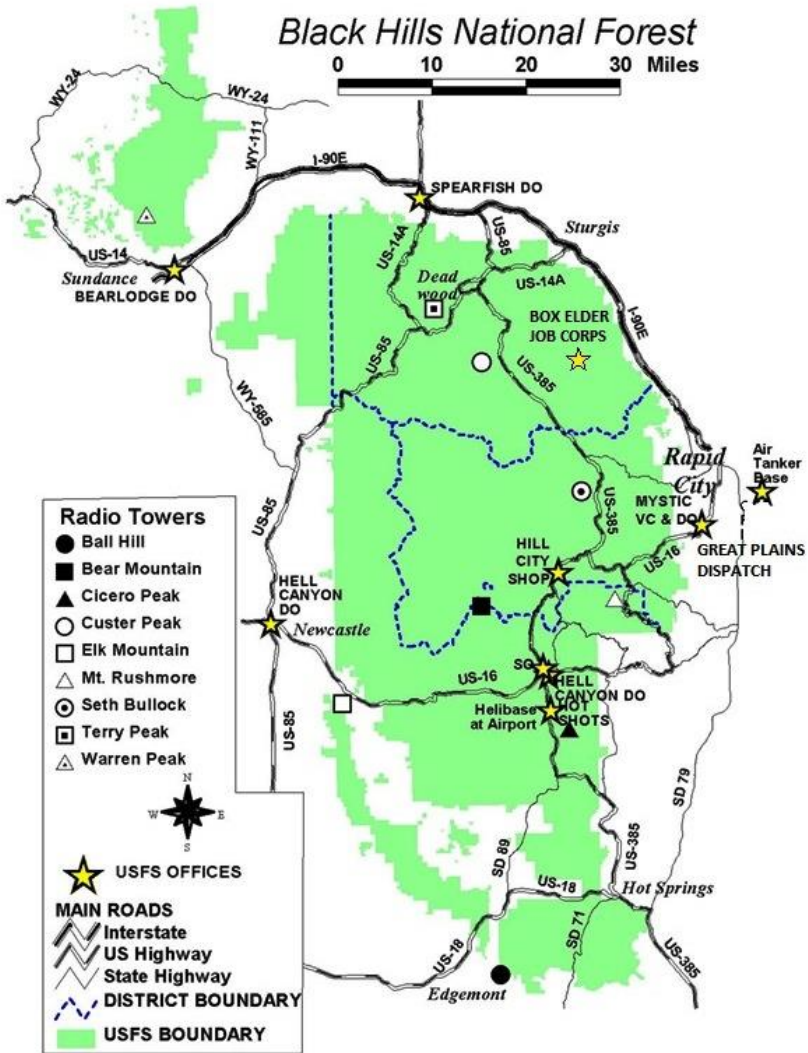# Hell Canyon Ranger District Fire Organization
Contact List 2021

			Engine 331 Jason Haug	IA Resources
Hell Canyon District Ranger Tracy Anderson	Hell Canyon FMO Vacant	Custer AFMO Vacant	Engine 632 John Stahl	IA Resources
			Engine 633 Chris Bennett	IA Resources
		Newcastle AFMO Tood Hoover	Engine 431 Brice Stanton	IA Resouces
			Engine 635 Scott Manahan	IA Resources
		Hell Canyon Fuels AFMO Vacant	Fuels Tech. Kenn Perrault	

OFFICE # / CELL PHONE #

Role	Name	Phone
Hell Canyon FMO/Division Three	Vacant	
Custer AFMO/Battalion Three One	Vacant	
Newcastle AFMO/Battalion Three Two	Todd Hoover	(307) 746-3889 / (307) 746-8785
District Fuels AFMO / Battalion Three Three	Vacant	
Engine 331/E-Three Three One	Jason Haug	(605) 673-9370 / (605) 673-1512
Engine 632/E-Six Three Two	John Stahl	(605) 673-9379 / (605) 673-7931
Engine 633/E-Six Three-Three	Chris Bennett	(605) 673-9367 / (605) 673-9071
Engine 431/E-Four Three One	Brice Stanton	(307) 746-3860 / (605) 673-9071
Engine 635/E-Six Three Five	Scott Manahan	(307) 746-2782 / (307) 746-8114
Fuels 31/Fuels Three One	Kenn Perrault	(605) 673-9364 /

Black Hills National Forest

0   10   20   30   Miles

WY-24
WY-24
WY-111
I-90E
SPEARFISH DO
Sturgis
US-14A
US-85
US-14
US-14A
Sundance
BEARLODGE DO
Dead wood
BOX ELDER JOB CORPS
US-385
I-90E
WY-585
US-85
US-85
Rapid City
Air Tanker Base
MYSTIC VC & DO
US-385
GREAT PLAINS DISPATCH
US-85
HELL CANYON DO
HILL CITY SHOP
Newcastle
US-16
SG
HELL CANYON DO HOT SHOTS
US-16
Helibase at Airport
US-85
SD 79
SD 89
US-385
SD 71
US-18
Hot Springs
US-18
US-385
Edgemont

Radio Towers
- ● Ball Hill
- ■ Bear Mountain
- ▲ Cicero Peak
- ○ Custer Peak
- □ Elk Mountain
- △ Mt. Rushmore
- ◉ Seth Bullock
- ▣ Terry Peak
- △ Warren Peak

★ **USFS OFFICES**

MAIN ROADS
- Interstate
- US Highway
- State Highway
- - - DISTRICT BOUNDARY
- USFS BOUNDARY

N W E S

DISPATCH OPERATIONS

General

Great Plains Dispatch is staffed 7 days a week during the fire season.
Normal operating hours are 0800-1630/0800-1800 during fire season.

Location:

Great Plains Dispatch is located on the Mystic Ranger District Campus on Mt Rushmore Rd, south of Rapid City.
Address:

>8123 Mt Rushmore Rd.
>Rapid City, SD 57702

Great Plains Dispatch Contact Phone Numbers:

Dispatch Center (Toll Free)	1-800 275-4955
Dispatch Center (24 hours)	1-800-275-4955 or (605) 399-3160
Dispatch Center (fax)	(605) 343-5075

The dispatch center handles all initial attack dispatching at the facility in Rapid City. All radio communications are directed to *Great Plains Dispatch*. All resource requests are processed by *Great Plains Dispatch* (Overhead, Crews, Equipment, Supplies, and Aircraft). If a fire escapes initial attack, *Great Plains Dispatch* will arrange for supporting the incident. If an incident requires an Overhead Team (Type 1-3) then *Great Plain Dispatch* will order it. Unless the situation warrants a different arrangement, Expanded Dispatch will be located at the Rapid City facility.

Expanded Dispatch Numbers:

Supervisor:	605-399-3186 and 3187
Overhead:	605-399-3177, 3178 and 3178
Crews:	605-399-3182 and 3183
Equipment:	605-399-3180 and 3181
Supplies:	605-399-3184 and 3185
Buying Team:	605-399-3189, 3190, 3191, 3192 and 3193
Fax:	605-343-1018, 1084, 5026 and 5032

All tactical aircraft orders (airtankers, helicopters, smoke jumpers, etc.) will be placed with Great Plains Dispatch. Requests will be filled on a first come first served basis unless multiple incidents require the establishment of priorities. In such instances, the Dispatch Center Manager (or acting) will consult with the appropriate agency representative or local Multi-Agency Coordinating Group (LMAC) if multiple agencies are involved. Until the meeting or conference call can occur, priorities will be established according to policies and procedures set forth in the National Mobilization Guide.

Expectations

➢ If you are a government employee (including hand/engine crews) you are expected to be self-sufficient and be on per diem. If this is a problem please see your supervisor immediately.

➢ AD rate employees are entitled to per diem. If you are not able to take care of your motel or meals notify your supervisor so that arrangements can be made.

➢ AD rate employees will need their supervisor to sign their time. The unit that did the hiring processes all time and travel. (i.e.: If you were hired by Big Bend National Park in Texas, then you need to take your documents to them for payment).

➢ If you are a field resource, be prepared to camp out (tent, sleeping bag, and personal gear bag).

➢ If you are staying in a motel, **you must take your belongings with you each day!** There is no guarantee you will be back to the same location every night. This is strictly dependent upon where the activity is occurring in the area. Make sure you let dispatch and the FMO know what motel you are staying at for after hour's dispatches.

➢ Upon checking in/briefing you will be provided maps of the area. Please return them when you are released.

➢ Be respectful and courteous in and around the communities. You are a reflection of this organization while working here.

➢ Any criminal activity or disturbances will be investigated and will result in immediate release and/or possible law enforcement action.

➢ It is your responsibility to keep track of your time on a CTR (Crew Time Report) or an OF-288 (Red Devil) then have the District/Zone FMO sign prior to your release. There are fax machines in every district office that can be used to fax home timesheets.

➢ If you need a radio programmed please see the FMO that you are assigned to, Dispatch doesn't have the equipment to clone or program radios.

➢ All resources are expected to be at or call into the daily briefing (unless on a fire). During extended staffing, check with your FMO about the correct briefing time.

➢ Fire weather is broadcast via the radio daily at 0930/1030 and 1530/1630 (time may depend on what zone you are in). When Red Flag Warning are read by GPC all resources in the field are expected to acknowledge hearing the weather, either by cell phone or radio back to dispatch.

➢ During your stay here you are encouraged to continue with your physical training (PT's).

➢ Upon checking in, your FMO will ask and document your last days off to ensure that work/rest guidelines are being met. Your redcard will also be checked and photocopied and provided to the AFMO/Operations.

➢ Enjoy your stay and if you have any questions do not hesitate to ask.

Initial Attack Operations/Protocol

● Initial attack dispatching will be based on the closest forces concept, irrespective of agency boundaries.

● Dispatch will mobilize initial attack resources according to established runcards as developed by agency FMO's and the Great Plains Operations Committee, for the response zone where the fire is reported.

● The Incident Commander will order, cancel, or release resources as deemed appropriate through GPC. All resource ordering must be coordinated through the assigned Incident Commander.

● GPC will notify the primary Duty Officer first and after a location of the incident has been established by the IC. Then the Jurisdictional Duty Officer will be notified if necessary in accordance with the respective state agreements.

● The Jurisdictional Duty Officer (officers in the event of more than one jurisdiction), once identified, can invoke jurisdictional prerogatives related to management of the incident. The Jurisdictional Duty Officer(s) will interface with the initial attack IC and one another (dual jurisdiction) at the time that such prerogatives are exercised.

● VFD and Municipal resources can be considered part of the initial response (i.e. 911 Dispatched) if so noted on the runcard.

● When GPC is not in operation, the primary duty officer will be contacted to determine the appropriate response levels for initial attack.

● Resource statusing will be completed and submitted to GPC on a daily basis (April 1st through October 31st). Times of severity or inclement weather may alter this need one-way or the other.

● Duty Officers will review on a daily basis their unit's staffing sheets to ensure the availability of Type 4 and Type 3 Incident Commanders as identified on runcards, and identify on daily staffing sheet to GPC.

● GPC is allowed to assign command frequencies in coordination with the Incident Commander.

● All participating agencies/units will use the Great Plains Incident Organizer for continuity in reporting size-up information and spot weather requests. (You will receive the Great Plains Incident Organizer at your in-briefing.)

Continued….

⚫ The Great Plains Incident Organizer/Initial Attack Size-Up documentation is the responsibility of the initial attack Incident Commander and will be made available to the jurisdictional agency for reporting purposes.

⚫ Initial attack resources are to maintain communications with the dispatch center at all times. Check in with dispatch via the radio when leaving the station, changing locations, arrival on scene, departure from scene, and when arrived back in station. Cell phone notification is permitted in those cases where the frequencies are busy.

⚫ Report all fires/smoke to the dispatch center immediately and await further direction. A decision will be made based on set priorities, closest forces, known prescribed fires, etc. **Self-dispatching will not be tolerated!**

⚫ When reporting a fire or upon arrival at scene of a fire, it is imperative to provide dispatch with an accurate legal and/or latitude/longitude in Decimal Degrees Minutes DdM.

⚫ All incidents are assigned an *incident number*. This *incident number* will be provided to the resources responding and will be used in communications referencing the fire (i.e.: "Engine 494 responding to Incident 234". *Do not say*, "We are enroute to the fire"). Be sure to include this number on all pertinent documentation related to the incident (i.e.: Size-up Cards, Unit Logs, etc.).

⚫ Once on scene, ensure the Incident Commander is designated and clear to all resources. Inform dispatch of the IC and when any changes in command are made. As IC, you will name the fire using a geographic reference (try to keep the name short). This name will be relayed to dispatch to determine if the name is suitable (has not previously been used). At that point in time all communications will be done by identifying yourself as the "name of the fire" IC (i.e.: Pinyon Ridge IC).

⚫ While on an incident you should have positive communications with dispatch at all times. Cell phone communications, while not desirable, is acceptable until radio communication problems can be mitigated. If there is a need for a human repeater, assign a resource already on the fire or order one.

⚫ Provide a size-up of the fire to dispatch utilizing the Great Plains Incident Organizer initial response size-up card (available from FMO or AFMO). Use clear text so resources enroute understand the size-up. Use the size-up card to document any hazards and how they were mitigated. Turn in the completed size-up card to FMO or AFMO upon control of the fire.

⚫ Human caused fires require an investigation. Protect point of origin and notify dispatch. Dispatch will notify LEO and FMO.

Continued….

Move-Up, Cover and Backfill

Move-up and cover will be done to temporarily restore initial attack capability within a response zone, when dedicated resources are depleted. Closest resources concept will be used to implement *move-up and cover*. *Move-up and cover* will be done through GPC in consultation with the primary Duty Officers of the affected response zones.

Backfill is a term to describe the augmentation of assigned resources by using resources within the dispatch zone to maintain local initial attack capability. (i.e., detailing resources from out of area for a long duration.) Generally decisions for backfilling will be coordinated through the local MAC.

- Funding for *move-up and cover* resources will be funded by the fire that initiated and precipitated the need. GPC will be responsible for the issuance of the fire code for the funding authorization.
- Resources assigned will be self-sufficient and expected to support the assignment for the time needed.
- Each agency/unit will be responsible for briefing incoming and/or out of area *Backfill* resources, as identified in the Incident Response Pocket Guide

Ordering

Order resources by the type needed, not by name requesting. For example, order a Type 4 engine, do not order E-414. Be specific in what you want (numbers, types, sizes, etc.) Be specific and realistic on the date and time resources/supplies are needed. Consolidate your orders the best you can to eliminate numerous trips to your fire. Give good directions to the reporting site. For requests that are unusual or unique provide justification. Strike teams are not recognized by the dispatch system and those resources need to be ordered separately.

For meals, plan on being self-sufficient for at least the first meal and possibly the second. When ordering meals, order at least a meal ahead (i.e.: in the morning order for dinner). Don't forget to plan for incoming resources.

Continued….

Aircraft

→ When ordering aircraft for your incident, clearly state any values at risk (primary residences, outbuildings, communication sites, resource concerns, etc.) and how long it will take the fire to impact said values (30 minutes, 2 hours, ect.). If rate of spread cannot be determined please give the distance from the fire to the value(s) at risk. This will determine resource allocation and assist with setting priorities.

→ Aircraft assigned to your incident will flight follow with dispatch until positive communication is made with the incident. At that time the aircraft will be flight followed locally with the incident. It is the IC's responsibility to notify dispatch when aircraft arrive on scene and are in contact. It is also the IC's responsibility to notify dispatch when aircraft are departing the incident. This will enable a smooth transition for handing off the flight following responsibilities.

→ If several aircraft are assigned to your incident and it is expected to be a multi-day event, a TFR (Temporary Flight Restriction) should be ordered. If an order for a TFR is not received, dispatch will take the initiative and request a TFR if deemed necessary. The IC will be notified if this occurs.

→ Immediately notify dispatch of any TFR intrusions. If possible provide the aircraft type, color, and tail number. You will also need to file a Safecom.

Demobilization

🔧 If at all possible notify dispatch in advanced of the planned demob of resources on your fire to facilitate reassignments in a timely manner.

🔧 Notify dispatch when resources are leaving the incident and provide an ETA to their destination. **This is very important when dealing with contract resources for payment purposes.**

🔧 The IC is responsible for closing out with resources (signing shift tickets, timesheets, and completing inspections). If you need help doing this, place an order for an EQTR (Equipment Time Recorder) or PTRC (Personnel Time Recorder).

🔧 Provide an AAR (After Action Review) at the end of every incident with all fire resources. Refer to the Incident Response Pocket Guide (IRPG) page 19.

🔧 Initial Response Size-up Cards/ Great Plains Incident Organizer are to be completed by the IC. Blank cards can be obtained from the FMO or AFMO. Completed cards are to be returned to the FMO or AFMO after the fire is called out.

Employee Safety Guidelines
For
Mountain Pine Beetle Mortality Stands

1. The protection of human life is the single, overriding priority while an employee is performing his or her official duties on the Black Hills National Forest.

2. Appropriate Personal Protection Equipment (PPE) will be worn at all times.

3. Vehicles should be parked or camp sites set up in hazardous tree free areas. All vehicles should be equipped with axe, bow saw or chainsaw in case you become trapped by falling trees across roadways.

4. Identify escape routes and safety zones from your work location in the event short-term extreme weather conditions do not permit safe foot, horse or mechanized travel (i.e. ATV, motorcycle) to a safe location.

5. Communication reliability, radio or cell phone, will be checked every two hours. Every individual, crew or party will have at least one form of communication with them at all times.

6. Assessment and abatement of risk for each work site or route through hazardous areas is essential and will be completed to remove or avoid those trees that pose a danger to workers.

7. Weather conditions should be monitored at all times. While working in areas where the snag hazard is extensive, withdrawal from a work site will be considered if the following are present either individually or in conjunction; a) thunderstorms are present in the immediate vicinity, b) wind speeds seem to be strong enough so that when observing tree tops the swaying movement is considerable. **Stronger winds in the tree tops significantly increase the danger of both green and dead trees breaking and falling.**

8. Hazard tree awareness should be included in all applicable JHAs and as a part of every tail-gate safety session (GAR found at) https://ems-team.usda.gov/sites/fs-r02-bknf/safety/_layouts/15/start.aspx#/SitePages/Home.aspx . Further information regarding hazard tree safety and mitigation can be found at the National Safety and Health Team Hazard Tree Safety site https://www.nwcg.gov/hazard-tree-safety-additional-links .

Initial Attack Guidelines
For
MPB Mortality Stands

Due to altered fuel conditions, and in accordance with Forest Land Management and Fire Management Plans for the Black Hills National Forests, the following guidelines may be followed by all personnel during initial attack in areas of mountain beetle mortality.

1.   The protection of human life is the single, overriding priority in every fire management activity. Subsequent priorities will be based on operational risk, values to be protected, human health and safety, and the cost of protection.

2.   At elevated fire danger rating(s), strive to have either air reconnaissance or ground resources on scene within 1 hour of detection, provided LCES has been established. (2014 IRPG Page 22 for additional guidance)

3.   ERC trends should be monitored at all times. Pocket cards are available for each of the five NFDRS RAWS on the forest. The pocket cards are available both on the GPC and RMCG websites as well as available hard copy on each District.

4.   Prior to engagement, reliable radio communication with GPC should be established directly or through a 'human repeater' link. Cell phones may be used, but should be considered a secondary means of non-tactical communication. Communication reliability should be checked frequently (recommended hourly) and a positive Dispatch Center contact will be in place 24/7 when resources are engaged.

5.   While working in areas where the snag hazard is extensive, withdrawal and reassessment should be considered if the following are present either individually or in conjunction; a) thunderstorms are present in the immediate vicinity, b) aggressive fire behavior is observed, and eye level wind speeds exceed 8 mph, or 20 foot winds are predicted to exceed 20 mph prior to containment or if operational risk at the tree or stand level is determined to be unacceptable or unable to be mitigated, or c) rotor wash from helicopters could impact situation.

6.   Evaluated risk and exposure to personnel when engaged in mop up activities and night shift operations.

7.   Consider early development of the appropriate response level of decision support tool (WFDSS) for Agency Administrators, upon completion of a Complexity Analysis.

Meals/Lodging

Restaurant Rules
These rules apply to personnel or crews that need meals provided by local procurement because they are not self-sufficient.

➢ First you need to tell the IC or dispatch center you need meals provided and where you plan on having your meals (what town). A restaurant that we typically utilize in that area will be contacted by the person who is going to purchase the meals. The purchaser/Duty Officer will give you or the restaurant the documentation required (**GPC Meals form and copy of crew manifest with names of personnel written on it "legibly" that will receive meals)**. Bring receipt and supporting documentation back to dispatch or local procurement office. If the receipt, GPC Meals form and manifest are not received before it is time for your next meal – you will go to bed without your dinner!
➢ **No Alcohol** can be purchased!
➢ **Meal Limits:** (All towns in our unit that _are not listed below_ are $55 a day)
➢ **Lodging Rates (excluding taxes)**: $94 for all communities within our unit (_unless posted otherwise below_).

Primary Destination (1, 2)	County (3, 4)	2020 Oct	Nov	Dec	2021 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	M&IE (5)
Standard Rate	Applies for all locations without specified rates	$96	$96	$96	$96	$96	$96	$96	$96	$96	$96	$96	$96	$55
Hot Springs	Fall River / Custer	$101	$96	$96	$96	$96	$96	$96	$96	$129	$129	$129	$101	$71
Rapid City	Pennington	$96	$96	$96	$96	$96	$96	$96	$96	$141	$141	$141	$96	$61
Sturgis / Spearfish	Meade / Butte / Lawrence	$96	$96	$96	$96	$96	$96	$96	$96	$125	$125	$125	$125	$61

For other locations reference this website: www.gsa.gov/perdiem

Remember: You are a reflection of this organization while working here. Be respectful and courteous in and around the communities. We depend on these vendors to provide services to you!

RESTAURANT LIST 2021

CUSTER	SL	B	L	D	Phone #	NEWCASTLE	SL	B	L	D	Phone#
The Custer Wolf			*	*	605-673-9653	Donna's Main Street Diner		*	*	*	307-746-2905
Mt Rushmore Brewery			*	*	605-673-3300	Hi-16 Driver Restaurant		*	*	*	307-746-4055
Begging Burro			*	*	605-673-3104	Isabella's Italian Restaurant			*	*	307-746-3500
Black Hills Burger and Bun			*	*	605-673-3411	The Hop Restaurant		*	*	*	307-746-2958
Bugling Bull			*	*	605-673-4477	Subway			*	*	307-746-3210
Pizza Works			*	*	605-673-2020	Pizza Barn		*	*	*	307-746-2874
Pizza Mill			*	*	605-673-3306	Taco Johns			*	*	307-746-4631
Sage Creek Grille				*	605-673-2424	Howdy Drive Inn		*	*	*	307-746-2167
Subway	*	*	*	*	605-673-2722	RAPID CITY					
Our Place Cafe	*	*	*		605-673-5255	Applebee's Grill			*	*	605-394-0338
Bakers Bakery		*	*	*	605-673-2253	Arby's			*	*	650-341-6022
Skogen Kitchen		*	*	*	605-673-2241	Burger King		*	*	*	
HILL CITY						China Buffet			*	*	605-399-1918
Alpine Inn			*	*	605-574-2749	China Place			*	*	605-399-1965
Maria's Mexican			*	*	605-574-9567	Denny's		*	*	*	605-341-3151
Bumpin Buffalo Grill			*	*	605-574-2471	Firehouse Brewing Co.			*	*	605-348-1915
Silver Dollar Saloon			*	*	605-574-4417	Golden Phoenix			*	*	605-348-4195
Dairy Queen		*	*	*	605-574-4735	KFC			*	*	
Hill City Café		*	*	*	605-574-4582	Mc Donald's		*	*	*	
Subway	*	*	*	*	605-574-9174	Pizza Ranch			*	*	605-791-5255
Slate Creek Grill	*	*	*	*	605-574-9422	Many, many more………………					
Desperados	*	*	*	*	605-574-2959	SPEARFISH					
Hub Cap Diner			*	*	605-574-3800	Applebee's			*	*	605-642-4683
Mangy Moose			*	*	605-574-9502	Steerfish			*	*	605-717-2485
						Subway			*	*	605-642-1277
HOT SPRINGS						Golden Dragon Restaurant			*	*	605-642-2641
Wandering Bison Coffee		*	*		605-745-4044	Millstone Family Restaurant		*	*	*	605-642-4200
Dale's Family Restaurant		*	*		605-745-3028	Lucky's 13		*	*	*	605-642-1582
Big Time Pizza			*	*	605-745-5399	Pizza Hut	*		*	*	605-642-7717
Subway	*	*	*	*	605-745-6611	Culvers			*	*	605-722-4868
Dew Drop Inn			*	*	605-745-7500	STURGIS					
Daily Bread		*	*		605-745-7687	Burger King		*	*	*	605-347-3700
Wooley's		*	*		605-745-6414	China Buffet			*	*	605-347-9340
LEAD/DEADWOOD						Pizza Ranch			*	*	605-347-3400
Creekside		*	*	*	605-578-7740	Jambonz Grill			*	*	605-561-1100
Wild Bill Steakhouse		*	*	*	605-559-2080	Subway	*	*	*	*	605-347-9250
Stamp mill			*	*	605-717-0554	McDonalds		*	*	*	605-347-2798
Cadillac Jack's Restaurant		*	*	*	605-578-1500	Loud American Roadhouse			*	*	605-720-1500
Lewie's Saloon and Eatery			*	*	605-584-1324	SUNDANCE					
Silverado Grand Buffet		*	*	*	605-578-3670	Bearlodge Bakery		*	*	*	307-283-4020
Sled Haus			*	*	605-639-5322	Higbee's Café		*	*	*	307-283-2165
Subway	*	*	*	*	605-584-3993	The Long Horn			*	*	307-283-3644
Pizza Lab			*	*	605-578-9933	Dog Pound Grill			*	*	307-283-3124

Motel List 2021

NAME	PHONE #	PER DIEM RATE	PHYSICAL ADDRESS

CUSTER			
Bavarian Inn	605-673-2802	Refer to pg. 17	855 North 5th Street
Holiday Inn Express	605-673-2500	Refer to pg. 17	433 W. Mt. Rushmore Rd.
Chief Motel	605-673-2318	Refer to pg. 17	120 Mt. Rushmore Rd.
Comfort Inn & Suites	605-673-3221	Refer to pg. 17	301 W Mt. Rushmore Rd.
Super 8 Motel	605-673-2200	Refer to pg. 17	535 W Mt. Rushmore Rd.
Best Western	605-673-2275	Refer to pg. 17	310 W Mt. Rushmore Rd.
HILL CITY			
Best Western Golden Spike Inn	605-574-2577	Refer to pg. 17	106 East Main St.
Comfort Inn	605-574-2100	Refer to pg. 17	12454 Old Hill City Rd.
Holiday Inn	605-574-4040	Refer to pg. 17	12444 Old Hill City Rd.
Super 8 Motel	605-574-4141	Refer to pg. 17	Historic Main St.
HOT SPRINGS			
America Best Value Inn	605-745-4292	Refer to pg. 17	602 N West River Street
Baymont Inn & Suites	605-745-7378	Refer to pg. 17	737 S. 6th St.
USA Stay Hotel & Suites	605-745-4411	Refer to pg. 17	Hwy 18 Truck By-pass
Motel 6	605-745-6666	Refer to pg. 17	541 Indianapolis Ave
Super 8	605-745-3888	Refer to pg. 17	800 Mammoth Street
LEAD/DEADWOOD			
Comfort Inn	605-578-7550	Refer to pg. 17	255 Cliff St. (Deadwood)
Blackstone lodge & Suites	605-584-2000	Refer to pg. 17	395 Glendale Dr. (Lead)
Super 8 Lodge	605-578-2535	Refer to pg. 17	196 Cliff St. (Deadwood)
NEWCASTLE			
Hilltop Motel	307-746-4494	Refer to pg. 17	1121 S. Summit Ave.
Pines Motel	307-746-4334	Refer to pg. 17	248 E. Wentworth
Sage Motel	307-746-2724	Refer to pg. 17	1227 S. Summit Ave.
Auto Inn	307-746-2734	Refer to pg. 17	2503 W. Main Street
Sundowner Motel	307-756-3344	Refer to pg. 17	451 W. Main Street
Fountain Inn	307-746-4426	Refer to pg. 17	#2 Fountain Plaza
RAPID CITY			
Hotel Alex Johnson	605-342-1210	Refer to pg. 17	523 6th Street
My Place Hotel	605-791-5800	Refer to pg. 17	1612 Discovery Cir
Comfort Inn	605-718-4444	Refer to pg. 17	915 E. Fairmont Blvd.
Days Inn	605-348-8410	Refer to pg. 17	1570 N Lacrosse Street
Travelodge	605-343-5383	Refer to pg. 17	2505 Mt Rushmore Road
Holiday Inn	605-355-9090	Refer to pg. 17	645 E. Disk Dr.
Hampton Inn	605-348-1911	Refer to pg. 17	1720 Rapp St.
SPEARFISH			
All Star Travelers Inn	605-642-5753	Refer to pg. 17	517 W. Jackson Blvd.
Days Inn	605-642-7101	Refer to pg. 17	240 Ryan Rd.
Super 8 Motel	605-642-4721	Refer to pg. 17	440 Heritage Rd.
Bells Motor Lodge	605-642-3812	Refer to pg. 17	230 North Main St.
Best Western Lodge	605-642-7795	Refer to pg. 17	540 E Jackson Blvd.
Fairfield Inn & Suites by Marriott	605-642-3500	Refer to pg. 17	2720 1st Avenue
Holiday Inn	605-642-4683	Refer to pg. 17	305 N 27th St.
Quality Inn	605-642-2337	Refer to pg. 17	2725 1st Ave.
STURGIS			
Best Western Inn	605-347-3604	Refer to pg. 17	2431 S Junction Avenue
Holiday Inn Express	605-347-4140	Refer to pg. 17	2721 Lazelle St.
Days Inn	605-347-3027	Refer to pg. 17	2630 Lazelle St.
Iron Horse Inn - Whitewood	605-722-7574	Refer to pg. 17	600 Whitewood Service Rd.
Super 8 Motel	605-347-4447	Refer to pg. 17	2600 Whitewood Service Rd.
SUNDANCE			
Mountain View Campground	307-283-2270	Refer to pg. 17	117 Government Valley rd.
Arrowhead Motel	307-283-3307	Refer to pg. 17	214 E. Cleveland St.
Bear lodge Motel	307-283-1611	Refer to pg. 17	218 E. Cleveland St.
Best Western	307-283-2800	Refer to pg. 17	2719 E. Cleveland St.
Rodeway Mountain Inn	307-283-3737	Refer to pg. 17	26 State Hwy 585

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Weather, Fuels, Fire Behavior

The Black Hills, located near the center of the continent, represent a near perfect semi-arid continental climate modified by a mountainous climate. The results is a blending that is highly variable, largely controlled by cyclonic and anti-cyclonic circulation of air, and comparatively cold winters and warm summers, moderate precipitation, low relative humidity, rapid evaporation, and abundant sunshine.

Weather: Climate is the most important influence on wildland fire frequency, severity, duration and extent. In the Black Hills, precipitation is the most important factor influencing the production of fine fuels that act as a primary fire carrier. Both the timing and amount of precipitation have historically played a role in large wildland fire activity even in post-settlement times. Some of the largest fires in the Black Hills during the 20th century have occurred during dry years. Noted examples are the Rochford burn in 1931 and the McVey burn in 1939. Precipitation in Rapid City in these years was 9.3 and 11.0 inches, respectively, well below the average of 14 inches. Several large fires occurred more recently during a 3-year drought period, 1987-1989, when precipitation ranged from 10.9 to 13.6 inches.

The increased elevation of the Black Hills increases precipitation in favored locations and decreases temperature. Areas in the northern Black Hills average 30 inches per year, while locations in the southern Black Hills average just over 15 inches per year where upslope flow is less common. About two thirds of the precipitation falls during the six warm months. Summer temperatures are warmer than those of the mountains of the west. To complicate matters the Black Hills has a highly variable precipitation pattern, which often results in intense droughts that sometimes last several years.

Terrain on the Black Hills National Forest varies from steep, rugged canyons to rolling pine/grass savannahs.

Fuels: Major fuel types include ponderosa pine, white spruce, aspen, bur oak, and paper birch. The Black Hills support extensive conifer forests in contrast to adjacent mixed grass prairies. Ponderosa pine dominates over 95% of the conifer forest. White spruce is a secondary species of higher and wetter forests in the northern Black Hills. In most areas ponderosa pine is the only tree species present. Paper birch and aspen occupy cool, moist sites throughout the northern half of the Black Hills; often forming dense stands in old burn areas. Bur oak can be found on the northern and eastern fringe of the Black Hills. Other species that may be encountered includes willow, red osier dogwood, water birch, American elm, boxelder, cottonwoods, and mountain ash. True mountain mahogany is the most extensive shrub community in the Black Hills. Other under story shrubs include common juniper, bearberry, russet buffalo berry, red raspberry, American plum, pincherry, western snowberry, eastern hop hornbeam, beaked hazel, serviceberry, rose, and creeping barberry.

<u>Weather, Fuels, Fire Behavior</u>

Many areas occupied with rock have a scattering growth of ponderosa pine. The size and age of these trees is highly variable, but they are generally growing on harsh sites.

<u>Grass</u>:   Grass is usually under an open timber or brush over story. Surface fires that occur in this fuel model consist of grass; in addition to litter and dead-down stem wood from open shrub and over story, which contribute to the fires intensity. There may be stands that contain clumps of fuel that generate higher intensities and may produce some firebrands. Grass on the Black Hills National Forest is considered Fuel Model 2 and in the NFDRS-Fuel Model "V".

Tactical alternatives in grass are varied. Direct attack by engines with wet line (especially if foam capable) is very effective. Burning out from roads is effective if safety zones are present. Direct attack with engines is still a good option along the flanks. A helicopter and/or SEATs are useful tools to support direct or indirect strategies. *Fire behavior information*: Moisture of Extinction 15%, *ROS (ch/h) 35, flame length around 6 feet. (*ROS and FL are representative values under a fine dead fuel moisture of 8%, a mid-flame wind speed of 5 mi/h, and live fuel moisture " if present" is 100%.)

<u>Timber Litter</u>:   Fires will run through the surface litter at a fair rate of spread. Concentrations of dead and down woody material will contribute to possible torching of trees, spotting and crowning. The carrier of fire in this model is primarily loosely compacted pine litter with limited fine herbaceous fuel present. Timber litter on the Black Hills National Forest is considered Fuel Model 9 with ladder fuels and heavy regeneration. With NFDRS 2016 there is no FM for timber litter

Tactical alternatives in timber litter are varied. Direct attack by engines with wet line (especially if foam capable) can be effective. Concentrations of dead-down woody material will contribute to possible torching out of trees, spotting and crowning. Constructing direct hand line can be very effective. A helicopter and/or SEATs are useful tools to support direct or indirect strategies. *Fire behavior information:* Moisture of Extinction 25%, *ROS (ch/h) 8, flame length around 3 feet. (*ROS and FL are representative values under a fine dead fuel moisture of 8%, a mid-flame wind speed of 5mi/h, and live fuel moisture "if present" is 100%.)

<u>Timber</u>:   The fires burn in the surface and ground fuels with greater fire intensity than the other timber litter models. Any forest type may be considered if heavy down material is present; examples are insect- or disease-ridden stands, wind thrown stands. Torching, crowning out and spotting of individual trees are more frequent in this fuel situation, leading to potential fire control problems. A number of timber stands on the Black Hills National Forest are considered Fuel Model "Y" (closed to conifer with heavy dead) because it contains the stand structure and fuel classes that can account for the range of variability found in coniferous forests. The model "Y" is similar to the fire behavior prediction systems Fuel Model 10.

Weather, Fuels, Fire Behavior

Direct strategies are often effective on smaller fires when fire behavior permits. Direct attack is often effective in younger stands due to the lower flame length and rates of spread. Older age stands with lots of dead and down demand more respect and should be approached with caution. Direct line should be well anchored with good escape routes available. Parallel attack in conjunction with burn out can be a viable option. Larger fires call for larger-scale strategies that may include line location to a fuel transition such as younger age stands of ponderosa pine, aspen or to large natural openings and barriers. Be aware of the potential for snags. Trees weakened by fire in the tops or at the root are a potential deadly hazard in both the ponderosa pine and the aspen. Also, a recent wide spread mountain pine beetle epidemic has resulted in numerous ponderosa pine snags across the forest. Fire retardant is also best used on small fires and spots if dropped directly on the fire's edge. Once a transition from a surface to crown fire occurs, direct strategies become less effective and often more dangerous. Retardant use at this point is also ineffective. Large fires in the ponderosa pine often call for landscape strategies. Successful deployment of an indirect strategy usually involves locating lines to a cooler burning fuel transition such as aspen or possibly younger ponderosa pine, or incorporates the use of wide natural barriers. Burnouts in the pine can be difficult to pull off, but if conditions are right and the burnout operation is anchored using an effective line to hold the fire, burnouts can be accomplished. The other side of this dilemma is losing the line under dry conditions due to development of high levels of radiant heat transfer and spotting. ***Fire behavior information:*** Moisture of Extinction 25%, ROS (ch/h) 8, flame length around 5 feet. (*ROS and FL are representative values under a fine dead fuel moisture of 8%, a mid-flame wind speed of 5mi/h, and live fuel moisture "if present" is 100%.)

It is important to note that due to years of wide spread Mountain Pine Beetle Epidemic on the Black Hills National Forest snag stands will vary greatly in level of decay or stability.

EXPECT ACTIVE FIRE BEHAVIOR WHEN THESE CRITICAL LOW POINTS ARE REACHED

Live Fuel Moisture

Ponderosa Pine:	‹ 120%
White Spruce:	‹ 90%
Juniper:	‹ 85%
Sage:	‹ 120%
Grass:	‹ 35 %

Dead Fuel

	Low elevations	High elevations
1000 hour	‹ 10%	‹ 14%
10 hours	‹ 5%	‹ 7%
1 hour	‹ 4%	‹ 5%

Active Fire

Conifer	‹22% RH and +20 MPH winds
Juniper	‹16% RH and +10 MPH winds
Sage	60-100% = ‹30% RH
	100-120% = ‹25% RH
	120-140% = ‹18% RH
	140%+ = ‹14% RH

Pocket Cards

BEARLODGE:

In addition to these pocket cards, updated cards with weekly ERC changes will be handed out during briefings and posted in the ready rooms.
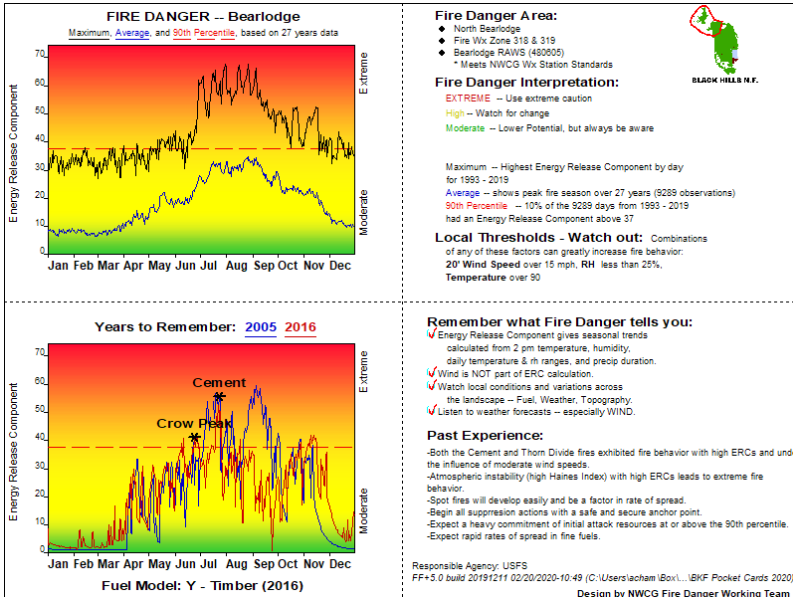
POCKET CARDS CONTINUED:
CUSTER:

In addition to these pocket cards, updated cards with weekly ERC changes will be handed out during briefings and posted in the ready rooms.

POCKET CARDS CONTINUED:
NEMO:

In addition to these pocket cards, updated cards with weekly ERC changes will be handed out during briefings and posted in the ready rooms.
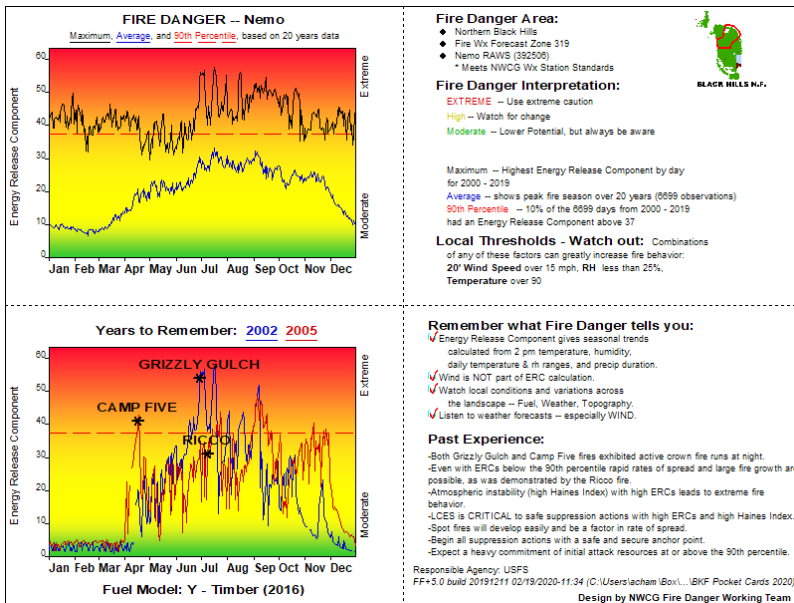
POCKET CARDS CONTINUED:
RED CANYON:

In addition to these pocket cards, updated cards with weekly ERC changes will be handed out during briefings and posted in the ready rooms.

POCKET CARDS CONTINUED:
BAKER PARK:

In addition to these pocket cards, updated cards with weekly ERC changes will be handed out during briefings and posted in the ready rooms.

Black Hills National Forest
Black Elk Wilderness Fire Suppression Actions

The Black Hills National Forest has one wilderness area. The fire suppression policy for wilderness areas in the Black Hills National Forest will be to conduct all fire management activities in a manner compatible with overall wilderness management objectives. The fire management objectives in wilderness, as stated in the Forest Service Manual (FSM 2324.21) are:

* Permit lightning caused fires to play, as nearly as possible, their ecological role within the wilderness.

* Reduce to an acceptable level the risks and consequences of wildland fire within wilderness or of wildland fire escaping from the wilderness.

This would include restrictions on mechanical equipment, retardant, and using only hand tools with a less aggressive suppression objective of 10 acres or less. Where possible, suppression action will utilize natural boundaries to minimize impacts to the wilderness.

A Wilderness Resource Advisor (WRA) should be notified when suppressing wildland fires in the wilderness and will be listed in the Delegation of Authority letter for any fire requiring suppression in the wilderness by an Incident Management Team.

An increasing awareness of impacts caused by wildland fire suppression actions has led to the development of a "light hand on the land" concept. Minimum impact tactical standards (MIST) should be used as the guiding principle in wilderness fire suppression for all suppression personnel assisting them in modifying their philosophies and actions so the unique and special characteristics of wilderness are maintained. Utilization of MIST tactics along with Resource Advisor assistance will aid fire suppression personnel in minimizing impacts in areas of specific wilderness resource concerns.

Fire managers shall give preference to using methods and equipment that cause the least alteration of the wilderness landscape:

- Disturbance of the land surface

- Disturbance to visitor solitude

- Reduction of visibility during periods of visitor use

- Adverse effect on other air quality related values

- Alteration of the wilderness landscape

Black Elk Wilderness Fire Suppression Actions

The Forest Supervisor may grant approval to use the following equipment in an emergency in the Black Elk Wilderness where the situation involves inescapable urgency and there's a temporary need for speed beyond that available by primitive means and the emergency falls under the category of fire suppression or health and safety (FSM 2326.04c and 2326.1): Helicopters, airtankers, chainsaws, portable pumps, and/or light vehicles such as Type 7 engines, pick-ups, and carryalls. The use of dozers in a wilderness requires Regional Forester approval.

The following chart shows the delegated authorities for approving motorized and mechanical equipment within the wilderness (FSM 2326.04b, c and 2326.1).

Motorized/Mechanical Request	Authorization for Non-Emergency	Authorization for Emergency
Chainsaws, Pumps	Regional Forester	Forest Supervisor
Helicopters-Fixed Wing • Retardant Delivery • Bucket Work • Personnel Shuttle	Regional Forester	Forest Supervisor
Transport & supply by aircraft, air drop & mechanical transport	Regional Forester (2326.1)	Forest Supervisor
Helispot Construction	Regional Forester	Forest Supervisor
Motor Vehicle	Regional Forester	Forest Supervisor
Tractors (Heavy Equipment)	Regional Forester	Regional Forester
BAER projects in Wilderness	Regional Forester (2323.04c.11)	Regional Forester
Prescribed Fire in Wilderness	Regional Forester	

CONTINUED…

Black Elk Wilderness Fire Suppression Actions

Construction of helispots in wilderness areas requires approval from the Forest Supervisor or representative. If permission is granted, use the following guidelines:

1. **Provide for safety first.**

2. **Consider the use of natural openings, park, or above timberline areas.**

3. **Consider visual impact; when possible, select areas away from main trails and popular features that attract wilderness visitors.**

4. **Scatter all construction slash and remove all man-made structures (wind indicators, markers, etc.) before departing.**

5. **Refueling will be done outside the wilderness.**

If vehicles or dozers are used, their tracks will be rehabilitated along with firelines before the suppression effort is concluded.

Locate fire camps, helispots, and other temporary facilities or improvements outside of the wilderness boundary whenever feasible. Rehabilitate disturbed areas within wilderness to as natural an appearance as possible.

Research Natural Areas (RNA)

Research natural areas are ecological values that are in balance with human occupancy. Resource management activities may occur, but natural ecological processes and resulting patterns will normally predominate. Although these areas are characterized by predominantly natural-appearing landscapes, an array of management tools may be used to restore or maintain relatively natural patterns of ecological progress. This will result in some evidence of human activities. Users expect to experience some isolation from the sights and sounds of people in a setting that offers some challenge and risk. Restrictions on motorized travel may vary from area to area and from season to season.

There are five (RNA's) located within the Black Hills National Forest. Fire suppression operations within (RNA's) are to be treated like a wilderness area, using MIST tactics. The one exception is that air support is acceptable. However, the use of retardant would require authorization by the Forest Supervisor. Air support that does not use retardant is acceptable (bucket work, etc).

LOCATIONS
Canyon City RNA *(Mystic District)*; Township 1 North, Range 4 East, Section 1 & 2
North Fork RNA *(Mystic District)*; Township 2 North, Range 2 East, Section 26 & 35
Hay Creek RNA *(Bearlodge District)*; Township 54 North, Range 62 West, Section 7, 17 & 18
Fanny/Boles RNA *(Hell Canyon District)*; Township 3 South, Range 1 East, Section 6 & 7
Upper Pine Creek *(Hell Canyon District)*; Township 2 South, Range 5 East, Section 10, 15 & 22

Management Area Inyan Kara Mountain

This area is managed for protection of unusual scenic, heritage, historical, cultural, geological, botanical, zoological, paleontological, spiritual and other special characteristics. Inyan Kara is a tree-covered, dome-like upheaval entirely surrounded by a grass-covered prairie. Because it is an isolated mountain, there is no evidence of recent timber harvest or development. The 1,397-acre site is completely surrounded by private land, and the Forest Service has no permanent right-of-way access. Because of its unique characteristics, Inyan Kara is considered a Special Interest Area.

Fire suppression operations within Inyan Kara Mountain are to be treated like a wilderness area, using MIST tactics. The one exception is air support is acceptable.

LOCATION
Inyan Kara Mtn. *(Bearlodge District)*;
Township 49 North, Range 62 West, Section 19, 25 & 30

Strategies and Techniques for (MIST)

Following a fire, the effects of the fire may be evident but the impacts of any management actions taken should not be. Supervisors are responsible for ensuring that their subordinates implement these Guidelines. **The safety of firefighters and the public is always Priority Number 1.**

Line Operations
- ▶ Use natural barriers, wet line or cold trail techniques, rather than constructing line. Consider burnout from natural barriers to minimize line construction.
- ▶ When constructed line is necessary, use the minimum width, depth and canopy clearance necessary to check fire spread, based on fire behavior. Locate line to minimize impacts.
- ▶ Do not put line construction debris in streams.
- ▶ Avoid building line straight up/down hill. This may alleviate the need for water bars.

Mop-up
- ▶ Cold trail whenever possible, rather than digging up, to detect hot areas.
- ▶ Roll or drag fuels into the interior and allow them to burn out, rather than mopping them up.
- ▶ Pull hot material away from the bases of trees, rather than felling them.

Saw Use
- ▶ Minimize the amount of cutting. Limb standing trees, rather than felling them. Locate line to go around downed logs, or move them, rather than bucking them. Roll logs over, rather than bucking them when mopping up hotspots.
- ▶ Cut stumps low to the ground. Slope/angle saw cuts away from line of sight to minimize visual impacts. Rub dirt or ash on stumps and log ends to camouflage them.
- ▶ Flag snags or post lookouts to watch them, rather than felling them, while personnel are working in the area. When safe, allow burning trees or snags to burn out and fall on their own. *Remember to provide for safety first!*
- ▶ If trees must be felled inside the line, do not limb or buck them. Allow the fire to consume them.

Portable Pumps
- ▶ Use containment kits with all pumps to prevent fuel spills and water contamination.
- ▶ Exercise caution when using foaming agents to avoid water contamination.
- ▶ Naturalize pump sites when removing pumps. Remove structures used for backing up water flow.

CONTINUED…
Misc.
- Confine travel to existing trails or other hardened travel routes, if available.
- Use individual "cat holes" (6-8" deep, at least 200 feet from water) for disposal of human waste when away from camp.
- Report concentrations of non-incident related human refuse (trash/abandoned equipment caches, etc.) encountered to Resource Advisor for documentation and removal.

Air Operations

Construction of helispots in wilderness areas requires approval from the Forest Supervisor or representative. If permission is granted, use the following guidelines:
- *Provide for safety first!*
- Consider visual impact; when possible, select areas away from main trails and popular features that attract wilderness visitors. Minimize the number of helispots. Use natural openings to avoid constructing or improving helispots and sling sites. Avoid designating or constructing helispots for logistical support only. Use long line/remote hook for delivery and retrieval of equipment and supplies. Naturalize helispots before abandoning.
- Scatter all construction slash and remove all man-made structures (wind indicators, etc.) before departing.
- Limit the use of retardant. Use water drops (preferred) or foam instead. When foam or retardant use is appropriate, avoid dropping near surface water.
- Refueling will be done outside the wilderness.

Rehabilitation
- Remove all signs of human activity. Rehabilitate all areas disturbed by management activities to as natural an appearance as possible.
- Ensure all equipment, supplies, trash, flagging, etc. are removed from fire lines, travel routes, camps, helispots, etc.
- Obliterate constructed fire lines by pulling material back onto them and scattering vegetative debris over them to blend them with surrounding natural landscape. Where needed, install water bars, as appropriate and ensure they are not covered over or blocked:

Line Grade (%)	Maximum Water Bar Spacing (feet)
6-9	400
10-14	200
15-24	100
25+	50

- Replace sections of logs that were cut out of the line.
- Avoid using rehabilitated lines as travel routes.
- Whenever soil has been newly exposed or compacted (camp areas, pump sites, travel routes, etc.), scarify them and naturalize with vegetative debris, rocks, etc.

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AVIATION PROCEDURES

All flight following will be handled through the Great Plains Interagency Dispatch Center for all tactical fire missions. The standard 15-minute check-in period will be followed, NO EXCEPTIONS! The aircraft dispatcher and pilot must discuss and agree to the method of flight following. If aircraft are equipped with automated flight following, then a 15-minute tracking will be done by computer, with 30 minute radio check-ins, stating "ops normal". Pilots must monitor at least one predetermined radio frequency as an alternate means of flight following in the event the AFF system fails in the aircraft or in dispatch or in case dispatch needs to cancel a mission, divert the aircraft to a higher priority incident, or relay other critical information regarding hazardous weather, TFRs, etc. Regardless of AFF being used, radio communications must be maintained with all aircraft, which the dispatcher has agreed to flight follow. To and from the tanker bases, the dispatch center will flight follow using the common flight following "Forest Net" TX tone of and automated flight following if available. **Emergency in-flight communications will utilize Air** . When using Air Guard, be sure to identify: **Great Plains Dispatch**, etc., as other units in the Rocky Mountain Area are using the same frequency and they may think you are calling them.

The flight following frequency is to be used only when transporting tactical aircraft from another area to our local area or vice-versa. As soon as feasible, switch all communications over to the identified tactical frequency. This could be dedicated Air to Ground or the local forest net.

> **Note: Incident Management Teams are required to request their own discrete tactical frequencies for their incident. The frequencies in appendices 1 and 2 are intended for the initial attack organization. These frequencies MAY be authorized for use in the interim, but will not be authorized for long-term use. Unless mutually agreed upon during the Delegation of Authority, the Dispatch Office will flight follow all tactical aircraft to and from the incident. Once on scene, the aviation resources become the responsibility of the incident management team.**

The Aviation Hazard Map is updated annually. Copies of Hazard Maps will be posted at all aviation facilities, offices, work centers, and dispatch and are required briefing item for all visiting aviation resources. Electronic georeferenced maps will also be available to all flight crews.

Air Operations within the Rocky Mountain Area will operate utilizing the **Fire Traffic Area** (FTA) scheme. See the FTA Diagram at the end of this section.

All aviation incidents and accidents will be reported to the dispatch center immediately to ensure the proper procedures are implemented. A Safecom will be required and a copy provided to the Unit Aviation Officer within 24 hours of the incident.

CONTINUED…

Air Attack/Lead Plane/ASM
You are responsible for informing dispatch when all aviation resources arrive and depart the scene, and for relaying all pertinent travel or status information (i.e. ETE, ETA, load & return, load & hold, released, etc.).

Dispatch will coordinate with the aerial supervision platform regarding other aircraft being dispatched to the same general vicinity.

Close coordination needs to occur prior to leaving the incident you are assigned to and responding to another smoke/fire. Do not take upon yourself to check out a new smoke/fire. Notify dispatch and they will advise if they need your assistance. Other aircraft may already be enroute or the fire may be in a different jurisdiction.

Smokejumpers
If you are here on a smokejumper mission, please keep dispatch informed of your progress. It is essential and required that you notify dispatch prior to commencing jump and cargo operations. Doing so will ensure that your sterile communications needs and our flight following needs are met.

You will be expected to abide by the 2:1 work/rest guidelines per national policy.

Review the Initial Attack Procedures in this document. You will be expected to follow the same procedures.

Advise dispatch 12 hours in advance of planned demobilization so retrieval can be coordinated with the jump base. Be prepared to hike out

Aerial Supervision Requirements
Rocky Mountain Area

When aerial supervision resources are co-located with retardant aircraft, they will be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations. Incidents with three or more aircraft assigned will have aerial supervision ordered. Federal policy dictates additional requirements as listed below.

Incident Aerial Supervision Requirements ***ASM can perform all LEAD missions.			
SITUATION	HLCO	LEAD	ATGS / ASM***
Three or more aircraft assigned to incident	If no ATGS AND only rotor wing	If no ATGS AND only fixed-wing	ORDERED
Airtanker (Multi-Engine) Drops conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to sunset to 30 minutes after sunset.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LEAD
MAFFS / VLAT	N/A	REQUIRED	N/A
Airtanker not IA carded	N/A	REQUIRED	N/A
Level 2 SEAT operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LEAD
Foreign Government Aircraft	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO LEAD
Congested Area Fight Operations	CONSIDER	ON ORDER	REQUIRED
Periods of marginal weather, poor visibility or turbulence.	REQUIRED IF NOT ATGS	REQUIRED IF NO ATGS	REQUIRED
Military Helicopter Operations	ON ORDER	N/A	REQUIRED
Night Helicopter water dropping operations with 2 or more helicopters.	N/A	N/A	ORDERED
When requested by airtanker, helicopters, ATGS, Lead, ATCO, or ASM.	REQUIRED	REQUIRED	REQUIRED

* Required: Aerial supervisory resource(s) shall be over the incident when specified air tactical operations are being conducted.

* Ordered: Aerial supervisory resources shall be ordered by the controlling entity (Air tactical operations may be continued while the aerial supervision resource is enroute to the incident. Operations can be continued if the resource is not available.)

* Assigned: Tactical resource allocated to an incident. The resource may be flying enroute to and from, or on hold at a ground site.

* N/A: Not authorized or applicable to the level of supervision required for the mission/resource.

Note: A qualified smokejumper spotter (senior smokejumper in charge of smokejumper missions) may "coordinate" with on-scene aircraft over a fire until a qualified ATGS arrives.

Zone approved airports and reload bases for SEAT operations

Airport	Elev.	Runway	Frequency	Instrument	Service	Lights	Notes
Aberdeen KABR	1302	6901	122.7	Yes	Yes	Yes	1,9,11,12
Alliance KAIA	3931	9202	123.0	Yes	Yes	Yes	1,8,11,12
Belle Fourche KEFC	3190	4498	122.8	No	Yes	Yes	1,9,11,12
Bison 6V5	2785	3500	122.9	No	Yes	Yes	1,9,12
Brookings KBKX	1648	5231	123.0	Yes	Yes	Yes	1,9,11,12
Buffalo 9D2	2889	3900	122.9	No	No	Yes	1,9,4
Canton 7G9	1290	3600	122.8	No	No	Yes	1,9,
Custer SP 3V0	3980	4000	122.9	No	No	Yes	1,9,4,5
Chadron NE KCDR	3297	**6000**	122.8	Yes	Yes	Yes	1,8,5,11,12
Eagle Butte 84D	2447	4200	122.9	No	No	Yes	1,9
Edgemont 6V0	3608'	3900'	122.9	No	No	Yes	2, 6,9
Ellsworth AFB/ KRCA	3276'	13497'	119.5	Yes	Yes	Yes	3
Gettysburg 0D8	2061	3800	122.8	No	Yes	Yes	1,9,12
Hot Springs KHSR	3148	4505	122.8	No	Yes	Yes	1,8,12

Describes Notes Column

(1) Activates lights CTAF Frequency	(7) No light landing
(2) Lights available by prior request	(8) SEAT base w/facilities
(3) Emergency only / Air Force Base	(9) SEAT reload base
(4) Caution – Wind Turbulence	(10) Heavy Air Tanker Base
(5) Caution – High Density Altitude	(11) Jet A
(6) Caution – May be rough and soft	(12) 100LL

Additional airports may be added pending new agreement.

Zone approved airports and reload bases for SEAT operations

Airport	Elev.	Runway	Frequency	Instrument	Service	Lights	Notes
Huron KHON	1289	7201	123.6	Yes	Yes	Yes	1,9,11,12
Hulett Wy W43	4264	5500	122.8	No	Yes	Yes	1,9,5,11,12
Isabel 3Y7	2398	3000	122.9	No	No	Yes	1,9,
Lemmon KLEM	2571	4501	122.6	No	Yes	Yes	1,8,11,12
Mitchell KMHE	1304	6700	122.8	Yes	Yes	Yes	1,9,11,12
Mobridge KMBG	1715	4411	122.8	No	Yes	Yes	1,8,11,12
Pierre KPIR	1742	6891	122.7	Yes	Yes	Yes	1,8,11,12
Pine Ridge KIEN	3333	5000	122.9	No	No	Yes	1,9
Platte 1D3	1618	3100	122.8	No	Yes	Yes	1,9,11,12
Rapid City KRAP	3202'	8700'	125.85	Yes	Yes	Yes	8,5,10, 11,12
Sioux Falls KFSD	1429	8000	118.3	Yes	Yes	Yes	9,11,12
Sisseton 8D3	1161	3400	122.9	No	No	Yes	1,9,12
Spearfish KSPF	3889'	4350'	122.8	No	Yes	Yes	1, 5,9,11 12
Sturgis 49B	3280'	3000'	122.8	No	Yes	Yes	1, 5,9,11 12
Wall 6V4	2813	3500	122.8	No	No	Yes	1,9
Watertown KATY	1748	6900	123.05	Yes	Yes	Yes	1,9,11,12
Valentine NE/KVTN	2591	4703/ 3700	122.8	No	No	Yes	1,8,9,11,12

* Describes Notes Column on bottom of page 47.

FTA DIMENSIONS

Fire Traffic Area (FTA) 01 May 2013

*** **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 — ATGS 2500' AGL Orbit Minimum

SFC

Note 2 — Airtanker Maneuvering 1000' AGL — Maximum

12nm   7nm   5nm   0   5nm   7nm   12nm

Note 3   Note 3

1500' AGL Airtanker Minimum Orbit

Max 500' AGL Helicopters

Media VFR

SFC

Note 2 — 1500' AGL Airtanker Minimum Orbit

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 — 168.625 Tx Tone 110.9
As Assigned

Air Guard — Air To Air — 168.650 Tone 110.9 Tx and RX
As Assigned

National Flight Following

National Interagency Airspace: http://airspacecoordination.org

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Incident Airspace Reminders

Fire Traffic Area (FTA)

- The FTA is a communication protocol for firefighting agencies. It does not pertain to other aircraft that have legal access granted by the FAA within a specific TFR.
- The FTA should not be confused with a TFR, which is a legal restriction established by the Federal Aviation Administration to restrict aviation traffic while the other is a communication tool establishing protocol within firefighting agencies.
    - Participating aircraft must adhere to TFR policies as established by the FAA.
    - For example, if the TFR boundary of a polygon exceeds the 12-mile initial contact ring, clearance will still be required in order to enter the TFR.
    - If the TFR boundary is within the 12-mile ring, proceed with standard FTA communication procedures.

Temporary Flight Restriction (TFR)

- All assigned/ordered aircraft must obtain clearance into or the incident TFR by the on scene aerial supervision or the official in charge of the on-scene emergency response activities.
- Aircraft not assigned to the incident must stay clear the TFR unless communication is established with the controlling entity (ATGS, ASM, Leadplane, etc.) and authorization is given to enter/transit the TFR.
- The first responding aircraft, typically on extended attack incidents, must have reasonable assurance that there are no other aircraft in the TFR by making blind calls on the TFR frequency and double checking with ground personnel (IC, OPS, or Helibase).
- There may be multiple aircraft operations areas within a single TFR.
- Remember - Non-Incident aircraft may enter the TFR under the following conditions:
    - The aircraft is carrying law enforcement officials.
    - The aircraft is carrying properly accredited news representatives.
    - The aircraft is operating under the ATC approved IFR flight plan.
    - The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather, or terrain; notification is given to the Flight Service Station (FSS) or ATC facility specified in the NOTAM to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities and is not conducted for observing the disaster.
- A ROSS order or Aircraft Dispatch Form is not a clearance into a TFR.

Further Information: *Interagency Aerial Supervision Guide, PMS 505*

42

COMMUNICATIONS

INTENT

To describe the basic radio communications procedures for operations personnel and Great Plains Dispatch (GPC). The goal of the procedure is to assure consistent, clear radio communication and effective standardized emergency incident communications.

PROCEDURE

All GPC and the cooperating agencies shall use radios in a manner that assures effective communication and that maximizes the availability of airtime for incident use.

Radio Protocol

1. Radio communications should be limited to those exchanges that cannot be better handled by telephone or in person. All radio communication should be brief and to the point. No use of ten codes shall be permitted, clear text only.

2. Radio messages will be made and received in the following manner:

   "Great Plains Dispatch, Forest Engine 664" (break)

   "Forest Engine 664, Great Plains Dispatch go ahead" (break)

   "Forest Engine 664 leaving Custer office and en-route to Incident #1" (break)

   "Copy leaving Custer office and en-route to Incident #1 at 0946" (break)

   "Forest Engine 664 clear" (break)

All radio exchanges should be conducted in this manner except that when several exchanges will be made following the initial message, the agency identifier may be dropped if no confusion of units will occur.

Continued….

<u>**Incident Communications**</u>

1) All responding units will monitor the command frequencies for additional information and the initial report on conditions. Command frequencies are listed below.

2) The initial report on conditions is addressed to GPC, but is made to all responding units. If the report transmission is not heard or unclear GPC shall request the report be repeated.

3) GPC will briefly acknowledge the report by repeating the arrival, basic report on conditions, who will be IC, mode of operation, command and tactical frequencies, and resource requests.

4) An initial size-up shall be reported to GPC via the command frequency.

<u>**Frequencies**</u>

To ensure that all the responding units can communicate with GPC and with each other command and tactical frequencies are listed below. These frequencies are divided between each of the zones; choose the frequency within that zone that works the best. Keep in mind that geographical barriers and other concerns may be cause for frequency changes. If a change does occur, GPC will notify all units that are monitoring the command Frequency of that change. If at any time frequencies become overloaded priorities will be established. GPC will request that an incident change frequencies or incident priority for radio traffic will be established to ensure safety of all units.

North Zone

Command	Tactical	Air to Ground	Air Ambulance
North Zone Terry	VFIR21,VFIR22,VFIR23 BK Fire,R2 Fire	Air/Ground 35	VMED 28
North Zone Warren	VFIR21,VFIR22,VFIR23 BK Fire,R2 Fire	Air/Ground 35	VMED 28
North Zone Custer Peak	VFIR21,VFIR22,VFIR23 BK Fire,R2 Fire	Air/Ground 35	VMED 28

Continued….

Central Zone

Command	Tactical	Air to Ground	Air Ambulance
Central Zone Seth	VFIR21,VFIR22, VFIR23,BK Fire,R2 Fire	Air/Ground 31/25	VMED 28
Central Zone Custer Peak	VFIR21,VFIR22, VFIR23,BK Fire,R2 Fire	Air/Ground 31/25	VMED 28
Central Zone Rushmore	VFIR21, VFIR22, VFIR23,BK Fire,R2 Fire	Air/Ground 24/25/35	VMED 28
Central Zone Bear	VFIR21, VFIR22, VFIR23,BK Fire,R2 Fire	Air/Ground 24/35	VMED 28

South Zone

Command	Tactical	Air to Ground	Air Ambulance
South Zone Elk	VFIR21, VFIR22,VFIR23, SOA, WESTAC	Air/Ground 24/35	VMED 28
South Zone Cicero	VFIR21, VFIR22,VFIR23, SOA Rpt	Air/Ground 24/35	VMED 28
South Zone Bear	VFIR21, VFIR22,VFIR23, SOA Rpt	Air/Ground 24/35	VMED 28
South Zone Ball	VFIR21, VFIR22,VFIR23, SOA Rpt	Air/Ground 24/35	VMED 28

"Forest Net can also be used in all three of the areas. The Black Hills also has Scene of Action Repeater that can be ordered for use in any area."

Great Plains Interagency Dispatch Center utilizes South Dakota State and USFS radio systems for communications. Regardless of the jurisdiction of an incident, any of the repeaters may be used to communicate with dispatch (See maps on page 56-57). Cell phones, satellite phones, or radio relays are all viable options when encountering dead areas in the radio system.

During your in briefing the FMO or Radio Tech will program your radios to ensure they will be compatible with our system. Dispatch does not have the capability to program handheld or mobile radios.

While on an incident, communications will be maintained with dispatch at all times. If communications _cannot_ be established and maintained, resources will disengage, unless otherwise approved by the District/Zone Fire Management Officer or Duty Officer.

Position Identifiers and call Signs

Black Hills National Forest Supervisor Office Position Identifiers and Call Signs 2021			
Position	Personnel	Identifier	Call Sign
Forest FMO	Jason Virtue	CH-1	Chief One
Forest AFMO	Jared Hohn	CH-2	Chief Two
Fire Planner	Amy Ham	BR-3	Branch Three
Aviation Officer	Kevin Merrill	BR-5	Branch Five
Dispatch Center Manager	Andy Solvie	BR-1	Branch One
Assistant Center Manager	Leith McAuley	BR-11	Branch One One
Air Tanker Base Manager	Gordon Schafer	BR-51	Branch Five One
Tatanka IHC Superintendent	David Zortman	SUPT	Tatanka Hotshots
Tatanka IHC Crew Carrier A	Kurt Bassett	MOD (A)	Tatanka Alpha
Tatanka IHC Crew Carrier B	Josh Ball	MOD (B)	Tatanka Bravo
Helitack Superintendent	Corey Lewis	Supt-203	203 Supt.
Helitack Captain	Frank Haines	Cpt-203	203 Cpt.
Helitack Chase Truck	Helitender		203 Chase 1
Helitack Chase	Helitack Utility		203 Chase 2
Helitack Chase	Helitack Utility		203 Chase 3
Type III Helicopter			TBD
Box Elder Job Corps Afmo	Robert Cota		JC Afmo

Note: * (Detail Position)

SOUTH ZONE FIRE MANAGEMENT			
Position Identifiers and Call Signs			
2021			
Position	**Personnel**	**Identifier**	**Call Sign**
Hell Canyon District FMO	Vacant	DV-3	Division Three
HELL CANYON DISTRICT			
Position	**Personnel**	**Identifier**	**Call Sign**
AFMO Suppression (Custer)	Vacant	BC-31	Battalion Three One
AFMO Suppression (Newcastle)	Todd Hoover	BC-32	Battalion Three Two
Fuels AFMO	Vacant	BC-33	Battalion Three Three
Fuels Tech	Ken Perrault	FUELS-31	Fuels Three One
Engine 331	Jason Haug	E-331	Engine Three Three One
Engine 632	John Stahl	E-632	Engine Six Three Two
Engine 633	Chris Bennett	E-633	Engine Six Three Three
Engine 431	Brice Stanton	E-431	Engine Four Three One
Engine 635	Scott Manahan	E-635	Engine Six Three Five

NORTH ZONE FIRE MANAGEMENT			
Position Identifiers and Call Signs **2021**			
Position	**Personnel**	**Identifier**	**Call Sign**
North Zone FMO	Chris Zoller	DV-1	Division One
BEARLODGE RANGER DISTRICT			
Position	**Personnel**	**Identifier**	**Call Sign**
AFMO Suppression	Adam Ziegler	BC-1	Battalion One
Fuels AFMO	Josh Hoffmann	BC-11	Battalion One One
Engine 411	Vacant	E-411	Engine Four One One
Engine 611	Don Doten	E-611	Engine Six One One
Fuels Tech	Vacant	FUELS-1	Fuels One
NORTHERN HILLS RANGER DISTRICT			
Position	**Personnel**	**Identifier**	**Call Sign**
AFMO Suppression	Trevor Papenfuss	BC-8	Battalion Eight
Fuels AFMO	Brian Rafferty	BC- 81	Battalion Eight One
Fuels Tech.	John Snyder	FUELS-8	Fuels Eight
Engine 381	Chip Harris	E-381	Engine Three Eight One
Crew Boss	Ben Dempsey	C-8	Crow Peak WFM

Central Zone FIRE MANAGEMENT			
Position Identifiers and Call Signs			
2021			
Position	Personnel	Identifier	Call Sign
Mystic District FMO	Josh Morgan	DV-6	Division Six
MYSTIC DISTRICT/RAPID CITY OFFICE			
Position	Personnel	Identifier	Call Sign
Assistant Fire Mgt. Officer	Tom Roerick	BC-61	Battalion Six One
Fuels AFMO	Vacant	BC-63	Battalion Six Three
Fuels Tech	Matt Daigle	Fuels-6	Fuels Six
Engine 361	Wayne Yanders	E-361	Engine Three Six One
Engine 663	Adam Von Eye	E-663	Engine Six Six Three
MYSTIC DISTRICT/HILL CITY OFFICE			
Position	Personnel	Identifier	Call Sign
Assistant Fire Mgt. Officer	Jeremy Dalman	BC-62	Battalion Six Two
Engine 466	Brandon Sanchez	E-466	Engine Four Six Six
Engine 664	Lee Nelson	E-664	Engine Six Six Four

BLACK HILLS N.F. RADIO TOWER COVERAGE

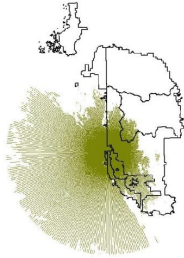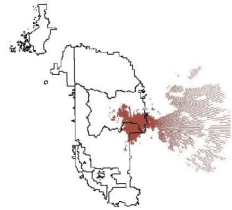| Ball Hill/South Zone Ball Repeater	Bear Mtn./South & Central Zone Bear Repeater
Cicero Peak/South Zone Cicero Repeater	Custer Peak/Central Zone Custer Repeater
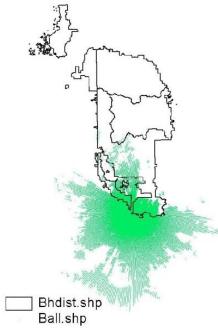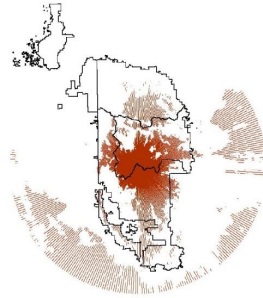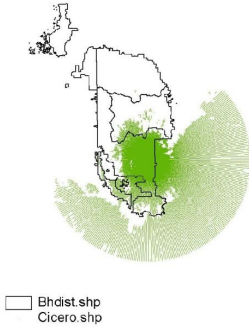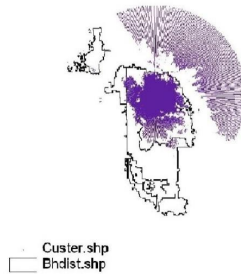
BLACK HILLS N.F. RADIO TOWER COVRAGE
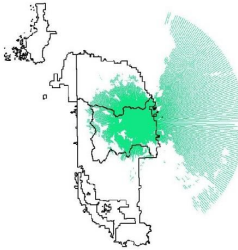
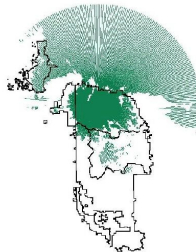| Elk Mtn. /South Zone Elk Mtn. Repeater	Mt. Rushmore/Central Zone Rushmore Repeater
Bhdist.shp Elk.shp	Bhdist.shp Rushmore.shp

Seth Bullock/Central Zone Seth Repeater	Terry Peak/North Zone Terry Repeater	Warren Peak/North Zone Warren Repeater
Bhdist.shp Seth.shp	Bhdist.shp Terry.shp	Bhdist.shp Warren.shp
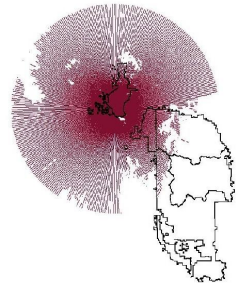
USER CODE GUARD BKF 2021

North Zone Repeaters		
	REPEATER	Tx Tone
	Warren Peak	123.0
	Terry Peak	110.9
	Custer Peak NZ	131.8
	NZ Portable	127.3
Central Zone Repeaters		
	Bear MTN CZ	136.5
	Rushmore	167.9
	Custer Peak CZ	156.7
	Seth Bullock	146.2
	CZ Portable	127.3
South Zone Repeaters		
	Bear MTN SZ	123.0
	Elk MTN	131.8
	Cicero Peak	110.9
	Ball Hill	146.2
	SZ Portable	127.3

INCIDENT MANAGEMENT TEAMS

Type 3 IMTs

Agency administrators retain the ultimate responsibility for actions taken in managing an incident. As such, those responsibilities are delegated to the Incident Commander. A delegation will be provided prior to the Incident Commander taking over responsibility for management of the incident. Whether a delegation is written or provided is dependent on:

•   The jurisdictional relationship between the agency administrator and the Incident Commander (example; If the Incident Commander and the agency administrator are from the same jurisdiction and familiarity exists or there is an established working relationship a written delegation would neither be necessary or required).
•   The number and complexity of elements/issues needing to be addressed (example; elements/issues are sufficient to warrant a written list for periodic review/recall even in a single jurisdiction incident with established working relationships).
•   If the Incident Commander is an employee from another agency there is no agency or line authority continuum and consequently a written delegation must be provided to vest authority in the Incident Commander.

Incident Commanders will take an active role in ensuring that trainee positions are filled to the extent possible on each incident.

Any team managing a fire will follow the recommended procedures outlined in the Dutch Creek Serious Accident Investigation Report. Incorporating these procedures and protocols into daily operations and practicing the critical elements should result in faster and more effective medical emergency medical response.

Type 1 and 2 IMTs
Ordering

Utilization of the Interagency Resource Ordering Capability (IROC) by the Rocky Mountain Area will require that all request numbers be assigned by expanded dispatch. These numbers are given in blocks to IMT's, Buying Teams, etc. Teams are then given access to ROSS allowing them to place their own orders to expanded dispatch.

All tactical aircraft will be ordered through the Aircraft Dispatcher in Initial Attack. It is preferred that the Aircraft Dispatcher deals directly with Air Operations. This alleviates confusion on aircraft types, capabilities, availability, and priorities. This process will enable dispatch to meet the needs of the team more efficiently.

Any requests deemed by the Dispatch Center Manager or Expanded Dispatch Supervisor to be out of the ordinary, excessive, or unreasonable will be submitted to the line officer or their representative for approval prior to ordering. In such instances, justification may need to be submitted for documentation.

Continued....

Name Requests are the exception rather than the rule. They normally do not adhere to the most cost effective and timely mobilization of resources. If it is determined that a name request is necessary, the person requesting the resource **MUST** contact the "Name requested resource" in advance of placing the request with dispatch to confirm their availability (not just personal, but supervisor's as well), unit identifier, and contact phone number(s). This information must accompany the Name Request. * If the resource being name requested has not been made available in ROSS or with their local dispatch center, they need to do so immediately or the order will not go through.

  *Depending on circumstances, an available name request may not be honored or filled depending on local, geographic, or national incident and resource allocation priorities.

Intelligence

The ICS-209 will be input into the system by the team. If this is not possible (unable to connect, no logon, etc) contact the Intelligence Dispatcher at Great Plains Dispatch and a process will be worked out. If it is determined that Great Plains Dispatch will submit the ICS 209 for the team it must be into dispatch by 1700 for transmittal to the Rocky Mountain Area Coordination Center.

Incident Action Plans will be submitted to Great Plains Dispatch Center each day for dissemination throughout the support organization (buying team, expanded dispatch, cache, etc), posted to website for retrieval or posted on the InciWeb.

Maps of the incident will be provided to Great Plains Dispatch Center when significant changes have occurred in perimeter.

IMT/Dispatch Briefing Checklists

Dispatch will provide:
- √ Access to IROC or a copy of all resource orders
- √ Aircraft Info Sheets w/ Frequencies and TFR's
- √ Visitor Briefing Guide
- √ GPC Mobilization Guide (contains directories)
- √ Aviation Hazard Map
- √ Crash rescue

Home Unit will provide:
- √ Current WFDSS decision, IMT Briefing Package, Unit and Topographical maps

IMT will provide:
- √ Cell Phone numbers for team members

MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

Medical Incident Report
FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.
FOR A MEDICAL EMERGENCY: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.

Use the following items to communicate situation to communications/dispatch.

1. CONTACT COMMUNICATIONS / DISPATCH (Verify correct frequency prior to starting report)
Ex: "Communications, Div. Alpha. Stand-by for Emergency Traffic."
2. INCIDENT STATUS: *Provide incident summary (including number of patients) and command structure.*
Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care."

Severity of Emergency / Transport Priority	☐ **RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE** *Ex: Unconscious, difficulty breathing, bleeding severely, 2° – 3° burns more than 4 palm sizes, heat stroke, disoriented.* ☐ **YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary.** *Ex: Significant trauma, unable to walk, 2° – 3° burns not more than 1-3 palm sizes.* ☐ **GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport** *Ex: Sprains, strains, minor heat-related illness.*

Nature of Injury or Illness & Mechanism of Injury		*Brief Summary of Injury or Illness (Ex: Unconscious, Struck by Falling Tree)*
Transport Request		*Air Ambulance / Short Haul/Hoist Ground Ambulance / Other*
Patient Location		*Descriptive Location & Lat. / Long. (WGS84)*
Incident Name		*Geographic Name + "Medical" (Ex: Trout Meadow Medical)*
On-Scene Incident Commander		*Name of on-scene IC of Incident within an Incident (Ex: TFLD Jones)*
Patient Care		*Name of Care Provider (Ex: EMT Smith)*

3. INITIAL PATIENT ASSESSMENT: *Complete this section for each patient as applicable (start with the most severe patient)*

Patient Assessment: See IRPG page 106

Treatment:

4. TRANSPORT PLAN:

Evacuation Location (*if different*): (*Descriptive Location (drop point, intersection, etc.) or Lat. / Long.*)   Patient's ETA to Evacuation Location:

Helispot / Extraction Site Size and Hazards:

5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:

Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication

6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable

Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *
COMMAND					
AIR-TO-GRND					
TACTICAL					

7. CONTINGENCY: *Considerations: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.*

8. ADDITIONAL INFORMATION: *Updates/Changes, etc.*

REMEMBER: Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.

LOCATION:
(Latitude/Longitude or TRS and dispatch will convert)

FREQUENCIES:
Air to Air:

Air to Ground:

Ground Contact:

URGENCY OF TREATMENT:
Urgent (life or death)

Priority (significant trauma)

Routine (minor injury, no access)

SPECIAL EQUIPMENT NEEDED:
(Hoist, SKED, TRS, etc)

PATIENT – TYPE AND NUMBER (age, gender, known health problems):

TYPES OF INJURY(s) (consciousness):

LZ MARKING/DESCRIPTION:
* Note; medivac helicopters may need a larger LZ (landing zone) than agency hired helicopters, due to the overall weight, size and mission of the ship.

HAZARDS/TERRAIN:
(trees, powerlines, wind direction, LZ size, slope, etc)

DO NOT SAY THE VICTIM'S NAME OVER THE RADIO!

REQUEST INFORMATION - HELICOPTER AMBULANCE

A. **Injury Information**:

1) **Total personnel involved in mishap** _____

2) **Time of mishap** _____

3) **Type or extent of injuries** (vitals, other medical personnel on scene):

    _____

    _____

    _____

    _____

B. **Mishap Site Information**:

1. **Unit/Agency**: _____

2. **Contact telephone number**: _____

3. **Radio frequency to contact unit/agency**: VHF-AM_____ VHF-FM_____

4. **Location of mishap**:

      a. Township_____Range_____Section_____1/4 Section_____
      b. Latitude_____ Longitude_____
      c. Nautical miles at_____Degrees from_____VOR
      d. Prominent landmark: Distance_____
         Direction_____

5. **Site Contact**:_____

     Radio frequency at mishap site:
       Primary: VHF-AM_____, VHF-FM_____
       Secondary: VHF-AM_____, VHF-FM_____

6. **Other known aircraft in the area (call signs)**:_____

     Air-to-Air Frequency:
       Primary: VHF-AM_____, VHF-FM_____.
       Secondary: VHF-AM_____, VHF-FM_____.

7. **Special information, flight hazards, etc.**:_____

    _____

    _____

Continued....

REQUEST INFORMATION - HELICOPTER AMBULANCE

8. **Landing site(s) and conditions** (is it completed or when will it be completed): * Note; *medivac helicopters may need a larger LZ (landing zone) than agency hired helicopters, due to over all weight, size and mission of the ship.*

_____

_____

9. **Proximity of landing site to mishap site**: _____

_____

_____

10. **Nearest available AV Gas/Jet A fuel**: _____

11. **Conditions at the mishap site**:
Wind direction_____, Wind velocity _____.
Ceiling and visibility_____, Obstructions to visibility_____,
Obstructions to visibility_____.
Temperature_____,
Degrees (F or C) _____, Elevation_____, Sunrise_____
Sunset_____, Description of Terrain_____

Note: EMS helicopters do not usually carry extrication equipment nor are the EMS personnel always trained in these procedures: Ensure that if this capability is needed, it is immediately ordered from a locally known source (the local sheriff is a logical contact point).

Life Flight Information

LOCATION	FACILITY	Vendor	TYPE A/C	PHONE NUMBER	LAT/LONG	FIX WING
Regional/Wyoming Medical Centers: will Dispatch nearest Resource 1-800-806-9158						
Rapid City, SD	Regional Medical Center	Black Hills Life Flight	Bell 407	1-800-806-9158	44 02.686 103 03.724	Pilatus PC12
Hot Springs			Bell 407			None
Casper, WY	Wyoming Medical Center	WY Life flight	Bell 407		42 54.168 106 27.468	Pilatus PC12
Rapid City , SD	SD Nat'l Guard	Guard Helo ***	Black Hawk UH 60	1-605-737-6772	44 02.7 103 03.4	N/A
Cheyenne, WY	WY Nat'l Guard Base	Guard Helo ***	Black Hawk UH 60	1-800-851-3051	41 09.3 104 48.6	N/A
Scottsbluff, NE	Regional West Med Center	Air Link 1	Bell 407	1-800-252-2215	41 53.190 103 39.940	none
Aberdeen, SD	Avera St. Luke's	Care flight	EC-145	1-800-592-1889	45 28.05 98 28.13	none
Sioux Falls, SD	Avera McKennan	Care flight	EC-145	1-800-367-3278	43 32.1 96 42.7	King Air 200 X2
Kearney, Ne	Good Samaritan	Good Sam Air Care	Bell 429	1-800-474-7911	40 42.4 99 25.2	none
N Platte NE	Great Plains Health	Great Plains Air	EC – 135	1-844-491-1247	41 7.3 100 46.3	Pilatus
Sanford Medical Centers: will Dispatch nearest Resource 1-844-424-7633						
Fargo, ND	Sanford Medical Center	AirMed	EC-145	1-844-424-7633	46 51.3N 96 48.3W	King Air 200 X1
Sioux Falls, SD	Sanford USD Med Center	AirMed	EC-145	1-844-424-7633	43 32.16N 96 44.53W	King Air 200 X2
Dickenson, ND	Crews and aircrafts staged at airports	AirMed	none	1-844-424-7633		King Air 200 X1
Bemidji, MN			EC-145			none
Bismarck, ND			EC-145			none
Midwest Medair: will Dispatch nearest Resource 1-800-562-3396						
Hastings, Ne	Midwest Medair	Medair 2	EC-135	1-800-562-3396	40 35.52 98 25.29	none
Columbus Ne		Medair 3	EC-135		41 26.35 97 20.34	none

TRANSPORTING INJURED PERSONNEL BY HELICOPTER
USING "HEAR" (Hospital Emergency Administrative Radio) SYSTEM

When transporting injured personnel by helicopter under Agency Contract, the local Dispatch Center will telephone the appropriate hospital and request they monitor their "HEAR" system radio. The aircraft pilot or manager will tune in the "HEAR" Frequency (normally 155.340 as primary) on the aircraft multi-channel radio and establish direct communication with the hospital staff. Helicopter will verify frequency through the Dispatch Center.

Local Police will be requested to secure landing area when needed.

This procedure is to be used only for emergencies that warrant immediate hospital service.

EMERGENCY RESPONSE TELEPHONE LIST

EMERGENCY RESPONSE PHONE LIST	COMMERCIAL PHONE	24 HOUR PHONE if different
LOCAL LAW ENFORCEMENT:	See Agency pgs for additional	
Cherry County Sheriff, NE	402-376-1890	
Crook County Sheriff, WY	307-283-1225	
Custer County Sheriff, SD	605-673-8146	605-673-8176
Dawes County Sheriff, NE	308-432-3025	
Fall River County Sheriff, SD	605-745-4444	605-745-5155
Jackson County Sheriff, SD	605-837-2285	
Jones County Sheriff, SD	605-669-7111	
Lawrence County Sheriff, SD	605-578-2230	
Lyman County Sheriff, SD	605-869-2267	
Meade County Sheriff, SD	605-347-2681	605-347-2573
Pennington County Sheriff, SD	605-394-6113	
Scotts Bluff County Sheriff, NE	308-436-6666	
Shannon County Sheriff, SD	605-441-6215	
Sioux County Sheriff, NE	308-432-0510	308-655-5774
Stanley County Sheriff, SD	605-223-7792	605-773-7410
Weston County Sheriff, WY	307-746-4441	
Nebraska State Patrol (Scottsbluff Div)	308-632-1211	
Nebraska State Patrol (Norfolk Div)	402-370-3456	
South Dakota Highway Patrol	605-393-8121	605-393-8121
GROUND AMBULANCE SERVICE:	Call GPC Dispatch	
Mc KENNAN HOSPITAL	605-322-2400	
EMS HELICOPTER: RAPID CITY REGIONAL LIFE FLIGHT	Call GPC Dispatch 1-800-232-2452	
MILITARY HELICOPTER (EMS): **SOUTH DAKOTA NATIONAL GUARD**	Call GPC Dispatch 605-737-6128	
FIXED WING AMBULANCE SERVICE: Rapid City Regional Life Flight	Call GPC Dispatch 800-232-2452 OR 605-719-4300	
Rapid City Regional Airport Tower	605-393-1161	
Rapid City Fire Department Station 8 Airport Rescue and Fire	605-394-4185	
Local Utility Companies		
Black Hills Electric Coop	605-673-4461	800-742-0085
Black Hills Energy	605-721-2475	800-839-8197
West River Electric	605-393-1500	888-393-1500
Montana Dakota Utilities (MDU)	605-342-0160	800-638-3278
Central Nebraska Public Power	308-995-8601	
Loup River Public Power	402-564-3171	
Nebraska Public Power	402-564-8561	877-275-6773
Nebraska Rural Electric Association	402-475-4988	

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IN-BRIEFING CHECKLIST

From District/Zone FMO:
- √ Copy of current weather forecast (spot weather info.)
- √ Size-up Cards
- √ Area Map (travel/forest) and Quad maps
  - Aviation Resources
    - √ Aviation Plan (including Homeland Security Plan)
    - √ Aviation Hazards Map Reviewed
    - √ Aviation Boundary Plan/Checklist
    - √ **Daily** Aircraft Info Sheets (Updated Freqs, TFR, etc)
- √ Current & Expected Fire Situations
- √ Fuels & Tactics Briefing including Fire Management Direction, appropriate response and fire restrictions

To District/Zone FMO:
- √ Manifest, phone numbers and radio call sign provided to dispatch
- √ Hotel provided for after-hours dispatches
- √ Copy of contracts from contract resources
- √ Copy of Redcards
- √ Timesheet and equipment shift tickets initiated w/ proper charge codes i.e; severity, pre-suppression, Firecode
- √ Last days off provided to ensure work/rest guidelines are followed
- √ Radio's programmed

DEBRIEFING CHECKLIST

- √ Timesheet and shift tickets signed by District/Zone FMO or IC
- √ Requests for replacement items approved by District/Zone FMO and S # received from dispatch.
- √ Meal & lodging receipts signed and turned into dispatch/local procurement office if not on per diem
- √ Map Packets returned
- √ Equipment returned to the cache

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SUPPLEMENTS

- ✓ **Incident Organizers**
- ✓ **City Map (to work centers)**
- ✓ **Duty Officer Schedule**
- ✓ **BKF Visitor Map**
- ✓ **Forest Map**
- ✓ **Engineering Quads**

Wildland Fire Leadership Values and Principles	
Values	**Principles**
Duty	Be proficient in your job, both technically and as a leader.
	Make sound and timely decisions.
	Ensure tasks are understood, supervised, and accomplished.
	Develop your subordinates for the future.
Respect	Know your subordinates and look out for their well-being.
	Keep your subordinates informed.
	Build the team.
	Employ your subordinates in accordance with their capabilities.
Integrity	Know yourself and seek improvement.
	Seek responsibility and accept responsibility for your actions.
	Set the example.