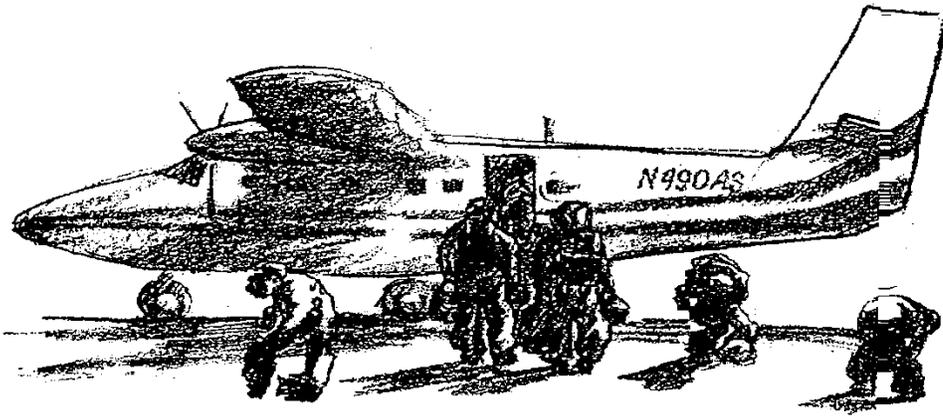


Bureau of Land Management Great Basin Smokejumpers



2012 User Guide

Great Basin Smokejumper Base 1-800-925-8307 or 208-387-5426
24 hour Duty Officer cell phone 208-850-5144

Smokejumper Status Report on the NIFC Homepage
<http://www.nifc.gov/smokejumper/reports/smj rpt.php>

Phone Numbers

Great Basin BLM Smokejumper Base

208-387-5426	800-925-8307 (Toll Free)	208-387-5399 (Fax)
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Base Manager/Deputy Base Manager

NAME	CELL
Hector Madrid	208-761-1444
Jim Raudenbush (Deputy)	208-761-1443

Operations Manager/Assistant Operations Manager

NAME	CELL
Eric Walker	208-859-9524
Todd Johnson (Asst. Ops)	208-850-4089

Duty Officers

NAME	CELL
Eric Walker	208-850-5144 Duty Officer Cell Phone Contact
Todd Johnson	
Hector Madrid	
Jim Raudenbush	

Liaison Officer Cell Phones

LOCATION	CELL
Colorado / Wyoming	208-761-1439
Idaho	208-761-1440
Nevada	208-761-1441
Utah	208-761-1442

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Purpose of this Guide

The purpose of this guide is to provide land managers, coordinators, dispatchers, and other field user's information about the Great Basin (GB) Smokejumper program.

Mission Statement

Great Basin Smokejumpers provide professional, effective, and safe fire suppression and fuels reduction services to help land managers meet objectives.

Speed and Focus continue to be at the forefront of the GB Smokejumper program to insure successful suppression actions. We strive to maintain the principle of rapidly deploying and concentrating firefighting resources, in a calculated fashion, at the appropriate time and place.

Program Overview

Seventy-six BLM smokejumpers are stationed at the National Interagency Fire Center in Boise, Idaho. Their primary mission is to provide initial attack firefighting capability and other fire management services to BLM and interagency land managers. Great Basin Smokejumpers use high performance aircraft and parachutes to provide a long range, rapid response, heavy payload initial attack fire suppression resource.

Great Basin Smokejumpers can deploy directly from Boise or from any sub-base. Sub-bases serve as temporary centers for smokejumper operations.

In addition to initial attack, Great Basin Smokejumpers can assist land managers with emerging Type 3 or extended attack fire suppression, can fill a variety of ICS positions, and can deploy as Type 1 or 2 I.A. handcrews and as ground or helicopter based initial attack modules.

Mission Outline

The Spotter

- Aboard each jumpship is a smokejumper spotter who directs the mission. The spotter is a senior smokejumper who deals directly with the appropriate dispatch center for flight-following and mission coordination.

Load Configuration

- A standard smokejumper load consists of eight smokejumpers, which includes an ICT3, one spotter, and 1000 pounds of firefighting equipment.

Placing the Order

- Smokejumpers are ordered for IA or pre-position in accordance with area and national mobilization guides.
- Pre-positioning is based on current and predicted fire activity. Great Basin Smokejumper pre-position costs are program funded as part of smokejumper readiness. A BLM preposition request may be submitted by the State's Fire Operations Group representative.
- The BLM Asset Intelligence and Preposition (AIP) tool can be useful for strategic placement of the SMJ resource.

Fire Call

- The fire call is received, smokejumpers suit up, the pilot starts the aircraft, the spotter receives basic information about the fire including general location, and radio frequencies. All other information can be acquired en-route to expedite response times.
- The aircraft dispatch form (NFES form #2657) is the preferred method when ordering jumpers for IA.

En route to the Fire

- Flight-following checks are made every 15 minutes or Automated Flight Following (AFF) can be used. The aircraft travels roughly 40 miles every 15 minutes. If AFF is being used and a district boundary is crossed, the aircraft will notify the appropriate dispatch.

Arrival at the Fire

- The jumpship orbits the fire. The spotter advises dispatch and the ground contact of arrival, gives a brief summary of fire status, and makes recommendations about initial attack or other management options. The spotter can help ground forces locate the fire and determine the best access. A spotter (senior smokejumper in charge of smokejumper missions) serves as the mission coordinator on operational missions. This may include coordinating airspace over a fire until a qualified ATGS arrives.
- The spotter must receive authorization from dispatch or the ground contact to proceed with the jump. Non-critical communications during the jump phase of the operation should be avoided. Average time for completion of the jump phase is 20-30 minutes.

Incident Commander (IC) Selection

- The smokejumper spotter is responsible for selecting the IC before dropping smokejumpers on the fire. Jump loads are arranged so that **a qualified ICT3 (when available) is on board every jumpship**. The guidelines for selecting the IC are as follows:
- If the fire is challenging or difficult, or has high potential to become complex in terms of tactics, values at risk, or the number and variety of resources needed, the spotter selects the most qualified jumper on the aircraft to be the IC.
- If the fire poses no special difficulties, the spotter may designate a lesser experienced (but still fully qualified) jumper IC. This provides less experienced jumpers with IC experience and is critical to the development of BLM smokejumpers. The highest qualified IC will be prepared to take over the fire if complexity warrants.

The Jump

- Smokejumpers are usually dropped two at a time, but may jump in groups of three or four if conditions allow.
- Dispatch may lose radio contact during the cargo delivery phase of the operation, when the aircraft makes low level (200 ft.) passes to drop firepacks, cubitainers, chainsaws, and other equipment.
- The aircraft climbs and re-establishes radio contact with dispatch. The spotter gives dispatch the name of the smokejumper in charge, the number of other jumpers on the fire, an update on fire status, and can relay information from the I.C. to dispatch if necessary.

Fire Suppression

- The smokejumpers can fight fire for at least 48 hours without resupply. After 48 hours, a jumper crew may require re-supply.
- Each smokejumper carries a hand-held programmable radio and a list of Great Basin/Rocky Mountain Area frequencies and repeaters.
- Smokejumpers are equipped with chainsaws and other specialized firefighting equipment if needed.
- Smokejumper length of assignment is based on user/incident need. Smokejumpers will remain on any incident until it is determined by the local unit and I.C. that they are no longer needed.

Paracargo

- In addition to re-supply of para-cargo to smokejumpers, para-cargo can be requested by other fire resources to receive basic fire supplies (e.g. MREs, Water, Batteries, etc). In the Rocky Mountain area, a small cache of fire supplies will be preassembled and available to Interagency Hotshot Crews.

Demobilization

- Smokejumper retrieval normally involves returning the smokejumpers and their gear to the jumpship location, and is coordinated between the responsible dispatch and the smokejumper spotter or liaison officer.
- A smokejumper typically carries 100 pounds of jump and firefighting gear. Each jumper carries a large packout bag and each pair of smokejumpers has a cardboard firepack box, and a chainsaw. The following are typical smokejumper demob transportation requirements:

Vehicle retrieval:

2 SMJs	one standard cab pickup	(or) one van	(or) one Suburban
3-4 SMJs	one six-pack pickup	(or) one van	(or) one Suburban
5-8 SMJs	one pickup and van	(or) two six-pack trucks	(or) one pickup and Suburban
9-12 SMJs	three vehicles	(or) stake-side plus vehicles for passengers	

Helicopter or CWN aircraft retrieval:

- A sling load is desirable for helicopter retrieval of smokejumper cargo, especially for groups of six or more jumpers. All jumpers are HELR qualified.
- For helicopter or fixed wing retrieval, pilots should be advised of smokejumper gear weights.

Coordination and Dispatch

The use of the Great Basin Smokejumpers is identified in district, state, and national BLM fire management plans or guides. Communication among dispatch centers, coordination centers, fire management officers, and smokejumper duty and liaison officers is critical.

Duty Officer and Liaison Officer

The Duty Officer

The smokejumper duty officer, located in Boise, serves as the focal point for BLM smokejumper operations in the lower 48 states.

- During the fire season, the duty officer is available 24 hours, seven days per week. During business hours they can be reached at 800-925-8307 or 208-387-5426 and after hours at 208-850-5144 (cell).
- Our duty officer functions as a local dispatch center for filling orders.
- The duty officer notifies the coordination center of smokejumper aircraft arrival/departure from Boise and provides manifests, itineraries, and flight strips.
 - The duty officer stays current on smokejumper availability, status, location, movement, and projected activity; this information is updated daily on the Smokejumper Status Report on the NIFC Home Page, <http://www.nifc.gov/smokejumper/reports/smj rpt.php>.

The Liaison Officer

Every state will have an identified smokejumper liaison officer. A liaison officer can perform spotter duties during light fire activity. During periods of high fire activity at sub bases, a Liaison Officer will be dedicated and will not perform any spotter duties. Duties include:

- Meet with unit FMO or representative. Attend pertinent local unit briefings.
- Serve as contact for smokejumper IA, pre-position, booster, project work, and demobilization requests.
- Briefs smokejumpers, spotters, and the pilot on situation reports and daily weather forecasts.

Managing for Resource Benefit

Fires with Multiple Strategies/Objectives

When fire situations are other than traditional control and extinguishment, smokejumpers can provide onsite observations and give fire managers more response options. Some of the advantages of using smokejumpers in this role include:

- Experience in meeting non-standard suppression objectives such as monitoring, minimum impact suppression tactics, holding, ignition, utilization of natural barriers for containment, point protection of sensitive areas and/or perimeter containment.
- Great Basin Smokejumpers are trained in fire use management techniques such as monitoring fire conditions, smoke characteristics, assessing fuels and vegetation, mapping fire progression, identifying natural and cultural resource values, and implementing appropriate tactical actions if necessary.
- Jump loads can be arranged so that a qualified ICT3 and FEMO are on board every plane load. Special qualifications may be requested (i.e. RXB2, DIVS, TFLD, RXI2, FOBS, EMT, HEMG, SOF3, FIRB, etc...).
- Jump loads are self-sufficient for 48 hours. If a re-supply is necessary, paracargo can be used as an efficient alternative when other means are not available.
- When alerted that other than full suppression tactics are being considered, a monitor kit will be dropped which contains a Kestrel, sling psychrometer, fire behavior data sheets, camera, clinometer, Browns planar transect equipment and a calculator. In addition, each plane load is equipped with a cell phone and GPS. If communication by radio or cell phone is marginal, a satellite phone can be used.
- Aerial reconnaissance and on-site monitoring by trained, experienced individuals provides much needed intelligence to fire managers. Once management decisions have been made, smokejumpers can continue to assist in planning and operations and take action as dictated.
- Smokejumpers ability to jump in and pack out reduces or eliminates the use of helicopters in wilderness and sensitive areas.
- Smokejumpers can be used as a Wildland Fire Module or can be requested in smaller numbers to assist as needed.

Prescribed Fire Operations

The Great Basin Smokejumpers provide land managers with professional, motivated and highly trained prescribed fire specialists. Great Basin Smokejumpers supply burn bosses, firing bosses, holding specialists, fire effects monitors, crewmembers and a multitude of other ICS positions. They also assist managers in writing burn plans, performing site preparation work, and performing mechanical hazardous fuels reduction work.

Availability

The Great Basin Smokejumpers are available for prescribed fire assignments from January to May, and from September to November. Availability is contingent upon management priorities.

Ordering and Coordination

Requesting Great Basin Smokejumpers for prescribed fire projects requires a phone call to the Great Basin Smokejumper Rx Manager or Operations at **(208) 387-5426**. Specifics for each project will be coordinated between the Smokejumper Prescribed Fire Manager and the requesting unit. Jumpers should be ordered as “RXCM and/or the RX qualification” for “Boise Smokejumpers” in the remarks section. If the ordering unit is not BLM, a project assist number will need to be assigned.

On the project

Smokejumpers will arrive at the project location fully equipped with government credit card, tools, radios, equipment, transportation, food, camping supplies, and other materials necessary to complete the project. Re-supply may be necessary on extended projects.

Training

Great Basin Smokejumper training includes prescribed fire training. All smokejumpers responding to prescribed fire requests will be fully qualified for the position they intend to fill. Trainee assignments will receive prior approval from the requesting unit.

Safety

Great Basin Smokejumpers maintain the highest level of safety on all prescribed fire projects.

Physical fitness standards

Every Great Basin Smokejumper maintains an arduous physical fitness rating.

General Information

Availability

January

- Training instructors, loft technicians, pilots, and other smokejumpers begin pre-season preparation. Some jumpers are available for prescribed fire assignment as well as other fuels management projects.

April

- All Great Basin Smokejumper rookies report to Boise for training. Rookie training will alternate each year between Boise and Alaska.

May

- The first and second contract airplanes are on. Three airplanes and all smokejumpers are available for assignment in the Lower 48 and Alaska.

Mid-July

- Based on fire activity, sixteen Alaska BLM Smokejumpers and one aircraft are made available to Boise. Pre-position of these jumpers is accomplished through normal dispatch channels.

** Dates are approximate. Please contact the Duty Officer for current information on availability.*

Staff Assistants

- Rhonda Steinmann and Courtney Wyatt

Spotters

Adell, Marty	Estey, Dave	Lenmark, Paul	Stroud, Steve
Bowers, Matt	Geving, Dennis	Lind, Phil	Tenneson, Mel
Clements, Frank	Hartman, Derrek	Motes, Mark	Urban, Mark
Cresto, Brian	Haydon, Mike	Madrid, Hector	Walker, Eric
Cushman, Allison	Johnson, Todd	Raudenbush, Jim	

Smokejumper aircraft capabilities:

Aircraft	SMJs	Speed	Runway Requirements*	Range(miles)
DHC-6 Twin Otter	8	150-knots	2,000-ft	425-680
C-23A Sherpa*	8	170-knots	4,500-ft*	500-800*
C-212 Casa	8	180-knots	3,000-ft	500-800
Dornier 228	8	200-knots	4000-ft	500
TDC-3	8	190-knots	3,000-ft	1,000

*Runway requirements depend upon density altitude considerations. High heat and high elevations increase runway length requirements.

Note to GACC's: When ordering smokejumper aircraft (including para-cargo platforms), please consult with the local smokejumper liaison officer (LO) or the Great Basin duty officer (DO) on aircraft capabilities. Some smokejumper aircraft (primarily the C-23A Sherpa and C-212 Casa) have limited performance characteristics in the high elevation and hot temperature regions of the Great Basin. To compensate for this, it may be necessary to “download” smokejumpers, equipment and fuel.

Administration

During the fire season a normal duty day is 0900 - 1800.

Individual smokejumper rotations from sub-bases to Boise can occur if necessary and are handled internally. Pilots are rotated according to the Departmental Manual. Great Basin Smokejumper time and attendance is handled by BLM-NIFC. Smokejumpers are covered by a season-long fire travel authorization. All Great Basin Smokejumpers are prepared to cover their individual travel expenses.

Discipline problems are handled by the spotter or liaison officer. The duty officer and smokejumper base manager will be involved. Any personnel or discipline problems may be relayed directly to the smokejumper base manager.

Emergency Medical Services (EMS) Program

The Great Basin Smokejumpers are capable of providing emergency medical services for injured firefighters and others. Each smokejumper aircraft carries EMS personnel and a complete medical trauma kit deliverable by para-cargo to the accident scene.

Proficiency Jumps

Parachute jump currency ensures that smokejumpers maintain proficiency in parachuting skills and procedures. A parachute jump (either fire or training) every 10-14 days is standard to maintain currency. Ability to meet this standard is predicated upon aircraft availability and fire activity.

The spotter will clear proficiency jumps through the appropriate dispatch channels.

After Action Review

Mission debriefings are critical to improving mission effectiveness and safety. Smokejumpers perform debriefings after every mission. Participation by host unit fire personnel is welcomed.

2012 Great Basin Smokejumper Red Card Qualifications

Suppression Qualifications

Smokejumper training emphasizes the skills required for safe, aggressive, and effective initial attack and extended attack fire suppression. The majority of Great Basin Smokejumpers are initial attack incident commander (ICT4) qualified. If one is available, **an ICT3 will be on every jump load**. Dispatch will be notified if a qualified ICT3 is unavailable.

Red card qualifications of each Great Basin Smokejumper are detailed on the following pages.

General Overview of Crew Qualifications by Numbers

Position	Qualified	Trainee
ICT3	31	19
ICT4	65	9
DIVS	35	17
ATGS	8	19
TFLD	52	6
STCR	52	13
CRWB	74	5
DOZB	25	32
ENGB	9	14
FALC	40	13
FELB	39	16
HMGB	6	9
HEB2	1	1
HECM	35	11
FOBS	17	17
FEMO	19	33
RXB2	13	18
FIRB	52	11
EMTB	16	34(WFR)*

* *Wilderness First Responder*

2012 Great Basin Smokejumpers IQCS data Updated 5/08/2012

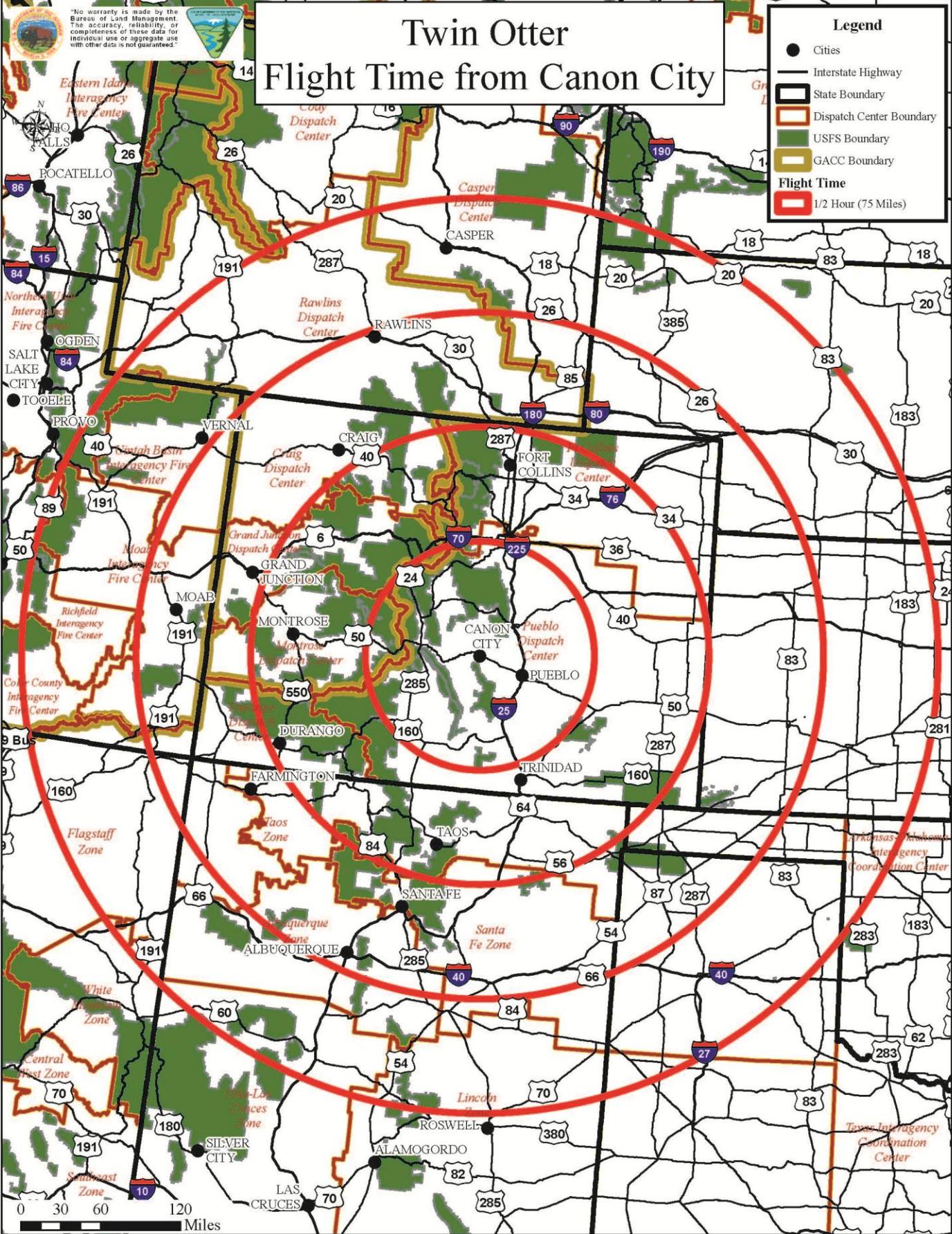
Name	COMMAND				OPERATIONS RELATED											AVIATION RELATED								
	ICT3	ICT4	ICT5	OSC2	DIVS	TFLD	STCR	CRWB	HEQB	DOZB	ENGB	FALA	FELB	FALB	FALC	ENOP	ATGS	HEB2	HELH	HELB	HIMGB	HECM	PLDO	SEMG
Abols, A	X	X	X		T	X	X	X		T	T	X	T	X	T	X			X		X	X		
Adell, M	X	X		X	X	X	X	X				X	X	X	X		T		X				T	
Adsit, E		X	X				T	Q		T		X	X	X	X				X				T	
Atkins, K	T	X	X		X	X	X	X		T	T	X	T	X	X	X	T		X					
Benoit, R	T	X	X		T	T	T	X				X	X	X	T	X			X				X	
Bohan, D		T	X				T	X	X	X					T								X	
Bohnsack, J	T	X	X		T	X	X	X		X		X	X	X	X				X					
Boldman, C	X	X			T	X	X	X		X	T	X	X	X	X	X			X					
Bowers, M	X	X		T	X	X	X	X		X		X	X	X	X		T		X					T
Broillier, Ja.	T	X			T	X	X	X		T		X		X	X				X		T	X		
Bumgardner, A		X	X			T	T	X				X	X	X	X				X					
Brollier, Ju	X	X			X	X	X	X				X		X	X				X	T	T	X		
Camp, J		X	X				T	X			T	X	T	X					X		T	X		
Chung, Q	T	X	X		X	X	X	X		X	X	X			X				X				X	
Clements, F	X	X			X	X	X	X		X		X	X	X	X		X		X					
Cook, S	T	X	X		T	X	X	X		T	T	X	X	X	X	T			X				T	
Coomes, D			X					X				X		X										
Cresto, B	X	X	X		X	X	X	X		T		X	X	X	X		T		X				X	
Cushman, A	T	X			X	X	X	X		T		X	X	X			T		X				T	
Drazinksi, J	X	X			X	X	X	X			T	X	X	X			T		X					
Estey, D	X	X			X	-	X	X		T	X	X	X	X	X		X		X				U	
Flinders, J	X	X		T	X	X	X	X		X	X	X	X	X	X		T		X				X	
Frugoli, S		X	X		T	X	T	X		T	T	X	T	X		X			X					
Gerhardson, P	X	X			X	X	X	X				X	X	X					X					
Germann, H	T	X			X	X	X	X		X		X	X	X	T		T		X					
Geving, D	X	X			X	X	X	X		X		X	X	X	X		T		X				X	
Goodson, F	T	X			T	X	X	X		X			X	X	X				X				T	
Graham, J	T	X	X		X	X	X	X		T	X	X	X	X	X	X			X					
Hart, T			X					X	X	X	T	X	X	X					X		T	X		
Hartman, D	X	X		T	X	X	X	X				X		X			T		X					
Harvey, B		X	X			T	T	X		T		X	T	X	X				X				X	
Haydon, M	X	X		T	X	X	X	X		X	X	X	X	X	X		T		X		T	X		
Hohn, J	X	X	X	T	X	X	X	X		X	X	X	X	X		X	T		X					
Horigan, C		X	X				T			T		X	T	X	T				X				T	
Jensen, S		X	X				T	X		X		X	T	X	X				X				Q	
Jinkins, T	X	X			X	X	X	X				X	X	X	X		T		X					
Johnson, B	X	X			X	X	X	X			T	X	X	X	X				X					
Johnson, T	X	X		T	X	X	X	X		T		X	X	X	X		X		X	U	X	X		
Lenmark, P	X	X			X	X	X	X		T		X		X	X		X		X					
Lind, P	X	X			T	X	X	X		T	X	X	X	X	T	X			X	U	T	X		

X=Qualified, T=Trainee U=Less Currency Updated 5/08/2012

Name	RX FIRE					DISPATCH			LOGISTICS / MED					PLANNING			MISC OH		
	RXB1	RXB2	FRB	SOP	FEMO	EDSD	EDRC	IADP	ATVO	RADO	RAMP	MEDL	EMTB	RESL	SITL	FOBS	PIO2	SOF2	SOFR
Abols, A			X		T				X	X	X		X			T			T
Adell, M			X		T		T			X	X				T	T			T
Adsit, E			X		T					X	X								
Atkins, K			X						X	X	X		X				T		
Benoit, R			T		T					X	X					T			
Bohan, D					T		T												
Bohnsack, J		T	X		X	T	X		X	X	X		X			X			
Boldman, C	T	X	X		X				X	X	X					X			T
Bowers, M		T	X		X	T	T	T	T	X	X		X			U			U
Brollier, Ja			X		T				T	X	X						X		U
Bumgardner, A			X							X	X								
Brollier, Ju		T	X						X	X	X							T	T
Camp, J			X		T				X	X	X					T			
Chung, Q		T	X		X				X	X	X					X			X
Clements, F	X	X	X	T	X				X	X	X					X		T	T
Cook, S		T	X		T					X	X		X			T			T
Coomes, D					T				X	X	X								
Cresto, B		T	X		X				X	X	X		X			X			
Cushman, A		T	X		X				T	X	X					X			U
Drazinksi, J					T		U	T	X	X	X								U
Estey, D			X		T		U			X	X							T	U
Flinders, J		X	X	T	X				X	X	X								U
Frugoli, S		X	X						X	X	X					T			
Gerhardson, P		T	X		U				X	X	X					T			U
Germann, H		T	X		T	U	X	X	X	X	X					T			U
Geving, D		X	X						X	X	X							U	
Goodson, F			T						X	X	X								
Graham, J			X		T		T			X	X								
Hart, T			T		T														
Hartman, D	T	X	X	T	X	X	X		X	X	X				T	X	X	T	X
Harvey, B			X						X	X	X								
Haydon, M		X	X	T	X		X		X	X	X				T	X			X
Hohn, J		T	X		X		X		X	X	X		X	X		X			T
Horigan, C			T							X	X								
Jensen, S			T		T		T		X	X	X		X			T			
Jinkins, T		T	X	T	X				X	X	X					X			U
Johnson, B		T	X							X	X								T
Johnson, T			X		T		T		X	X	X								U
Lenmark, P		X	X							X	X								
Lind, P			T				T	T		X	X								X

2012 Great Basin Smokejumpers IQCS data Updated 5/08/2012

Name	COMMAND				OPERATIONS RELATED											AVIATION RELATED								
	ICT3	ICT4	ICT5	OSC2	DIVS	TFLD	STCR	CRWB	HEQB	DOZB	ENGB	FALB	FELB	FALB	FALC	ENOP	ATGS	HEB2	HELR	HELB	HMGB	HECM	PLDO	SEMG
Lord, Chris		X	X			T	T	X		X		X	T	X					X					
Madrid, H	X	X	X	X	X	X	X	X		X				X			X		X			X		
Maier, K		X	X			X	X	X		T		X	T	X					X			X		
Motes, M	T	X			T	X	X	X		T		X	X	X	X			T	X	X	X	X		
Oakleaf, B	T	X	X		X	X	X	X		X		X	T	X	X		X		X			X		
Okkonen, E		T	X					X		T				T	T							X		
Orr, S	X	X			X	X	X	X		X	X	X	X	X	X	X	X		X		X	X	X	
Permenter, D	T	X	X		T	X	X	X		T		X	X	X	X				X					
Philpott ,J		T	X					X		T		X		X										
Plaza, A			X					X		T		X		X					X			X		
Ramaekers, S		X	X			X	X																	
Raudenbush, J	X	X		T	X	X	X	X				X	X	X			T		X					
Reedy, J	T	X	X		T	X	X	X		T	T	X	T	X	X	X			X			X		
Salomon, A		X	X				T	X		T		T							X			T		
Schaeffer, T	X	X		X	X	X	X	X				X	X	X	X		T		X			T		
Skovlin, B		X	X				T	X						X					X					
Skudlarek, M	T	X	X		T	X	X	X		T	T	X	T	X		T			X					
Sorensen, S	T	X	X		T	X	X	X		X	T	X		X		X			X	X	T	X		
Springer, D	X	X			X	X	X	X		X		X	X	X	X		T		X					
Stroud, S	X	X	X		X	X	X	X		T		X		X	T		T	U	X	X	X	X	X	
Tenneson, M	X	X		T	X	X	X	X		X		X	X	X	X		X		X					
Thompson, D	T	X	X		X	X	X	X		T	X	X	T	X	X	X			X			X		
Turner, R	T	X			T	X	X	X		T		X	X	X	X				X		T	X		
Urban, M	X	X	X		X	X	X	X		T		X	T	X	T		T		X					
VanKuren, T		T	X			T		X		T		X		X	T				X			T		
Webb, I		T	X		T	X	X	X		X		X	T	X	T							X		
Walker, E	X	X			X	X	X	X				X	X	U	U		T		X			X		
Walters, Z		X	X					X		X		X		X	X				X					
Wasser, W	X	X			X	X	X	X				X	X	X					X					
Williams, J		X	X				T	X		T				X					X			T		
Wyatt, J	T	X	X		T	X	X	X		X		X	X	X	X				X		T	X		
Zuares, D	X	X			X	X	X	X				X	X	X	X			X	X	U	X	X	X	
McGowan			X					T		T		T	X	T					X			X		
Hayes		T	X					X	X	X				X	X	T								
Skinner		T	X				T	X		T				X	X				X			X		
Staab		T	X					X				X	X	X					X			X		
Rookies--																								
Albertes, S			T					T			T											T		
Matush, M		T	X			T	T	X																
Stockholm, M			T					T							C									



Twin Otter Flight Time from Durango

Legend

- Cities
- Interstate Highway
- State Boundary
- ▭ Dispatch Center Boundary
- ▭ USFS Boundary
- ▭ GACC Boundary
- Flight Time**
- ▭ 1/2 Hour (75 Miles)

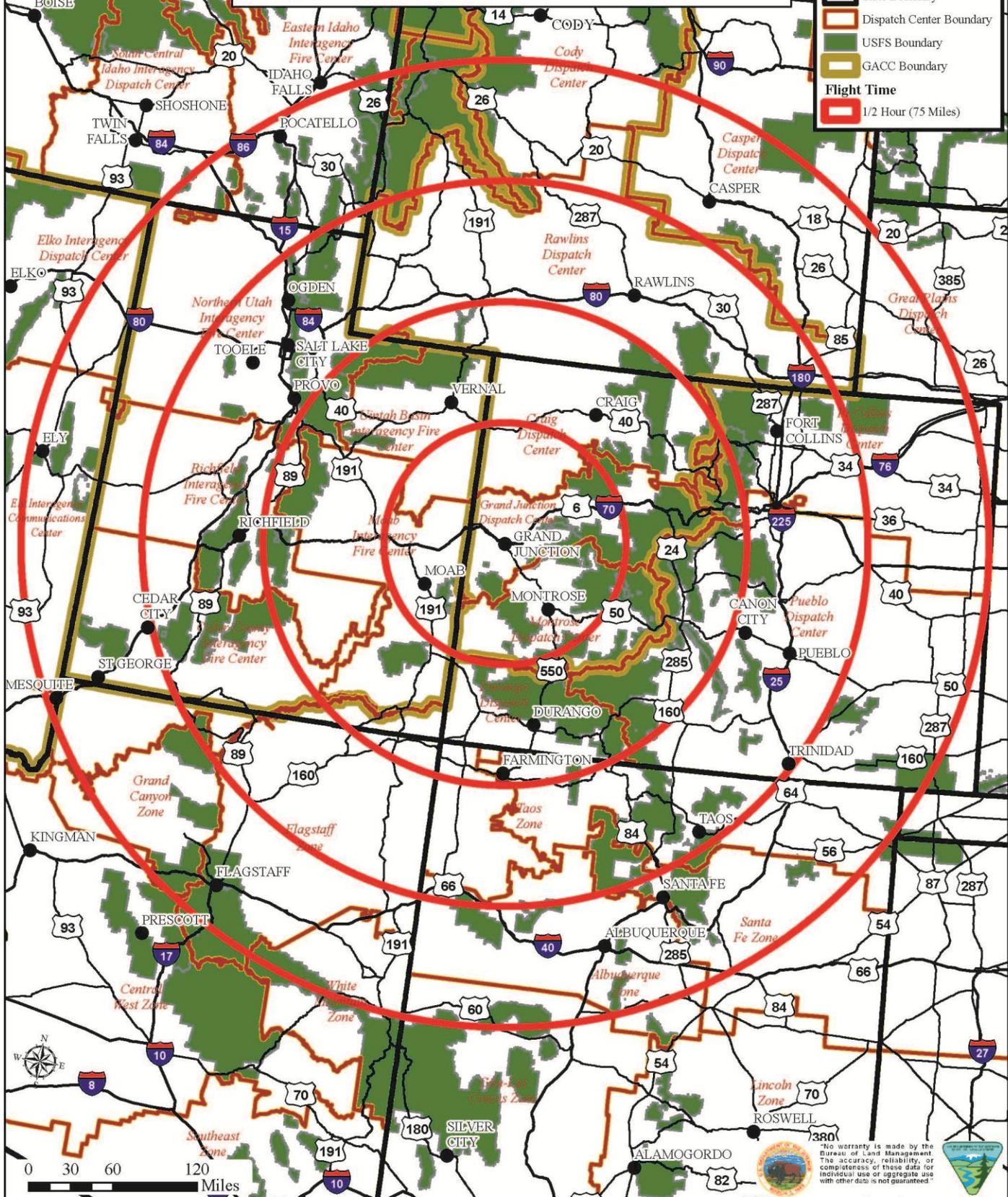


"No warranty is made by the Bureau of Land Management. The accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed."

Twin Otter Flight Time from Grand Junction

Legend

- Cities
- Interstate Highway
- State Boundary
- ▭ Dispatch Center Boundary
- ▭ USFS Boundary
- ▭ GACC Boundary
- Flight Time**
- ▭ 1/2 Hour (75 Miles)



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Twin Otter Flight Time from Boise

Legend

- Cities
- Interstate Highway
- ▭ State Boundary
- ▭ Dispatch Center Boundary
- ▭ USFS Boundary
- ▭ GACC Boundary
- Flight Time**
- ▭ 1/2 Hour (75 Miles)



Twin Otter Flight Time from Pocatello

Legend

- Cities
- Interstate Highway
- State Boundary
- ▭ Dispatch Center Boundary
- ▭ USFS Boundary
- ▭ GACC Boundary
- Flight Time**
- ▭ 1/2 Hour (75 Miles)



"No warranty is made by the Bureau of Land Management. The accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed."

Twin Otter Flight Time from Twin Falls

Legend

- Cities
- Interstate Highway
- State Boundary
- Dispatch Center Boundary
- USFS Boundary
- GACC Boundary
- Flight Time**
- ▭ 1/2 Hour (75 Miles)



"No warranty is made by the Bureau of Land Management for the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed."



Twin Otter Flight Time from Elko



"No warranty is made by the Bureau of Land Management. The accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed."

Twin Otter Flight Time from Stead

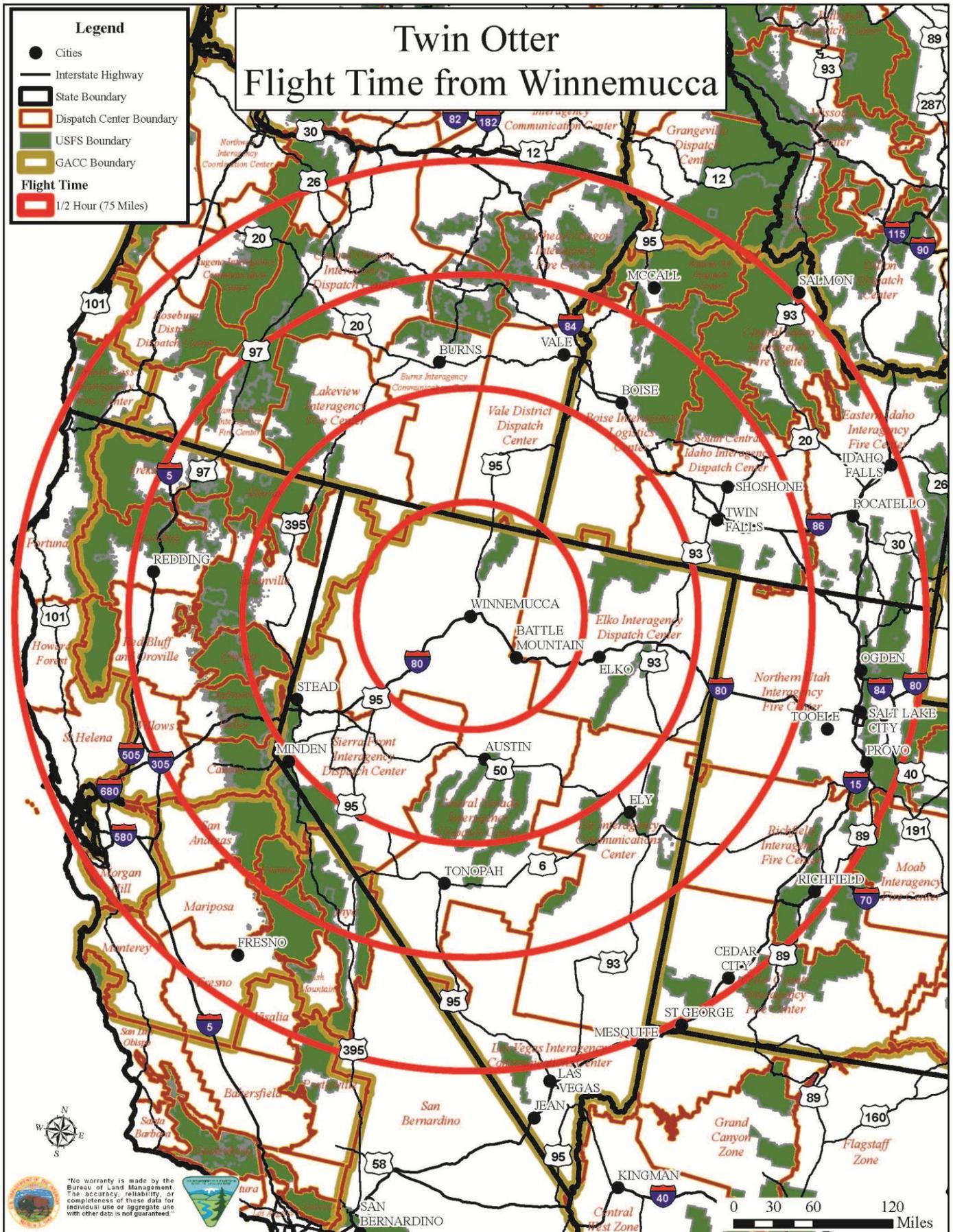
Legend

- Cities
- Interstate Highway
- State Boundary
- Dispatch Center Boundary
- USFS Boundary
- GACC Boundary
- Flight Time**
- 1/2 Hour (75 Miles)

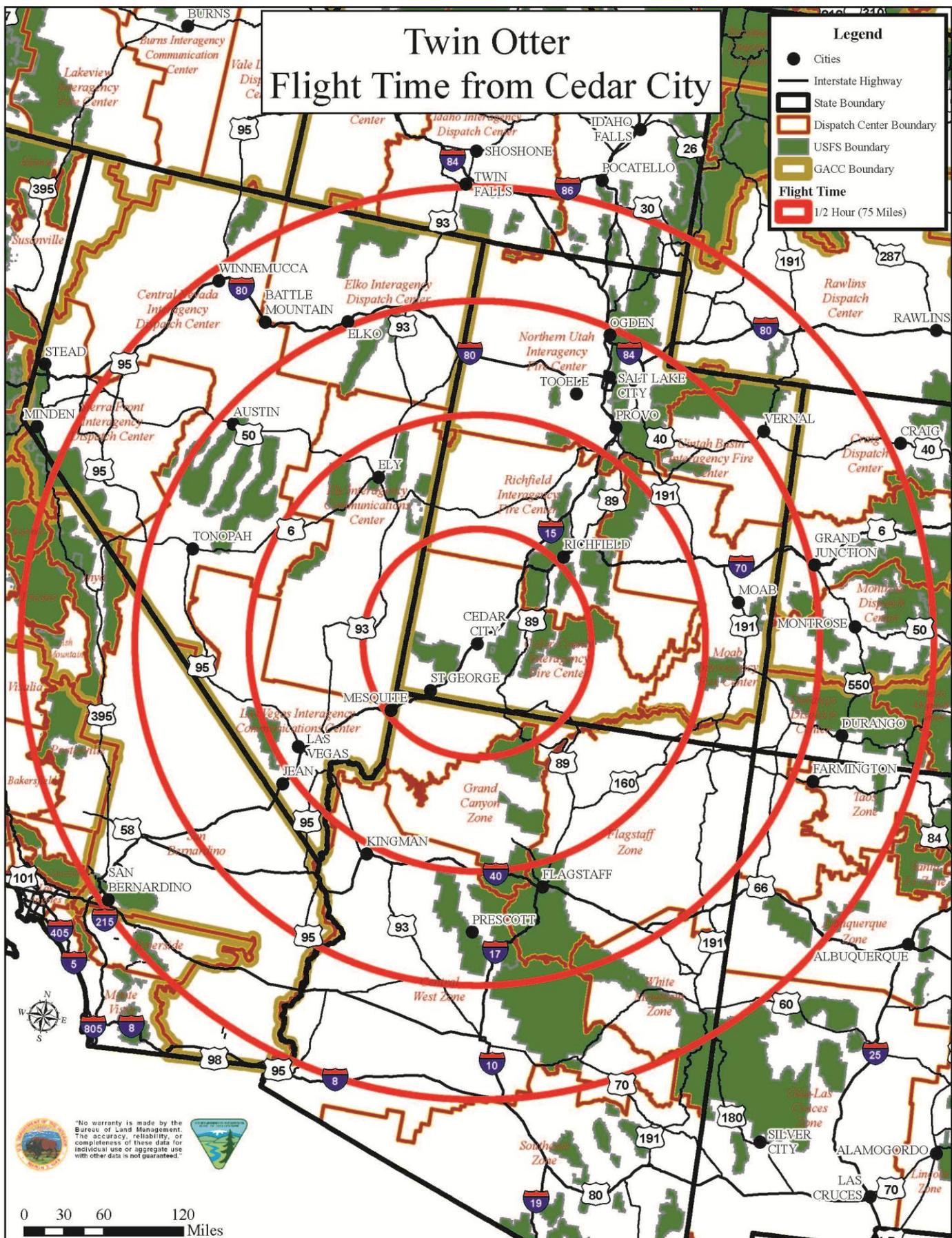


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Twin Otter Flight Time from Cedar City



Legend

- Cities
- Interstate Highway
- State Boundary
- Dispatch Center Boundary
- USFS Boundary
- GACC Boundary
- Flight Time**
- 1/2 Hour (75 Miles)

No warranty is made by the Bureau of Land Management. The accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed.




0 30 60 120 Miles

Twin Otter Flight Time from Provo

