Cody Interagency Dispatch Center
Field Operations Guide
2015

2501 Wright Bros Dr
Cody, WY 82414
Office: 307-578-5740
Fax: 307-578-5759

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

The **Cody Interagency Dispatch Center (CDC)** provides support for the following units:

- U.S. Forest Service
    - Shoshone National Forest
    - Bighorn National Forest

- Bureau of Land Management
    - Wind River/Big Horn Basin District

- National Park Service
    - Bighorn Canyon National Recreation Area

- Bureau of Indian Affairs
    - Wind River Agency

- Bighorn County
- Carbon County
- Fremont County
- Hot Springs County
- Johnson County
- Natrona County
- Park County
- Sheridan County
- Sweetwater County
- Washakie County
- Wyoming State Division of Forestry

ORGANIZATION

Cody Interagency Dispatch Center

POSITION	NAME	OFFICE PHONE
Dispatch Center Manager	Cathy Hutton	578-5740
Asst Dispatch Center Manager	Nick Janota	578-5740
Lead Initial Attack Dispatcher/Training	Katie Williamson	578-5740
Initial Attack Dispatcher	Hal Bromley	578-5740
Initial Attack Dispatcher	Josh Taylor	578-5740
Initial Attack Dispatcher	Vacant	578-5740

Shoshone National Forest

POSITION	LOCATION	NAME	OFFICE PHONE
Forest Fire Mgt Officer	Cody	Mark Giacoletto	307-578-5123
Asst Forest Fire Mgt Officer	Cody	Clint Dawson	307-578-5180
Unit Admin (Fire Business)	Worland	Wade Wyman	307-347-5203
North Zone FMO Watpiti/Clarks Fork RD	Cody	Tim Klukas	307-578-5206
North Zone AFMO Watpiti/Clarks Fork RD	Cody	Tim Haas	307-578-5207
Engine Foreman E642/Sqd2	Cody	Travis Braten	307-578-5210
Engine Foreman E643/Sqd3	Cody	Mike Woods	307-578-5214
Engine Foreman E644/Sqd4	Cody	VACANT	
South Zone FMO Wind River/Washakie RD	Dubois	Jay Slagowski	307-455-4156
South Zone AFMO Wind River/Washakie RD	Lander	Andy McWilliams	307-349-6560
Engine Foreman E631/Washakie IA	Lander	Jacob Binns	307-355-2176
Engine Foreman E651/Wind River IA	Dubois	Nick Pieper	307-455-4159

Bighorn National Forest

POSITION	LOCATION	NAME	OFFICE PHONE
Forest Fire Mgt Officer	Sheridan	Jon Warder	307-674-2631
Unit Admin (Fire Business)	Worland	Wade Wyman	307-347-5203
District FMO Med. Wheel/Paintrock RD	Lovell	Marvin Matthiesen	307-548-5313
District AFMO Med. Wheel/Paintrock RD	Lovell	Beau Kid	307-548-5312
Engine Foreman E641 (Shell)	Greybull	Joe Bocek	307-765-4436 ext. 5363
Crew Foreman Shell IA	Lovell	Shawn Gettings	307-548-5321
Interagency Hotshot Crew Wyoming IHC	Greybull	Matt Prentiss	307-765-4436 ext. 5361
District FMO Powder River RD	Buffalo	Curtis Rasmuson	307-684-4644
Crew Foreman Blacktooth Fire Module	Buffalo	VACANT	307-684-4643
Engine Foreman E611	Buffalo	Jason Rodriguez	307-684-4645
District FMO Tongue River RD	Sheridan	Kevin Hillard	307-674-2691
Crew Foreman Big Goose HC	Sheridan	Janos Czaban	307-674-2618
Engine Foreman E661	Sheridan	Eric Comstock	307-674-2626

Wind River/Bighorn Basin Bureau of Land Management

POSITION	LOCATION	NAME	OFFICE PHONE
Fire Mgt Officer	Worland	Chuck Russell	307-347-5213
Unit Admin (Fire Business)	Worland	Wade Wyman	307-347-5203
AFMO Operations	Worland	VACANT	
AFMO Fuels	Worland	Rance Neighbors	307-347-5148
Fuels Specialist	Ft Washakie	Cal Anacker	307-322-4408
Engine Foreman E3611	Worland	Sage Decker	307-347-5247
Engine Foreman E3411	Worland	Kevin Marino	307-347-5293
Worland Fuels Module	Worland	Mitch Volin	307-431-2224
Engine Foreman E3621	Cody	Steve Williamson	307-388-4692
Fire Operations Specialist (FOS)	Lander	Aaron Thompson	307-332-8472
Asst Fire Operations Specialist/Engine Foreman E3651	Lander	Heath Morgan	307-332-8489
Engine Foreman E3652	Lander	Joel Peters	307-332-8482

Wind River Agency, Bureau of Indian Affairs

POSITIONS	LOCATION	NAME	OFFICE PHONE
Fire Mgt Officer	Ft. Washakie	Bob Jones	307-332-4408
Wildland Fire Ops Spec	Ft. Washakie	George Wells	307-332-4408
Engine Foreman	Ft. Washakie	VACANT	307-332-4408
Fire Dispatcher	Ft. Washakie	Juan Eder	307-332-4408
Fuels Specialist	Ft. Washakie	Cal Anacker	307-332-4408
Fire Prevention Tech	Ft. Washakie	Mike Lapointe	307-332-4408
Helicopter Mgr	Ft. Washakie	VACANT	307-332-2921
Asst Helicopter Mgr	Ft. Washakie	George Violante	307-332-2921

Line Officers

| BLM, WBD | Steve Dondero | 307-374-5243 |
NPS, BIP	Kevin Tillman	406-666-3304
USFS, SHF	Joe Alexander	307-578-5187
USFS, BHF	Bill Bass	307-674-2612
BIA, WRA	Eric Rhodenbaugh	307-332-3719

County Fire Wardens

Hot Springs County Fire Warden	Dion Robbins	307-431-2767
Fremont County Fire Warden	Craig Haslam	307-857-3030
Park County Fire Warden	Russ Wenke	307-527-8550
Sheridan County Fire Warden	Bill Biastoch	307-752-9864
Johnson County Fire Warden	Rick Ferris	307-620-5973
Washakie County Fire Warden	Chris Kocher	307-347-6379
Big Horn County Fire Warden	Brent Godfrey	307-272-2820

Wyoming State Forestry
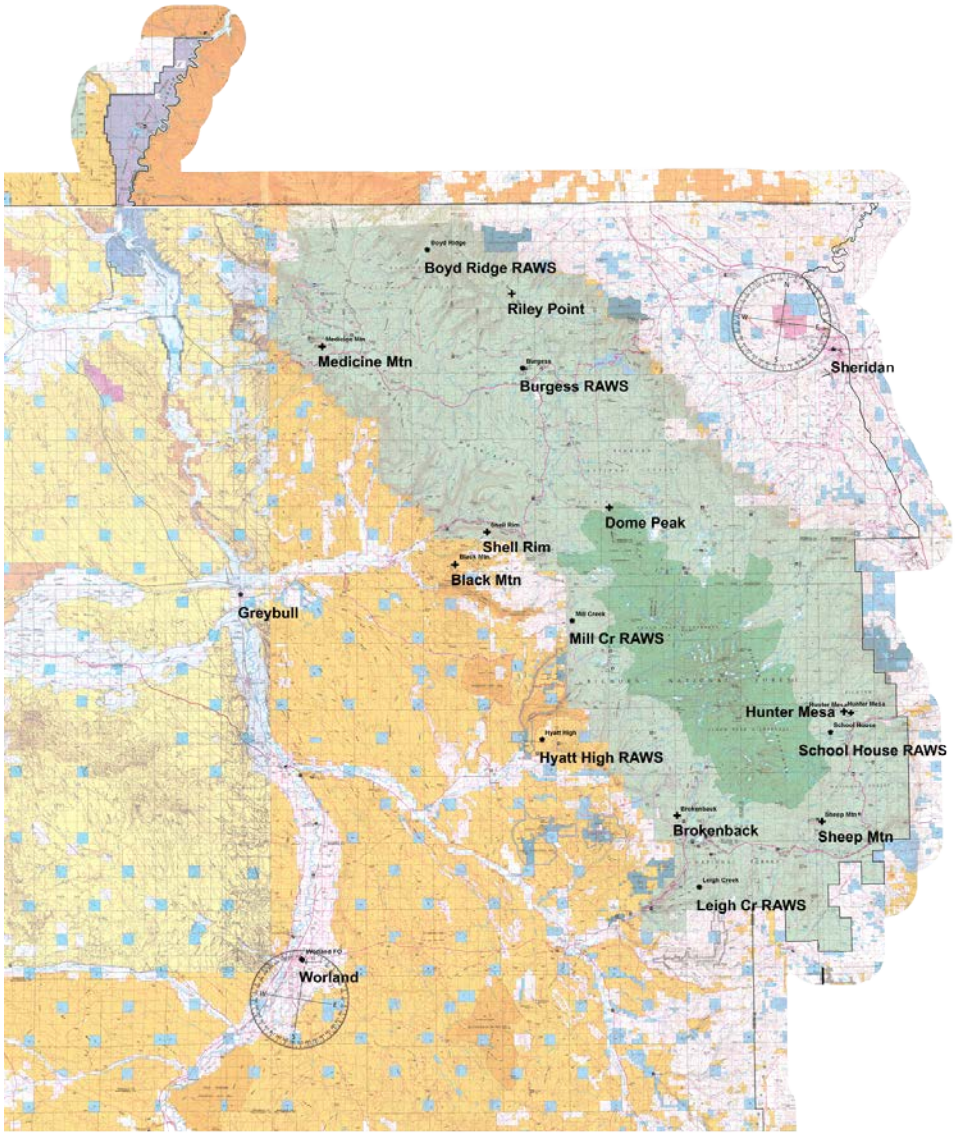
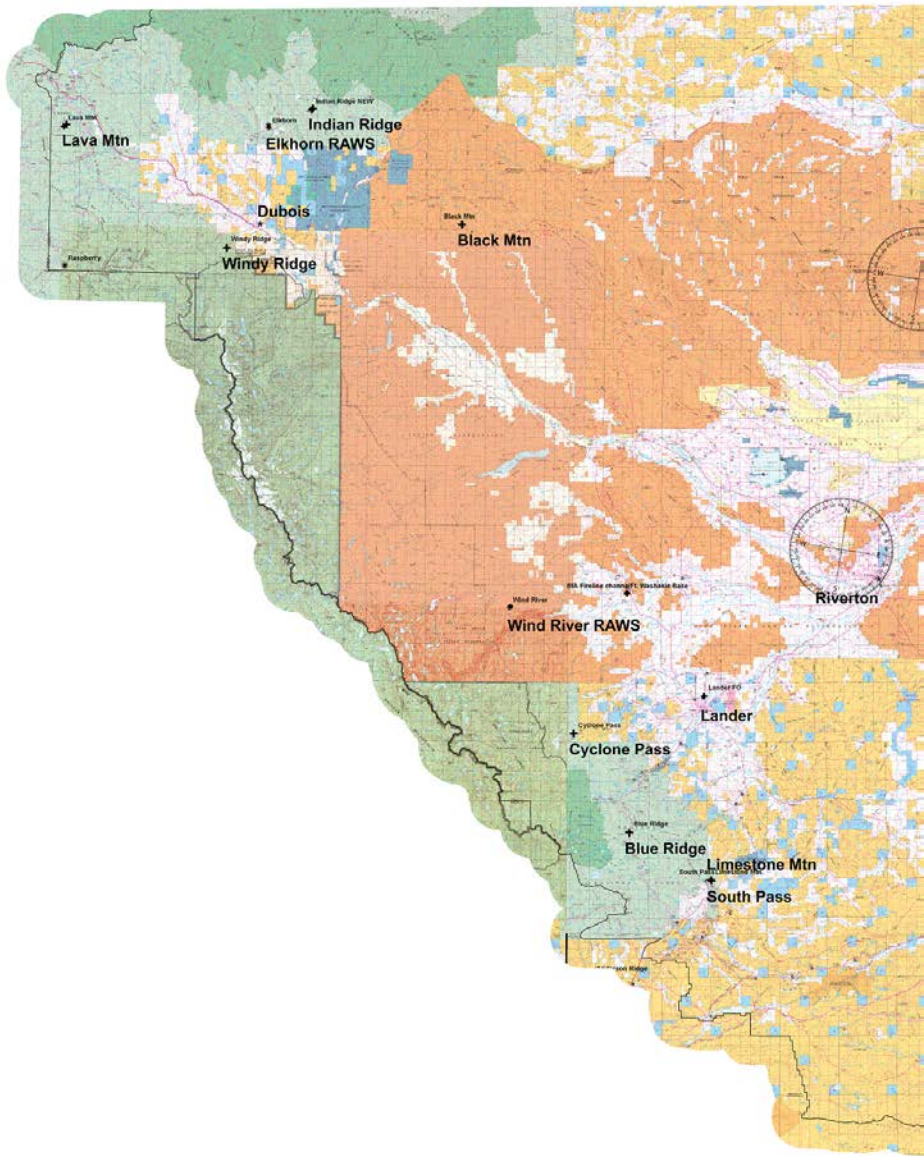| District Forester | Josh Shroyer | 307-856-8655 |
Assistant District Forester	Brian Russell	307-856-8655
Fire Management Officer	Ron Graham	307-631-7333
Assistant Fire Management Officer	Chris Fallbeck	307-631-2594

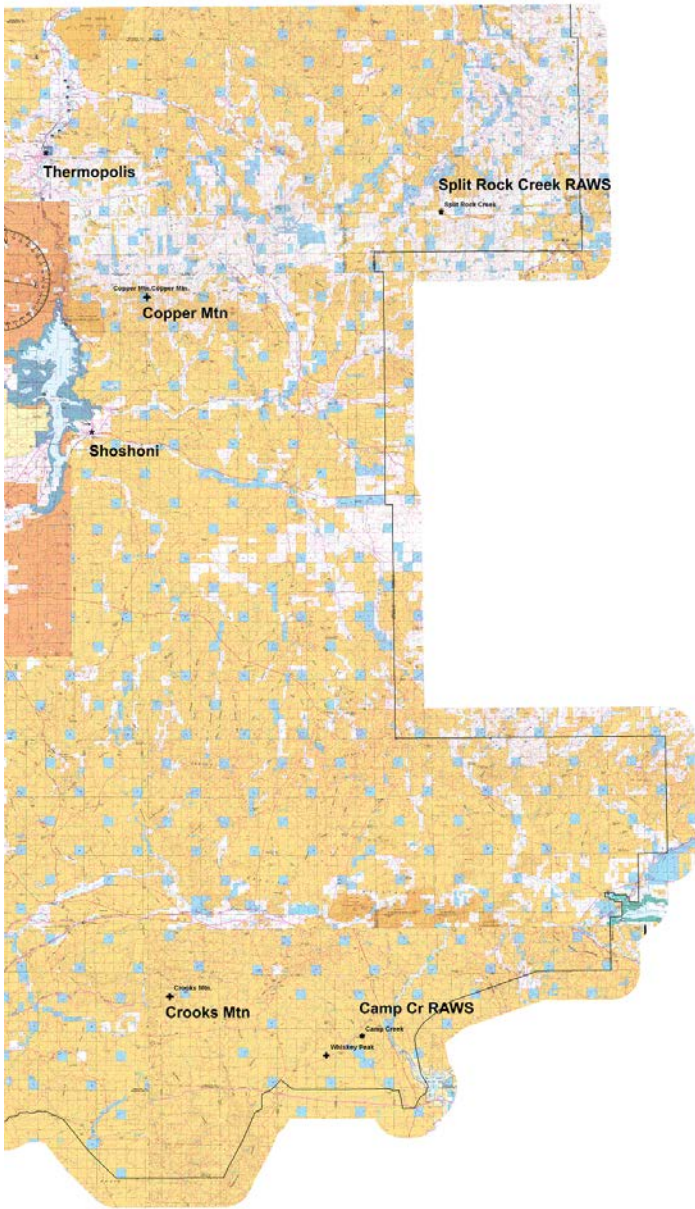**This Page Intentially Left Blank**

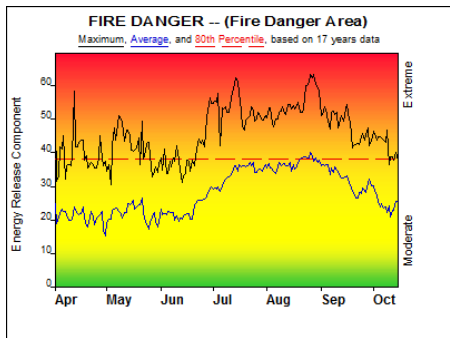NW corner of CDC Zone

SW corner of CDC Zone
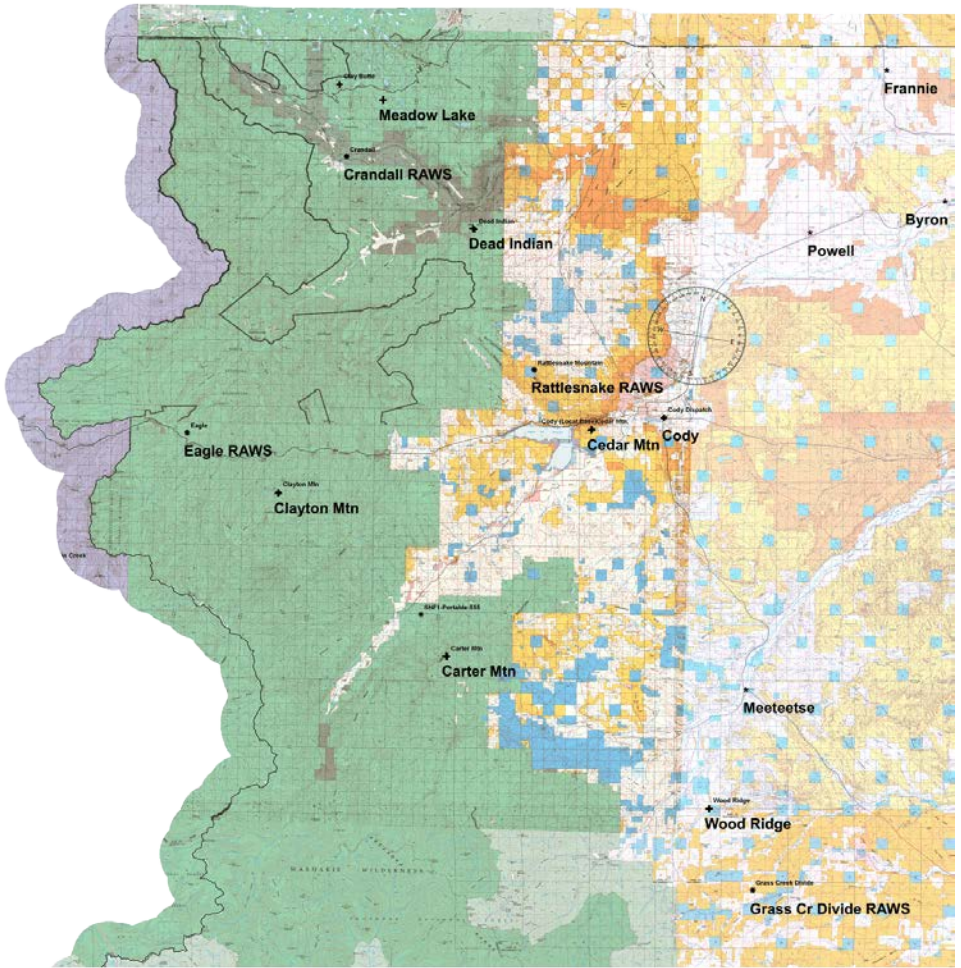
SE corner of CDC Zone

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FIRE DANGER -- (Fire Danger Area)
Maximum, Average, and 80th Percentile, based on 17 years data

Fire Danger Area:
- ◆ Big Horn Basin
- ◆ FWZ 282,275,276,285,287
- ◆ Big Horn Basin SIG
  - * Meets NWCG Wx Station Standards

Fire Danger Interpretation:

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

Maximum -- Highest Energy Release Component by day
for 1996 - 2012
Average -- shows peak fire season over 17 years (3107 observations)
80th Percentile -- Only 20% of the 3107 days from 1996 - 2012
had an Energy Release Component above 38

Local Thresholds - Watch out: Combinations
of any of these factors can greatly increase fire behavior:
20' Wind Speed over 15 mph, RH less than 20%,
Temperature over 90, 1000-Hour Fuel Moisture less than 15

Years to Remember: 2003 2012

Fuel Model: A - Western Annual Grasses
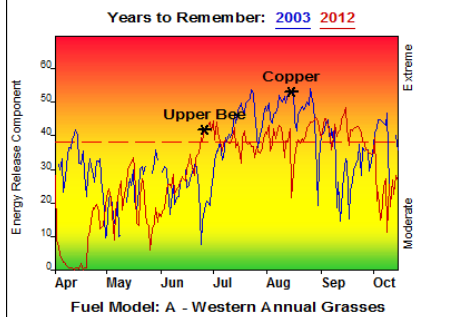
Remember what Fire Danger tells you:
√ Energy Release Component gives seasonal trends
calculated from 2 pm temperature, humidity,
daily temperature & rh ranges, and precip duration.
√ Wind is NOT part of ERC calculation.
√ Watch local conditions and variations across
the landscape -- Fuel, Weather, Topography.
√ Listen to weather forecasts -- especially WIND.

Past Experience:
Weather Stations included are Hillsboro, Rattlesnake, Hyatt High, Grass Creek and Split
Rock. Rapid rates of spread and control problems can be expected in sagebrush with
live fuel moisture below 100%.

Responsible Agency: BLM-Wind River/Big Horn Basin Dist.
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Design by NWCG Fire Danger Working Team

FIRE DANGER -- (Fire Danger Area)
Maximum, Average, and 80th Percentile, based on 17 years data

Fire Danger Area:
- ◆ Wind River/Sweetwater
- ◆ FWZ 283,289
- ◆ Wind River/Sweetwater SIG
  - * Meets NWCG Wx Station Standards
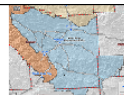
Fire Danger Interpretation:

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

Maximum -- Highest Energy Release Component by day
for 1996 - 2012
Average -- shows peak fire season over 17 years (3251 observations)
80th Percentile -- Only 20% of the 3251 days from 1996 - 2012
had an Energy Release Component above 72

Local Thresholds - Watch out: Combinations
of any of these factors can greatly increase fire behavior:
20' Wind Speed over 15 mph, RH less than 20%,
Temperature over 90, 1000-Hour Fuel Moisture less than 15

Years to Remember: 2012 2002

Fuel Model: G - Short-Needle (Heavy Dead)
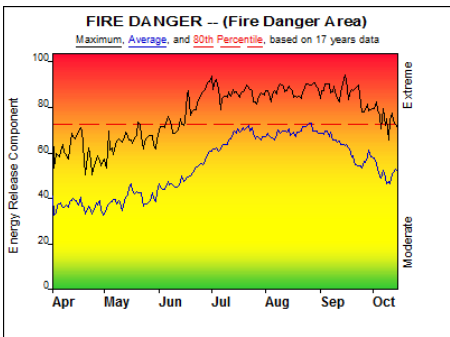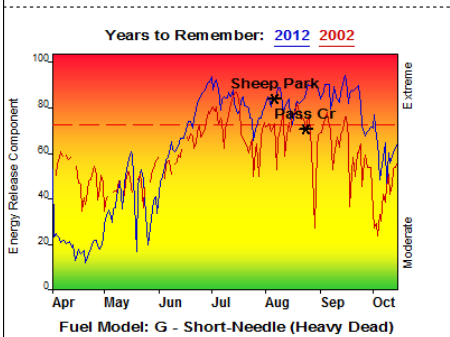
Remember what Fire Danger tells you:
√ Energy Release Component gives seasonal trends
calculated from 2 pm temperature, humidity,
daily temperature & rh ranges, and precip duration.
√ Wind is NOT part of ERC calculation.
√ Watch local conditions and variations across
the landscape -- Fuel, Weather, Topography.
√ Listen to weather forecasts -- especially WIND.

Past Experience:
Includes Camp Creek, Wind River and Split Rock Stations.
Rapid rates of spread and control problems can be expected in sagebrush with live fuel
moisture below 100%. Lander front can experience extreme rates of spread down slope
and down drainage.

Responsible Agency: BLM-Wind River/Bighorn Basin Dist.
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Design by NWCG Fire Danger Working Team

Bighorn National Forest Pocket Card
2014

FIRE DANGER -- Bighorn National Forest
Maximum, Average, and 90th Percentile, based on 25 years data

Fire Danger Area:
- Spruce/fir/lodgepole
- Forecast Zone 284
- SIG - All BHF Stations
  * Meets NWCG Wx Station Standards

WYOMING

**Fire Danger Interpretation:**

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

Maximum -- Highest Energy Release Component by day
for 1989 - 2013
Average -- shows peak fire season over 25 years (4299 observations)
90th Percentile -- Only 10% of the 4299 days from 1989 - 2013
had an Energy Release Component above 63

Local Thresholds - Watch out: Combinations
of any of these factors can greatly increase fire behavior:
20' Wind Speed over 15 mph, RH less than 20%,
Temperature over 77, Energy Release Component over 60

Years to Remember: 2007 2012

GILEAD
LITTLE GOOSE

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

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

Past Experience:
- LCES is critical in all suppression operations, especially at high ERC's.
- With high ERC's, conditions are conducive to development of spot fires which will factor
into and increase rate of spread.
- The likelihood of extreme fire behavior greatly increases when 1000 hour fuel moisture is
11% or less.
- Haines Index of 5 or greater is an indicator of possible extreme fire behavior and rapid
fire growth.
- Drought greatly influences fire behavior in timber fuel models.
- Wind-throw, insect activity and disease has led to an increase of snags and 1000 hour
fuels.
Responsible Agency: USFS
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Design by NWCG Fire Danger Working Team

16

Shoshone National Forest Pocket Cards
2014

FIRE DANGER -- Shoshone North FDRA
Maximum, Average, and 90th Percentile, based on 21 years data

Fire Danger Area:
- North Zone SHF/Heart Mtn
- FWZ 288/N. Absaroka Mtns
- Crandall/Eagle RAWS
  * Meets NWCG Wx Station Standards

Fire Danger Interpretation:

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

Maximum -- Highest Energy Release Component by day
for 1993 - 2014
Average -- shows peak fire season over 21 years (3170 observations)
90th Percentile -- Only 10% of the 3170 days from 1993 - 2014
had an Energy Release Component above 70

Local Thresholds - Watch out: Combinations
of any of these factors can greatly increase fire behavior:
20' Wind Speed over 19 mph, RH less than 11%,
Temperature over 82, Energy Release Component over 61

Years to Remember: 2003 2008

DEEP LAKE GUNBARREL

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

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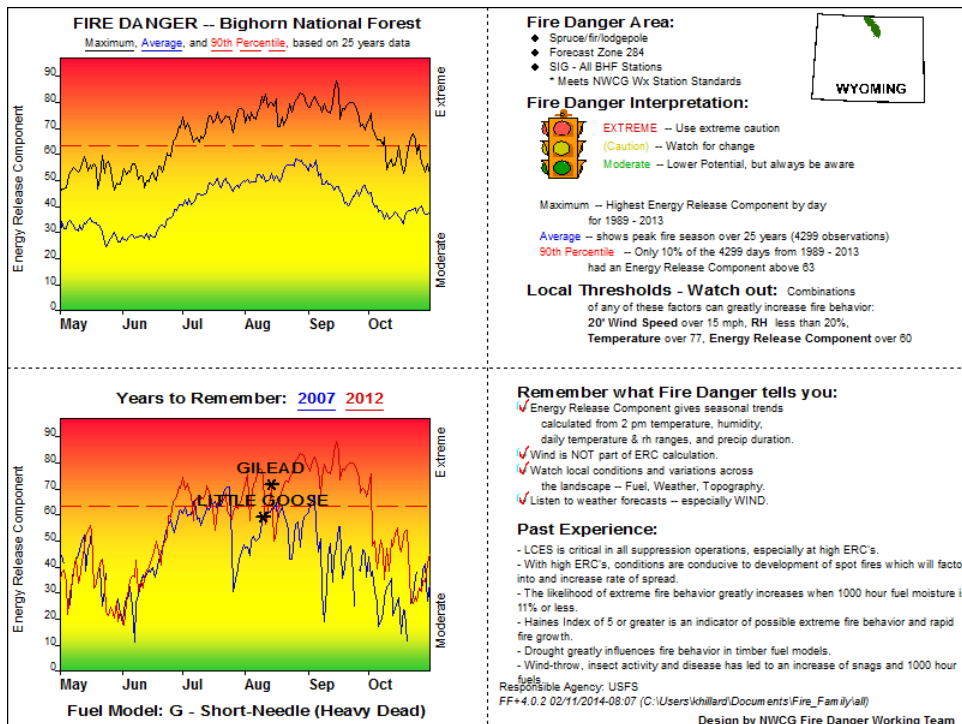√ Listen to weather forecasts -- especially WIND.

Past Experience:
-Much of the FDRA contains beetle killed trees with varying amounts of fine fuels
depending on species and time since death. Wildfires under moderate to dry conditions
combined with beetle killed trees have a low probability of suppression success until
weather moderates or fuels change.
- A 100-hr fuel moisture less than 8% is a local threshold for fire growth.
-Deep Lake Fire started 7/16/2033 with significant growth 7/18/2003.
-Gunbarrel Fire started 7/26/2008 with significant growth 8/24/2008.

Responsible Agency: USDA Forest Service
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Design by NWCG Fire Danger Working Team

FIRE DANGER -- Shoshone South FDRA
Maximum, Average, and 90th Percentile, based on 26 years data

Fire Danger Area:
- South Zone SHF
- FWZ 288/ Wind River Mtns
- Elkhorn/Anderson RAWS
  * Meets NWCG Wx Station Standards

Fire Danger Interpretation:

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

Maximum -- Highest Energy Release Component by day
for 1988 - 2014
Average -- shows peak fire season over 26 years (3837 observations)
90th Percentile -- Only 10% of the 3837 days from 1988 - 2014
had an Energy Release Component above 78

Local Thresholds - Watch out: Combinations
of any of these factors can greatly increase fire behavior:
20' Wind Speed over 19 mph, RH less than 11%,
Temperature over 79, Energy Release Component over 71

Years to Remember: 2011 2013

NORTON POINT
FAIRFIELD

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

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

Past Experience:
-Much of the FDRA contains beetle killed trees with varying amounts of fine fuels
depending on species and time since death. Wildfires under moderate to dry conditions
combined with beetle killed trees have a low probability of suppression success until
weather moderates or fuels change.
-100 hr fuel moisture less than 8% is a local threshold for fire growth.
-The Wind River Mtns from Dubois to Lander frequently have strong downslope winds.
-Norton Pt Fire -started 7/23/2011 with significant growth 8/3/11.
-Fairfield Fire - started 7/22/2013 with significant growth

Responsible Agency: USDA Forest Service
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Design by NWCG Fire Danger Working Team

Dispatch Operations

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 FMO so that arrangements can be made.
- AD rate employees will need the FMO 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 know what motel you are staying at for after hours dispatches.
- It is your responsibility to keep track of your time on an OF-288 and have the FMO sign prior to your release. Do not ask dispatch to sign your timesheets unless you are willing to give them a cut of your overtime ☺.
- Visiting resources need to check with the local FMO/Duty Officer upon arrival to determine the need for cleaning tanks or vehicles to prevent the spread of noxious weeds and invasive species.

Initial Attack Operations/Protocol

- Resources will be dispatched using the "closest forces policy" which states that the nearest (in terms of response time) like resource will be dispatched regardless of agency affiliation.
- 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, and 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, Fire Management Plans, known prescribed fires, etc. **Self-dispatching will not be tolerated!**
- When reporting a fire or upon arrival at the scene of a fire, it is imperative to provide dispatch with an accurate legal or latitude/longitude in degrees, minutes, seconds. NAD 83 is the Datum standard for Dispatch.
- Before any suppression action is taken, dispatch will plot the fire and review the resource objectives. This will be relayed to resources prior to engaging. If a fire is a candidate that may be managed for resource objectives, dispatch will notify the duty officer for instructions regarding the management response. Notify dispatch if the fire is a WUI (Wildland Urban Interface Fire).
- All incidents are assigned an Incident Action Number. This IA number will be provided to the resources responding and will be used in communications referencing the fire (i.e.: "Engine 494 responding to IA 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 (provided the fire has not already been named by dispatch). 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).

➢ Remember, fire names must be a geographic reference. **Do not use numbers or names of landowners, etc.**

- No action is to be taken on the fire unless you have positive communications with dispatch. 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 Cody Dispatch Incident Organizer. Use clear text so resources enroute understand the size-up. Use the incident organizer to document any hazards and how they were mitigated.
- Human caused fires require an investigation. Protect point of origin and notify dispatch. Dispatch will notify LEO and FMO.
- Notify dispatch of your intentions to stay out late or overnight by 1700, so staffing can be planned accordingly. Dispatchers have to follow the same work/rest guidelines as firefighters. Every effort will be made to accommodate but under rare circumstances it may not be possible to staff 24 hours. This will be negotiated on a case-by-case basis.
- Fire Weather is broadcast via the radio daily at 1000 and 1600. Dispatch will ask all resources (by area) to acknowledge hearing the weather.
- Red Flag Warnings/Watches will be read each day they occur. When Dispatch has finished reading the Red Flag Warning/Watch, units will be asked to acknowledge that they have copied and Dispatch will log each unit's acknowledgement.

Ordering

- Order resources by type 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 24 hrs. 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.

Aircraft

- When ordering aircraft for your incident, **clearly state any threats** (primary residences, secondary residences, outbuildings, communication sites, resource concerns, etc.) **and estimate time fire would reach the identified threats.** 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 flight follow 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 is extremely important when helicopters are leaving your incident and going to a dip site without a dip site manager. 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).

FY 2015 CODY DISPATCH AREA ESTABLISHED FIRECODE CHART (3Apr15)

CODING TYPE	BLM	BIA	NPS	USFS
	USFS code PD (1502)	USFS code PA (1502)	USFS code PP (1502)	USFS code P_xxxx(_=Region #, xxxx = firecode) — Override = USFS incident Region and unit (P2 or P1, etc) 1 Firecode for A-D USFS fires unless reimb/bill) Unique Firecode for E+, human, reimbursable/billable, or IMT 1, 2 or 3 fires
Fire Suppression	See previous chart	1 Firecode per fire — AF2001010.999900	1 Firecode per fire — PF200SP85.WW0000	USFS Firecode preface with P2 (2 = Region #) — BLM fires - Firecode preface with PD — BIA fire - Firecode preface with PA — NPS fires - Firecode preface with PP — State/Pvt fires - Firecode preface with PN — Fed fires on non-NWCG lands - PF — Firecodes assigned by NICC - PW
Severity (USFS only does not use Firecode)	See previous chart	BIA-NIFC Firecode assign 1 per BIA Unit upon approval. Severity Support — An Area support code is created, 1 for USFS and all DOI use Firecode	Regional code assigned at the time of Severity request approval. An all alph/numeric code. IMR Severity Support: IMR will assign as needed	Prior approval required — Region - S_1111 + Region/Unit override (_=Region) — National - S_9999 +Region/Unit override (_=Region) — Severity support to DOI code - override 1502 — BIA S70001 — BLM S70002 — FWS S70003 — NPS S70004
Staging Code	Use Unit Severity or Support Codes	Use Unit Severity or Support Codes	Use Unit Severity or Support Codes	Regional FY15 Staging (Use by all Forests in that region) — Region/Unit override — DOI Code for R2 Staging
BAER	See previous chart	Stab. - the Firecode NIFC approved — Rehab - NIFC PCAS#	RO approval required — PF320BR85.AM0000 Rehab - Region code	Prior RO approval required — BAER Assessment H_BAER + Regional override (_=Region) — BAER implementation H_xxxx (notify ASC) (_=Region) — Firecode and Region/Unit override code — (If incident was originally coded as DOI and 1502 but USFS lands were involved and need rehab, use H_xxxx - Firecode + affected Region/Unit override code)
AD/EFF Training/WC	See previous chart	BIA-NIFC will assign for each BIA regional office	NIC assigns for the NPS	Regional - P_ WFSUAD (_=Region) +Regional override
Misc Direction	> USFS must always have an override code attached to fire time and travel. Use the override code of the incident region and unit for USFS fires or 1502 for all non-USFS fires >FEMA incidents - Firecode is not used by any agency. Federal agencies charge base 8 to operations code (USFS = WFSU account) and overtime is charged to the FEMA reimbursable code. (USFS - F code & the incident region and override)			

FY 2015 CODY DISPATCH AREA ESTABLISHED FIRECODE CHART (3Apr15)

CODING TYPE	BLM-WBD	USFS-BHF	USFS-SHF
	USFS code PD (1502)	USFS code P2 Firecode & Override 0202	USFS code P2 Firecode & Override 0214
Fire Suppression	1 Firecode per Fire LF2000000 HU0000 LFSPxxxx0000 (x=firecode) LLWYR00000	All A-D BHF fires - Firecode P2 EKT8 (0202) Unique Firecode for E+, human, reimbursable/billable, or IMT 1, 2 or 3 fires USFS Firecode preface with P2 (2 = Region #) BLM fires - Firecode preface with PD BIA fire - Firecode preface with PA NPS fires - Firecode preface with PP State/Pvt fires - Firecode preface with PN Fed fires on non-NWCG lands - PF Firecodes assigned by NICC - PW	All A-D SHF fires - Firecode P2 EKU8 (0214) Unique Firecode for E+, human, reimbursable/billable, or IMT 1, 2 or 3 fires USFS Firecode preface with P2 (2 = Region #) BLM fires - Firecode preface with PD BIA fire - Firecode preface with PA NPS fires - Firecode preface with PP State/Pvt fires - Firecode preface with PN Fed fires on non-NWCG lands - PF Firecodes assigned by NICC - PW
Support Order Codes		BHF P2 EK4F (0202) Region 2 FY15 Staging (Use by all R2 Forests) P2 EKR4 (0231)	SHF P2 EK4S (0214) Region 2 FY11 Staging (Use by all R2 Forests) P2 EKR4 (0231)
False Alarm Response	1 Firecode per Fire	BHF False Alarm Use A-D BHF fires Firecode - P2 EKT8 (0202)	SHF False Alarm Use A-D SHF fires Firecode - P2 EKU8 (0214)
Severity (Area or National Office)	Prior approval required For WY State Office LLWY910000 LF2100000.HT0000 LFSRD0YQ0000 (See list for other states)	Prior approval required Region 2 - S21111 (0202) National - S29999 (0202)	Prior approval required Region 2 - S21111 (0214) National - S29999 (0214)
		Severity support to DOI code - override 1502 BIA S70001 BLM S70002 FWS S70003 NPS S70004	Severity support to DOI code - override 1502 BIA S70001 BLM S70002 FWS S70003 NPS S70004
Assisting other DOI	Use their Firecode #		
BLM Assist to FS	LLWYR00000 LF2000000.HT0000 LFSRD0YY0000		
BAER	WSO approval required Stabilization - the Firecode Rehab - State Code	Prior RO approval required BAER Assessment H2BAER (0231) DOI code for BAER Assessment HTBAER (1502) BAER Implementation H2xxxx (notify ASC) Firecode and Region/Unit override code	Prior RO approval required BAER Assessment H2BAER (0231) DOI code for BAER Assessment HTBAER (1502) BAER Implementation H2xxxx (notify ASC) Firecode and Region/Unit override code
AD/EFF Training/WC	National Code NPS/BLM/FWS	Regional WFSUAD (0231)	Regional WFSUAD (0231)
Misc Direction	> USFS must always have an override code attached to fire time and travel. Use the override code of the incident region and unit for all non-USFS fires or 1502 for all USFS fires >FEMA incidents - Firecode is not used by any agency. Federal agencies charge base 8 to operations code (USFS = WFSU account) and overtime is charged to teh FEMA reimbursable code. (USFS - F code & the incident region and override)		

Restaurant Rules

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

- Bring receipt back to local procurement office that set up your meals with names of personnel or Crew Name written on it (legibly) or copy of manifest attached.
- No Alcohol can be purchased!
- No in room movies or meals are to be charged to your room.
- Meal Limits (all towns in our unit are $46 except Cody which is $51)

M & IE	$46	$51	$56
Breakfast	7	8	9
Lunch	11	12	13
Dinner	23	26	29
Incidentals	5	5	5

- Lodging Rates (excluding taxes):
    Cody, Wyoming
    $93 Oct 1 - Nov 30
    $86 Dec 1 - Mar 31
    $96 Apr 1 – May 31
    $130 June 1-Sept 30

    $83 for all other communities within our unit

    For other locations reference this website:
        http://www.gsa.gov/portal/content/100120

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!

MOTELS

Cody

AmericInn Lodge & Suites	307-587-7716
Best Western Sunset Motor Inn	307-587-4265
Holiday Inn	307-587-5555
Comfort Inn	307-587-5556
Buffalo Bill's Irma Hotel	307-587-4221
The Cody	307-587-5915
Kings Inn Cody	307-527-6604
Super 8	307-527-6214
KOA Campground	307-587-2369
Ponderosa Campground	307-587-9203

Thermopolis

Best Western The Plaza Hotel	307-864-2939
Days Inn	307-864-3131

Buffalo

Comfort Inn	307-684-9564
Holiday Inn Express	307-684-9900
Buffalo Inn	307-684-7000
Quality Inn	307-684-2256

Riverton

Rodeway Inn & Suites	307-856-2900
Hoilday Inn	307-856-8100
Paintbrush Motel	307-856-9238
Comfort Inn	307-856-8900

Lander

The Inn at Lander	307-332-2847
Frontier Lodge	307-332-2300
Pronghorn Lodge	307-332-3940
Holiday Inn	307-332-4005

Sheridan

Best Western Sheridan Center	307-674-7421
Days Inn	307-672-2888
Hampton Inn & Suites	307-673-2734
Quality Inn	307-672-5098

Powell

Super 8	307-754-7231
Lamplighter Inn	307-754-2226
Park Motel	307-754-2233

Worland

Comfort Inn	307-347-9898
Super 8	307-347-9236

**Ask for the government rate – some rates change daily (ie: Cody) depending on local events.
See previous page for per diem information.**

AVIATION PROCEDURES

All flight following will be handled through the Cody Dispatch Center for all tactical fire missions. The standard 15-minute status check will be followed, NO EXCEPTIONS! If aircraft are equipped (which all federal fire aircraft are required to have) with automated flight following, the 15-minute tracking will be done by computer with an "ops normal" check every 30 minutes unless otherwise negotiated with dispatch. The aircraft dispatcher and pilot must agree to which method of flight following will take place (radio check-ins or AFF). 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 National Flight Following frequency or automated flight following if available. **Emergency in-flight communications will utilize National Air Guard.** When using these frequencies, be sure to identify: **Cody Dispatch Flight Follow**, etc., as other dispatch centers in the 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 a dedicated Air to Ground or the local radio 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. You are encouraged to stop by the dispatch center and review the map prior to commencing flight operations if possible. Maps are also available to download onto tablets, ipads, etc. from the Cody Dispatch web site. Please go to: http://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/dispatch/Aviation.htm. Then go to the Aviation Hazards section.

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.

Cody Interagency Dispatch Center utilizes BLM 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 map on page 6). Radio relays are a viable option when encountering dead areas in the radio system.

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 Fire Management Officer or Duty Officer.

Incident Aerial Supervision Requirements

Interagency Aerial Supervision Requirements

When aerial supervision resources are co-located with retardant aircraft, they should be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations. Incidents with 3 or more aircraft over/assigned to them should have aerial supervision over/assigned the incident. Federal policy dictates additional requirements as listed below.

Situation	Lead/ATCO/ASM	ATGS
Airtanker not IA rated.	Required	****
MAFFS	MAFFS endorsed Lead/ASM	****
VLAT	VLAT endorsed Lead/ASM	****
When requested by airtankers, ATGS, Lead, ATCO, or ASM	Required	Required
Foreign Government airtankers.	Required if no ATGS	Required if no Lead/ATCO/ASM
Multi-engine airtanker: Retardant drops conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to sunset to 30 minutes after sunset.	Required if no ATGS	Required if no Lead/ATCO/ASM
Single engine airtanker (SEAT): SEATs are required to be "on the ground" by ½ hour after sunset.	See level 2 SEAT requirements	See level 2 SEAT requirements
Level 2 SEAT requirements: Level 2 rated SEAT operating over an incident with more than one other tactical aircraft on scene.	Required if no ATGS	Required if no Lead/ATCO/ASM
Retardant drops in congested/urban interface areas.	Order	May use if no Lead/ATCO/ASM
Periods of marginal weather, poor visibility or turbulence.	Order	Order

NOTE: Aerial Supervision Modules may act as either a Lead Plane or ATGS depending on incident requirements and other regional/national priorities.

Type = Type of Helicopter by ICS Type I, II, III (1, 2, 3)

Make/Model – Self Explanatory

HOGE (Hover Out of Ground Effect) @ 8000' = This is the average payload in pounds that the model helicopter can carry at 8000' elevation with a temperature of 25 degrees Celsius, (77 degrees Fahrenheit).

Passenger Capability @ 8000' = the number of passengers on average the model ship can carry at 8000' elevation, out of ground effect.

Module needed Standard = the Manager and crew needed as a module if the ship is a standard category helicopter.

Module needed Restricted = Only a Manager, no crewpersons, required on all restricted category helicopters.

Bucket gallons @ 8000' = Number of gallons on average the model helicopter can carry at 8000' elevation.

The chart gives a good representation of helicopter model capabilities, these are averages and not exact. The two red lines show a break when going to a different type helicopter, might be more effective depending on the elevation. For example, if the fire is at 8000' on a 25 degree Celsius day, a B-205-A-1++ would be more effective than the S-61N. the B-205-A-1++ can carry an average payload of 2196 pounds, and 244 gallons of water. This is more than the S-61N can carry with an average of 1899 pounds, and 183 gallons of water.

The chart titled Helicopter Ordering guide 8000 is sorted by performance of *type* – highest to lowest given the altitude of 8000' and a temperature of 25 degrees C (Celsius), (77 degrees Fahrenheit). It gives a quick view of what model of helicopter would provide good performance.

HELICOPTER ORDERING GUIDE 8000'

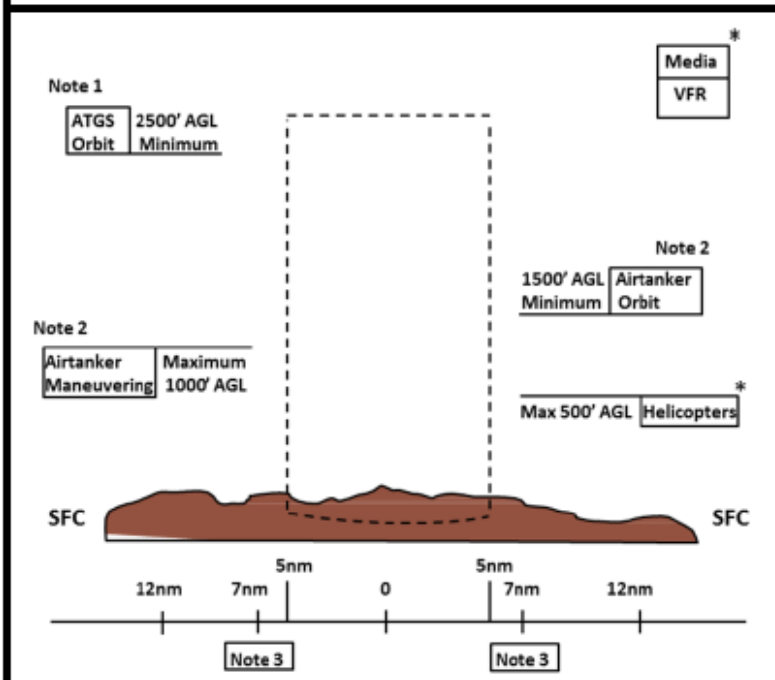| Type	Commo	Make/ Model	Average HOGE Payload @ 8000 @ 25-C	Passenger Capability @ 8000	Module Needed Standard	Module Needed Restricted	Bucket Gallons @ 8000
1	Chinook	BV-234	14,145	N/A		Mgr. Only	1640
1	Sky Crane	S-64-E	8,883	N/A		Mgr. Only	1014
1	Sky Crane	CH-54A	7,698	N/A		Mgr. Only	880
1	Sky Crane	CH-54B	6,912	N/A		Mgr. Only	785
1		S-61V	6,880	N/A		Mgr. Only	783
1	Fire Hawk	S-70	5,696	N/A		Mgr. Only	649
1		KMAX	4,614	N/A		Mgr. Only	513
1	Puma	AS-330-J	3,657	18	Manager & 4	Mgr. Only	395
1		S-61R	3,631	N/A		Mgr. Only	392
1	Super Puma	AS-332-L	3,415	17	Manager & 4	Mgr. Only	250
1	Vertol	BV-107-II	3,325	N/A		Mgr. Only	353
1	Vertol	KV-107-II	3231	N/A		Mgr. Only	352
1		S-61A	3,222	N/A		Mgr. Only	343
1		S-61L	2,707	N/A		Mgr. Only	280
		Below this line, type 2 performance may be better than type 1, consider ordering type 2.					
1		S-61N	1,899	N/A		Mgr. Only	183
1		H-43	1,173	N/A		Mgr. Only	121
Type							
2		B-214-B	2,630	13	Manager & 3	Mgr. Only	296
2	Super 205	B-205-A-1++	2,196	9	Manager & 3	Mgr. Only	244
2		B-UH-IH-703	2,196	N/A		Mgr. Only	244
2		B-212-HP	1,743	8	Manager & 3	Mgr. Only	189
2		B-UH-1H-CB	1307	N/A		Mgr. Only	137
2		B-212	1,304	6	Manager & 3	Mgr. Only	136
2		B-U/TH-1L/-IK	1,208	N/A		Mgr. Only	126
2		B-UH-1F	1207	N/A		Mgr. Only	126
2		B-412-EP-9	1,070	5	Manager & 3	Mgr. Only	108
2		B-205-A-1+	957	4	Manager & 3	Mgr. Only	95
		Below this line, type 3 performance may be better than type 2, consider ordering type 3.					
2		B-UH-1B-13	825	N/A		Mgr. Only	80
2		B-UH-1B	825	N/A		Mgr. Only	80
2		B-412	803	4	Manager & 3	Mgr. Only	76
2		S-58-T	650	3	Manager & 3	Mgr. Only	57
2		B-205-A-1	599	2	Manager & 3	Mgr. Only	52
2		S-58-E	473	2	Manager & 3	Mgr. Only	38
2		B-UH-1H	0	N/A		Mgr. Only	-
2		B-204-B	0	N/A	Manager & 3	Mgr. Only	-
Type							
3	Lama	SA-315B	1300	4	Manager & 2	Mgr. Only	135
3		BH-407	977	4	Manager & 2	Mgr. Only	101
3		BH 206L4	875	4	Manager & 2	Mgr. Only	96
3	Alouette III	SA 316 B	825	4	Manager & 2	Mgr. Only	91
3	Long Ranger	B-206-L3	777	3	Manager & 2	Mgr. Only	84
3	Astar B2	AS 350 B2	641	3	Manager & 2	Mgr. Only	68
3	Jet Ranger	Bell 206-III	380	2	Manager & 2	Mgr. Only	35
3	Astar	AS-350-BA	350	2	Manager & 2	Mgr. Only	35

28

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 Orbit | 2500' AGL Minimum |

Media
VFR *

Note 2

| 1500' AGL Minimum | Airtanker Orbit |

Note 2

| Airtanker Maneuvering | Maximum 1000' AGL |

| Max 500' AGL | Helicopters * |

SFC   SFC

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

Note 3   Note 3

Note 1	1000' min. separation between ATGS orbit and airtanker orbit altitude.
Note 2	500' min. separation between airtanker orbit and maneuvering altitude.
Note 3	On arrival reduce speed to cross 7 nm at assigned altitude and 150 KIAS or less.

* Helicopters: Fly assigned altitudes and routes.

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

Airtanker Base As Assigned	Air Guard 168.625 Tx Tone 110.9	Air To Air As Assigned	National Flight Following 168.650 Tone 110.9 TX and RX

National Interagency Airspace: http://airspacecoordination.org

29

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

BASIC RADIO CHANNEL UTILIZATION
All Frequencies are Narrow Band unless otherwise noted
*Monitored by Cody Dispatch
**Frequencies are subject to change without notice – this listing is current as of 4Mar15

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	TX NAC	REMARKS
BLM – Wind River Big Horn Basin District	Cody/Worland/Lander Base*	168.5250		168.5250			Cody/Worland/Lander Area
	Cedar Mountain*	168.5250		172.4375	123.0		Cody Area
	Copper Mountain*	168.5250		172.4375	131.8		Worland/Lander
	Black Mountain*	168.5250		172.4375	110.9		Worland
	Limestone*	168.5250		172.4375	136.5		Lander
	Crooks Mountain*	168.5250		172.4375	146.2		Lander
	VFire 21 Mutual Aid Tac	154.2800		154.2800			
	Fire 1	166.6375		166.6375			
	Fire 2	166.8250		166.8250			
	Worland Portable*	168.5250		172.4375	167.9		
Shoshone National Forest	North Direct (Cody) *	170.5000		170.5000	110.9		Cody Area
	Dead Indian*	170.5000		164.1000	156.7		Sunlight Basin
	Sunlight (non-fire)*	172.3250		164.8250	146.2		Sunlight Rec
	Meadow Lake*	170.5000		164.1000	123.0		Beartooth Mtn. Clarks Fork
	Beartooth (non-fire)*	172.3250		164.8250	136.5		Beartooth Rec
	Clayton*	170.5000		164.1000	131.8		North Fork
	Carter Mountain*	170.5000		164.1000	146.2		South Fork & Greybull River
	Wood Ridge*	170.5000		164.1000	103.5		Greybull District
	NZ Portable*	172.3250		164.8250	114.8		
	Clarks Frk Direct*	172.3250		172.3250	110.9		
WR = Wind River	WR Direct (Dubois) *	172.3750		172.3750	110.9		Dubois Area
	Indian Ridge*	172.3750		164.8750	146.2		North of Dubois
	WR Black Mountain*	172.3750		164.8750	131.8		Worland/Lander
	Windy Ridge*	172.3750		164.8750	110.9		
	Lava Mountain*	172.3750		164.8750	103.5		West end of Dubois Area
	WR Portable*	172.3750		164.8750	114.8		
WK = Washakie	WK Direct (Lander) *	172.3250		172.3250	110.9		Lander Area
	WK Black Mountain*	172.3250		164.8250	131.8		North end of Washakie Dist.
	Cyclone Pass*	172.3250		164.8250	156.7		
	South Pass*	172.3250		164.8250	123.0		
	Blue Ridge*	172.3250		164.8250	167.9		
	WK Portable*	172.3250		164.8250	114.8		
	Work #2	168.6125		168.6125			
	VFire 21 Mutual Aid Tac	154.2800		154.2800			
	SHF Fire Tac	168.7500		168.7500			
	R2 Fire Tac	168.6750		168.6750			

31

BASIC RADIO CHANNEL UTILIZATION
All Frequencies are Narrow Band unless otherwise noted
*Monitored by Cody Dispatch
**Frequencies are subject to change without notice – this listing is current as of 4Mar15

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	TX NAC	REMARKS
Bighorn National Forest	NE Direct (Sheridan) *	171.7875	110.9	171.7875	110.9		Sheridan Area
	Dome Peak*	171.7875	110.9	164.1500	167.9		North/East side BHF
	Riley Point*	171.7875	110.9	164.1500	156.7		
	NE Portable*	171.7875	110.9	164.1500	103.5		
	South Direct (Buffalo) *	169.9250	110.9	169.9250	110.9		Buffalo Area
	Hunter Mesa*	169.9250	110.9	164.9375	131.8		South/East side BHF
	Sheep Mountain*	169.9250	110.9	164.9375	192.8		South end of BHF
	Brokenback*	169.9250	110.9	164.9375	107.2		South/West side of BHF
	South Portable*	169.9250	110.9	164.9375	103.5		
	NW Direct (Lovell) *	170.5250	110.9	170.5250	110.9		Lovell Area
	Medicine Mountain*	170.5250	110.9	164.1250	156.7		North/West side of BHF
	Shell Rim*	170.5250	110.9	164.1250	123.0		West side of BHF
	NW Portable*	170.5250	110.9	164.1250	103.5		
	Work 1	163.7125	110.9	163.7125	110.9		
	Work 2	168.6125	110.9	168.6125	110.9		
	BH Fire Tac	166.5500		166.5500			
	R2 Fire Tac	168.6750		168.6750			
Bighorn Canyon NRA	NPS Wapa North	170.3875	131.8	166.3000	131.8		
	NPS Medicine Mountain	169.5500	131.8	164.2500	131.8		
	NPS South Direct	169.5500	131.8	169.5500	131.8		
Yellowstone National Park	Lamar Direct	166.3750	192.8	166.3750	192.8		
	Lamar	166.3750	192.8	166.9750	192.8		
	North Direct	166.3250	167.9	166.3250	167.9		
	North - Washburn	166.3250	167.9	166.9250	167.9		
	South Direct	165.5875	110.9	165.5875	110.9		
	South - Sheridan	165.5875	110.9	164.8000	110.9		
	Top Notch - South	165.5875	118.8	164.8000	118.8		
	Fire Cache Ops (FF)	172.5000	103.5	172.5000	103.5		
BIA Wind River Agency	BIA Direct	172.1125		172.1750			
	Black Mountain	172.1125		165.1750	107.2		
	Boysen Peak	172.1125		165.1750	118.8		
	Signal Hill	172.1125		165.1750	110.9		
	BIA Fire Tac	166.7250		166.7250			
BIA Crow Agency	Wolf Mountain Rptr	166.2750		167.1250	107.2		
	Pryor Mountain Rptr	166.2750		167.1250	114.8		
	Fire Net 1	166.2750		166.2750			

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03/04/15</td></tr>
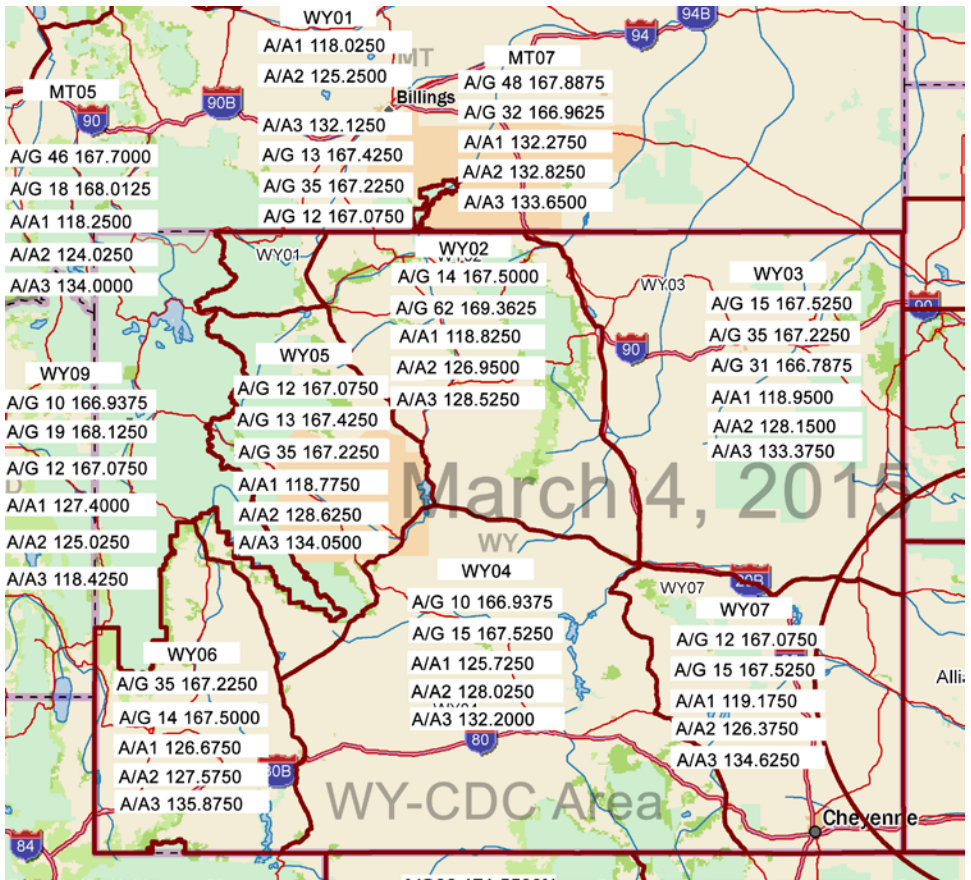</table>

BASIC RADIO CHANNEL UTILIZATION
All Frequencies are Narrow Band unless otherwise noted
*Monitored by Cody Dispatch
**Frequencies are subject to change without notice – this listing is current as of 4Mar15

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	TX NAC	REMARKS
Park County Fire	PCFD#2 Direct - Cody	155.8950		155.8950			
	PCFD#2 Repeater - Cody	155.8950		153.8750	100.0		
	PCFD#3 Net - Meeteetse	154.2500		154.2500			
Other County and Federal/State	Big Horn Co	154.7250		155.8500	100.0		
	Fremont Co Fire Tac 1	154.3550		154.3550			
	Fremont Co Fire Rptr – Limestone	155.1150		155.7750	123.0		
	Fremont Co Fire Rptr - Copper	155.1150		155.7750	107.2		
	Fremont Co Fire Tac 2	154.4000		154.4000			
	Hot Springs Co	154.4150		150.8050	107.2		
	Tensleep Fire Tac	155.9400		155.9400			
	Worland Fire	154.2050		154.2050			
	VFire21	154.2800		154.2800			
	VMed28	155.3400		155.3400	156.7		
	WY State Mutual Aid LAW	154.8750		154.8750			State wide on scene medivac
NIFC Tac #1	Tactical #1	168.0500		168.0500			Assigned by Dispatch to Incident
NIFC Tac #2	Tactical #2	168.2000		168.2000			
NIFC Tac #3	Tactical #3	168.6000		168.6000			
National Interagency	National Flight Following*	168.6500	110.9	168.6500	110.9		Dispatch
National Interagency	Air Guard*	168.6250		168.6250	110.9		Aircraft Emergency
National Interagency	Zone 1 Air to Air 1	118.0250		118.0250			E of Hwy 120, S of MT/WY stateline, N of Northfork
	Zone 1 Air to Air 2	125.2500		125.2500			
	Zone 1 Air to Air 3	132.1250		132.1250			
National Interagency	Zone 2 Air to Air 1	118.8250		118.8250			E of Hwy 120, W of I25, S of MT/WY stateline, N of Hwy 20-26
	Zone 2 Air to Air 2	126.9500		126.9500			
	Zone 2 Air to Air 3	128.5250		128.5250			
National Interagency	Zone 4 Air to Air 1	125.7250		125.7250			E of Hwys 789/26/287/28, W of Hwy 487, S of Hwy20-26, N of WY/CO stateline – see map
	Zone 4 Air to Air 2	128.0250		128.0250			
	Zone 4 Air to Air 3	132.2000		132.2000			
National Interagency	Zone 5 Air to Air 1	118.7750		118.7750			E of YNP, W of Hwy 120, S of Northfork, N of Hwys 789/26/287/28 – see map
	Zone 5 Air to Air 2	128.6250		128.6250			
	Zone 5 Air to Air 3	134.0500		134.0500			
National Interagency	Zone 1 Air to Ground 12	167.0750		167.0750			E of Hwy 120, S of MT/WY stateline, N of Northfork
	Zone 1 Air to Ground 13	167.4250		167.4250			
	Zone 1 Air to Ground 35	167.2250		167.2250			
National Interagency	Zone 2 Air to Ground 14	167.5000		167.5000			E of Hwy 120, W of I25, S of MT/WY stateline, N of Hwy 20-26
	Zone 2 Air to Ground 62	169.3625		169.3625			
National Interagency	Zone 4 Air to Ground 10	166.9375		166.9375			E of Hwys 789/26/287/28, W of Hwy 487, S of Hwy20-26, N of WY/CO stateline – see map
	Zone 4 Air to Ground 15	167.5250		167.5250			
National Interagency	Zone 5 Air to Ground 12	167.0750		167.0750			E of YNP, W of Hwy 120, S of Northfork, N of Hwys 789/26/287/28 – see map
	Zone 5 Air to Ground 13	167.4250		167.4250			
	Zone 5 Air to Ground 35	167.2250		167.2250			

WY01
A/A1 118.0250
A/A2 125.2500
A/A3 132.1250
A/G 13 167.4250
A/G 35 167.2250
A/G 12 167.0750

MT05
A/G 46 167.7000
A/G 18 168.0125
A/A1 118.2500
A/A2 124.0250
A/A3 134.0000

MT07
A/G 48 167.8875
A/G 32 166.9625
A/A1 132.2750
A/A2 132.8250
A/A3 133.6500

WY02
A/G 14 167.5000
A/G 62 169.3625
A/A1 118.8250
A/A2 126.9500
A/A3 128.5250

WY03
A/G 15 167.5250
A/G 35 167.2250
A/G 31 166.7875
A/A1 118.9500
A/A2 128.1500
A/A3 133.3750

WY09
A/G 10 166.9375
A/G 19 168.1250
A/G 12 167.0750
A/A1 127.4000
A/A2 125.0250
A/A3 118.4250

WY05
A/G 12 167.0750
A/G 13 167.4250
A/G 35 167.2250
A/A1 118.7750
A/A2 128.6250
A/A3 134.0500

WY04
A/G 10 166.9375
A/G 15 167.5250
A/A1 125.7250
A/A2 128.0250
A/A3 132.2000

WY07
A/G 12 167.0750
A/G 15 167.5250
A/A1 119.1750
A/A2 126.3750
A/A3 134.6250

WY06
A/G 35 167.2250
A/G 14 167.5000
A/A1 126.6750
A/A2 127.5750
A/A3 135.8750

March 4, 2015

WY-CDC Area

For Emergency Medivac use VMED28 RX/TX 155.3400 TX Tone 156.7

34

March 4, 2015 — Rocky Mtn

NE

SD

KS

Topeka
Overland Park
Omaha
Lincoln
Wichita
Sioux Falls
Pierre
Billings
Denver
Colorado Springs
Pueblo
Fort Collins
Cheyenne
Provo
Alliance, NE

SD03
A/G 31 166.7875
A/G 02 166.6375
A/A1 125.3750

SD04
A/G 31 166.7875
A/G 76 167.1250
A/A1 135.4250

KS01
A/G 02 166.6375
A/G 06 166.8000
A/G 35 167.2250
A/A1 127.5750

SD01
A/G 24 168.6375
A/G 31 166.7875
A/G 35 167.2250
A/A1 119.4250

SD02
A/G 35 167.2250
A/G 24 168.6375
A/G 25 168.7500
A/A1 119.3750

NE01
A/G 25 168.7500
A/G 05 166.7500
A/G 29 166.9000
A/A1 128.8250
A/A2 128.7000

CO05
A/G 09 166.9125
A/G 07 166.8500
A/A1 127.3250
A/A2 134.2750
A/A3 134.2750

CO06
A/G 35 167.2250
A/G 58 169.0875
A/A1 126.0250
A/A2 124.3750
A/A3 133.7500

WY03
A/G 15 167.5250
A/G 35 167.2250
A/G 31 166.7875
A/A1 118.9500
A/A2 128.1500
A/A3 133.3750

WY07
A/G 12 167.0750
A/G 15 167.5250
A/A1 119.1750
A/A2 128.3750
A/A3 134.6250

MT07
A/G 48 167.8875
A/G 32 166.9625
A/A1 132.2750
A/A2 132.8250
A/A3 133.6500

WY02
A/G 14 167.5000
A/G 62 169.3625
A/A1 118.8250
A/A2 126.9500
A/A3 128.5250

WY04
A/G10 166.9375
A/G15 167.5250
A/A1 125.7250
A/A2 128.0250
A/A3 132.2000

WY01
A/A1 118.025
A/A2 125.250
A/A3 132.1250

MT05
A/G 46 167.7000
A/G 18 168.0125
A/A1 118.2500
A/A2 124.0250
A/A3 134.0000

WY05
A/G 12 167.0750
A/G 13 167.4250
A/G 35 167.2250

WY09
A/G 10 166.9375
A/G 19 168.1250
A/A1 127.4000
A/A2 125.0250
A/A3 118.4250

WY06
A/G 35 167.2250
A/G 14 167.5000
A/A1 126.8750
A/A1 127.5750
A/A3 135.8750

WY10
A/A1 118.7500
A/A2 128.6250
A/A3 134.0500

CO01
A/G 56 168.6625
A/G 58 169.0875
A/A1 118.7250
A/A2 128.4000

CO02
A/G 07 166.8500
A/G 13 167.4250
A/A1 126.7750
A/A2 127.2250
A/A3 132.3750

CO03
A/A3 132.1500
A/A1 128.1750
A/A2 128.1750
A/A3 134.4000
A/G 49 168.0375
A/G 09 166.9125
A/A1 126.4750
A/A2 127.2250
A/A3 132.3750

CO04
A/G 15 167.5250
A/G 07 166.8500
A/A1 126.2750
A/A2 128.0000
A/A3 133.3250

35

Type 3 IMTs

Type 3 IMTs incidents can range from a relatively small to a rather complex organization. Orders from the Type 3 organization are placed with Expanded Dispatch (if one is in place) via cell phone. In the absence of an Expanded Dispatch all ordering will be done through regular dispatch, but still via cell phone where possible. Dispatch will assist the type 3 organization with logistics, plans, etc. However, that does not mean these positions should not be ordered and filled when needed.

The intelligence dispatcher will be in close contact with the IC for completion of the ICS 209 for submission to RMACC by the designated time. This process is extremely important in that priorities are set throughout the region based upon the information in this document.

It is imperative for payment purposes that all non-federal resources are tracked and information relayed to dispatch concerning arrival at incident and release from incident. All paper work should be completed prior to release (timesheets/shift tickets signed, inspections done, etc)

Type 1 and 2 IMTs

Ordering

Utilization of the Resource Ordering and Status System (ROSS) at the incident by Type I and Type II Incident Management teams is encouraged. See expanded phone numbers under Dispatch Operations.

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.

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.

<u>Intelligence</u>

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 Center Manager at Cody Dispatch and a process will be worked out. If it is determined that Cody 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 the Cody Dispatch Center each day for dissemination throughout the support organization (buying team, expanded dispatch, cache, etc) or posted to website for retrieval.

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

<p align="center">IMT/Dispatch Briefing Checklists</p>

Dispatch will provide:
√ Copy of all resource orders or access to ROSS
√ Aircraft Info Sheets w/ Frequencies and TFR's
√ Briefing Guide
√ CDC Mobilization Guide (contains directories)
√ County AOP (copy)
√ Aviation Hazard Map
√ Aviation Plan
√ Expanded Dispatch Plan
√ Medical Plans

Home Unit will provide:
√ Unit Fire Management Plan, Unit maps and Topographical maps

IMT will provide:
√ Cell Phone numbers for team members

EMERGENCY PROCEDURES

<u>NOTIFY CODY DISPATCH IMMEDIATLEY CONCERNING ANY MEDICAL EMERGENCY</u>

- Cody Dispatch will clear the frequency until the emergency is resolved

- Stay calm and provide information to Dispatch concerning the nature of the injury(s) and patient(s) information.

    o   Number of patients
    o   Location of patients
    o   Type, or extent, of injury(s) – vitals, time of injury
    o   Age and gender of patient(s)
    o   Type of medical personnel on scene

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

Call for an ambulance to respond. If there is a question in your mind whether it should be a ground ambulance or a Life flight ambulance – request a Life flight ambulance!

- Recommend type of medical response (Life Flight, ground ambulance, etc)

- Maintain communication with Dispatch for updates and to receive ETA's for assistance

Information on the following form will need to be gathered for all Medivacs. Dispatch will go through the information with the reporting party, completing as much of the information as possible. As additional information is known, it will be passed to responding personnel in transit.

*In the event a Life Flight is ordered, resources will establish contact with the medical helicopter using the frequency VMED28 RX/TX 155.3400, TX tone 156.7
If contact cannot be established with the medivac helicopter, as a back up resources will use Air Guard RX/TX 168.2500, TX tone 110.9

INFORMATION REQUIRED FOR ALL MEDIVACS

1. CONTACT DISPATCH:
Ex: "Cody Dispatch," your last name "with emergency traffic"

2. INCIDENT STATUS:
Provide incident summary and command structure

Nature of injury/Illness		Describe the injury (Ex: broken leg with bleeding)
Incident Name:		Geographic name + "Medical" (Ex: Trout Meadow Medical)
Incident Commander:		Name of IC
Patient Care:		Name of care provider (Ex: EMT Smith)

3. Initial Patient Assessment:

Number of patients:		Male/Female	Age:		Weight:
Conscious?		☐ Yes		**☐ No = Medevac!**	
Breathing?		☐ Yes		**☐ No = Medevac!**	
Mechanism of injury: What caused the injury?					
Lat/Long (Datum NAD83)					

4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY:

SEVERITY	TRANSPORT PRIORITY
☐ URGENT – RED life threatening injury or illness Ex: Unconscious, difficulty breathing, bleeding severely, 2nd-3rd degree burns more than 4 palm sizes, heat stroke, disoriented	Ambulance or MEDEVAC helicopter. Evacuation need is **IMMEDIATE**
☐ PRIORITY – YELLOW Serious injury or illness Ex: Significant trauma, not able to walk, 2nd-3rd degree burns 1-2 palm sizes	Ambulance or consider air transport if at remote location. Evacuation may be **DELAYED**
☐ ROUTINE – GREEN Not a life threatening injury or illness. Ex: Sprains, strains, minor heat related illness	Non-Emergency. Evacuation considered **Routine of Convenience**

5. TRANSPORT PLAN:

Air Transport: (Agency Aircraft Preferred
☐ Helispot   ☐ Short-haul/Hoist   ☐ Life Flight   ☐ Other

Ground transport:
☐ Self-Extract   ☐ Carry-Out   ☐ Ambulance   ☐ Other

6. ADDITIONAL RESOURCES/EQUIPMENT NEEDS:

☐ Paramedic/EMT(s)   ☐ Crew(s)   ☐ SKED/Backboard/Collar
☐ Burn Sheet(s)   ☐ Oxygen   ☐ Trauma Bag
☐ Medication(s)   ☐ IV/Fluid(s)   ☐ Cardiac Monitor/AED
☐ **Other (e.g. splints, rope rescue, wheeled litter)**

7. COMMUNICATIONS:

Function	Channel Name/Number	Receive (Rx)	Tone/NAC*	Transmit (Tx)	Tone/NAC*
Ex: Command	*Forest Rpt Ch 2*	*168.3250*	*110.9*	*171.4325*	*110.9*
COMMAND					
AIR-TO-GROUND					
TACTICAL					

(NAC for digital radios)

8. EVACUATION LOCATION:

Lat/Long (Datum NAD83) *Ex: N 40° 42.45' x W 123° 03.24'*	
Patient's ETA to Evacuation Location:	
Helispot/Extraction Size and Hazards	

9. CONTINGENCY:

Consideration: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead

REMEMBER:
- **Confirm ETAs of resources ordered**
- **Act according to your level of training**
- **Be Alert, Keep Calm, Think Clearly, Act Decisively**

Location & ID	Facility	Phone Number	Call Sign	Type A/C	Lat/Long	Comments
Belgrade,MT	Summit Air	877-554-9111	Summit 22	Agusta A109E	45°46.700 111°09.100	24 Hours
Billings,MT MT25	St. Vincent's Helpflight	800-538-4357	Helpflight 1 Helpflight 2	EC 135 King Air	45°47.780 108°31.160	24 Hours 15,000 ft max
Casper,WY WY57	Air Methods	800-806-9158	WYO Life 1 WYO Life 2	Bell 407 Pilatus PC12	42°54.466 106°27.865	24 Hours
Cheyenne,WY (Warren AFB) FEW	Military Assistance to Traffic & Safety "MAST"	Operations 307-773-2001 Command 307-773-3921	Blade Helicopter	UH-1N	41°08.000 104°52.000	24 Hours Request MAST Helicopter
Cody,WY COD	Eagle Med	800-525-5220	Eagle Med 34	AS350B3 "A-star"	44°31.217 109°01.417	24 Hours
Idaho Falls,ID ID18	Air Idaho	800-247-4324	Air 1 Air 2	Bell 407 Pilatus PC12	43°28.160 111°59.480	24 Hours
Lander, WY LND	Guardian Flight	888-997-3822	Guardian (Fixed Wing)	King Air C90	42°48.935 108°43.695	24 Hours
Pocatello,ID ID64	Portneuf Medical Center	800-237-0911	Lifeflight 81	Agusta A109	42°52.360 112°25.210	24 Hours
Rexburg,ID RXE	Lifeflight Network	800-232-0911	Lifeflight 78	Agusta 119	43°50.035 111°48.307	24 Hours
Riverton,WY RIW	Classic Lifeguard	800-444-9223	Lifeguard 4 Lifeguard 21	Bell 407 King Air	43°03.850 108°27.580	24 Hours S&R Capable
Riverton,WY RIW	Guardian Flight	888-997-3822	Guardian 1	AS350B3 "A-star"	43°03.850 108°27.580	24 Hours No S&R
Sherian,WY SHR	Air Methods	800-806-9158	WYO Life 3	Bell 407	44°48.400 106°58.500	24 Hours

INTERAGENCY CONTRACT HELICOPTERS

Location	AGENCY	Phone Number	Call Sign	Type A/C	Lat/Long	Comments
Duncan Helibase Glenrock,WY	Wyoming State Helitack	800-295-9952 Casper Dispatch	H-6SG	Bell 206 L4	42°45.800 105°49.000	Contract 5/4-10/3
Ft. Washakie, WY	Wind River Agency	307-578-5740 Cody Dispatch	H-8MC	AS350B3 "A-Star"	43°00.300 108°53.100	Contract 6/15-9/22
Jackson, WY	Teton Helitack *Short Haul	307-739-3630 Teton Dispatch	H-38HX H-35HX	AS350B3 "A-Star"	41°48.300 107°12.000	Contract 6/1-10/24
Mammoth, WY	Yellowstone Helitack *Short Haul	307-344-2181 Yellowstone Dispatch	H-9TA	AS350B3 "A-Star"	44°58.200 110°41.500	Contract 6/15-9/30
Rawlins, WY	Rawlins Helitack	800-295-9953 Rawlins Dispatch	H-32HX	AS350B3 "A-Star"	41°48.300 107°12.000	Contract 6/14-9/11

HOSPITALS & AMBULANCE SERVICES IN & ADJACENT TO YOUR AREA

City	Hospital	Frequency	Phone	Helipad Coordinates		Helipad
Basin/ Greybull	South Big Horn Co. Hospital	155.280	307-568-3311	44°26.000	108°03.000	Land on lawn to the E, N, or W of hospital
Billings	St. Vincent's Hospital	155.340	800-538-4357 406-237-4357	45°47.800	108°31.200	Roof of hospital
Buffalo	Johnson County Healthcare Center	155.265	307-684-6166 ER 307-684-5521	44°21.000	106°42.400	West side of hospital in the parking lot
Casper	Wyoming Medical Center	155.340	800-442-2222 800-822-7201	42°50.800	106°18.500	Roof of hospital
Cody	West Park Hospital	155.280 155.340	307-527-7501 800-654-9447	44°31.600	109°04.400	N side of hospital
Jackson	St. John's Hospital	155.340	307-733-3636	43°28.900	110°44.900	S side of hospital
Lander	Lander Regional Hospital	155.340	307-332-4420	42°48.900	108°43.800	Land at airport ~ 1/4 mile from, hospital
Lovell	North Big Horn Co. Hospital	155.280 155.340	307-548-5200	44°49.600	108°23.500	E of hospital on front lawn
Powell	Mountain View Medical Center	155.280 155.340	307-754-2267 800-428-1398	44°45.400	108°46.300	W side of hospital
Riverton	Riverton Memorial Hospital	155.340 155.280	307-857-3420 ER 307-856-4161	43°02.100	108°25.100	E side of hospital
Sheridan	Sheridan Memorial Hospital	155.340	307-672-1000	44°48.400	106°58.500	SE side in front of emergency department (45'X45')
Thermopolis	Hot Springs County Memorial Hospital	155.280 155.340 152.0075 Alt.	307-864-3121	43°39.800	108°12.600	Land at airport ~ 2 miles from hospital
Worland	Washakie Medical Center	150.000 WYOLINK FREQ	307-347-3221	44°00.700	107°56.900	SW corner of hospital

BURN CENTERS

State	City	Hospital	Phone	Address
Colorado	Aurora	University of Colorado Hospital Burn Trauma Center	720-848-7583	12605 East 16th Ave.
Colorado	Greeley	Western States Burn Center North Colorado	970-350-6305 970-352-4121	1801 16th St
Utah	Salt Lake City	University of Utah Hospital Burn Center	801-581-2700	50 North Medical Dr