

# Central Utah Interagency Fire Management Area Aircrew Orientation Guide 2025



The Central Utah Aviation documents listed below can be found on the Richfield Interagency Fire Center website:

<https://gacc.nifc.gov/gbcc/dispatch/ut-rfc/aviation.htm>

- Central Utah Aircrew Orientation Guide
- BLM/Utah/Color Country & Paria River Districts Aviation Plan
- BLM/Utah/West Desert District Aviation Plan
- USFS/R4/Fishlake N.F. Aviation Safety & Management Plan

*\*\*Contact an Aviation Officer/Manager or Dispatch for password for the above mentioned documents\*\**

USFS/R4 Retardant  
Avoidance Areas



Utah Aviation Hazard Maps



*Updated April 28, 2025*

## General:

The purpose of this document is to provide Aircraft Managers, Pilots and support personnel with general information and guidelines to help them operate safely and successfully with all air operations conducted within the Central Utah Interagency Fire Management Area (CUIFMA):

<b>Bureau of Land Management</b>
Richfield Field Office (managed by Color Country District), Fillmore Field Office (managed by West Desert District)
<b>U.S. Forest Service</b>
Fishlake National Forest & portions of Manti-La Sal National Forest (Sanpitch Mountains Unit)
<b>National Park Service</b>
Capitol Reef National Park
<b>Bureau of Indian Affairs</b>
Paiute Reservation (Southern Paiute Agency)
<b>Utah Forestry, Fire &amp; State Lands</b>
Central Area & portions of Southwest Area

Elevations within the area range from 4,000' to over 10,500' MSL. Aircrews can expect to respond to fires located in low deserts country to big timber country with high elevation plateaus.

The management area is divided into two fire management zones: West Desert and Central Utah Mountains.

The **West Desert Zone** contains:

- BLM Fillmore Field Office, Utah State Lands, BIA and parts of the Fishlake N.F. & Manti-La Sal N.F.

The **Central Utah Mountain Zone** contains:

- BLM Richfield Field Office, Utah State Lands, Capitol Reef National Park, BIA and parts of the Fishlake N.F. & Manti-La Sal N.F.

## Aviation Management:

There are three Aviation Officers assigned to the Central Utah Interagency FMA:

<b><i>BLM West Desert Zone Unit Aviation Manager</i></b>	<b><i>BLM Central Utah Mountains Zone Unit Aviation Manager</i></b>	<b><i>Dixie &amp; Fishlake N.F.'s Forest Aviation Officer</i></b>
Josh Archibald 435-760-8681 <a href="mailto:jarchibald@blm.gov">jarchibald@blm.gov</a>	Courtney Christensen 435-201-0398 <a href="mailto:ckchristensen@blm.gov">ckchristensen@blm.gov</a>	Mike Byers 801-821-7287 <a href="mailto:michael.byers@usda.gov">michael.byers@usda.gov</a>

***\*For units other than BLM/USFS, (NPS, BIA, State Lands, etc...), the Unit FMO serves as the Unit Aviation Officer\****

When a fire is reported within the Central Utah Interagency FMA, the Richfield Interagency Fire Dispatch Center (RIFC) will contact the appropriate aviation officer to assist with the aviation operations.

## Initial Briefings:

All aircrew members that are assigned to the Central Utah FMA will receive a local briefing packet containing a Flight Crew Orientation Guide, maps, and frequency list. Aircrews will be required to provide an acknowledgement signature after their initial briefing. The Aviation Officers are responsible for ensuring the aircrew members receive an initial briefing. The aircraft dispatcher for RIFC may provide aircrew members with the briefing packet, but the respective aviation officers, or other local official, will provide the aircrew an in-brief and review the guide, maps and frequencies with them when they arrive.

## Permanent Aviation Facilities:

- **Fillmore SEAT Base:** Located at the Fillmore airport (Airport ID: KFOM), managed by the West Desert District BLM. The Fillmore SEAT Base has been broken down and removed. A Mobile Retardant Base (MRB) will need to be ordered for the base to be stood up and staffed as necessary.

### **Richfield Interagency Fire Dispatch Center (RIFC):**

All agencies within the Fire Management Area are dispatched out of the Richfield Interagency Fire Dispatch Center (RIFC). Fires reported within the Central Utah Interagency FMA will be managed in accordance with current national, state and local policy. Fire reports are documented and plotted by the dispatch office and resources are mobilized using run cards under the direction of Duty Officer. The initial response to wildfires is based on closest interagency forces. The type of suppression action varies greatly depending on agency and location. Once the fire is verified and an accurate location is obtained, the duty officer responsible for the fire will give specific direction as to how the fire will be managed. Duty Officers for each agency are assigned each day and have the authority to provide direction for incidents.

**RIFC 24 Hour Number: 435-348-1678**

**Email: [utrhc@firenet.gov](mailto:utrhc@firenet.gov)**

### **Flight Following / Resource Tracking:**

Primary flight following is conducted through Automated Flight Following (AFF). Aircrews will provide dispatch with the following information on initial contact:

- Call Sign
- Departing Location / Destination/Mission
- Souls on Board / Flight time worth of Fuel on board, (in hours & minutes)
- ETE to Destination
- Heading (in degrees)
- Confirm AFF

Dispatch will confirm to the pilot they have them “positive” on AFF for continued flight following. The dispatcher will log the position of the aircraft from the AFF signal on their logs every 15 minutes throughout the flight until the pilot lands or conducts a positive hand off to another dispatch office, aerial supervision or a designated ground contact on the incident. Use Agency flight following with 15-minute check-ins if you are not confirmed positive AFF.

Pilots will be required to monitor the primary flight following frequency (Local Flight Following) throughout their flight within the Central Utah Fire Management Area so that Dispatch will be able to make contact by radio if needed. Check-in procedures may be modified for incidents close to the Richfield Airport.

***Note: Dispatch does monitor National Flight Follow Frequency for flights transitioning to/from Central Utah Fire Management Area.***

Local Flight Following may be used for all Central Utah flight following purposes but aircraft need to switch to local repeater frequencies for tactical communications such as ordering resources and fire size-up/updates. Once over an incident, the local repeater frequencies can be used to communicate to dispatch to relay incident specific information including ordering resources, and updates on the fire.

All resources will close out with Dispatch after they have landed by radio or a land line.

***Incident Flight Following:*** Flight following may be conducted on an incident by ATGS or ground personnel after a positive hand-off has been completed by the pilot with Dispatch. Local flight following can only be conducted if Dispatch has reliable communication with the ground resources on the incident or the ATGS.

***Loss of Communication:*** If radio problems occur during the flight, and the pilot is unable to maintain contact with the aircraft dispatcher, the pilot will terminate the mission, land the aircraft and contact the aircraft dispatcher as soon as possible.

***Call Signs:*** Aircraft will use the last 3 or 4 digits of the registration number, or the national or exclusive use designated call sign. Once an Aerial Supervision resource is managing an incident they must drop all other call signs, and change their call sign to the incident name followed by the “Air Attack” designation.

***Example: “Three Peaks Air Attack”***

*Procedures for Tracking Aviation Support Resources:* The aviation support personnel or their aircraft manager will contact Dispatch by radio or phone call when departing their location. They will provide dispatch with the following information:

- Resource Call Sign
- Name/ Number of personnel involved in the mission
- Brief description of the route that will be taken
- Vehicle information (make, model, color, license)
- Estimated time enroute (ETE)

The support personnel will close out with Dispatch when they have reached their destination. If there are changes to the route or ETE, the support personnel will update dispatch with the changes. If the support personnel do not have access to a radio or cell phone, the aircraft manager assigned will ensure that Dispatch is provided with the information identified above.

### **Daily Operations:**

*General Staffing:* Most aircraft resources come on duty at 0900. Pilots and crew members conduct their pre-flight activities and then receive a morning briefing each day. Generally, aircraft are released at 1800 if there is no fire activity.

The Aviation Officers and/or the aircraft dispatcher will relay start and release times each day.

*Morning Briefing:* A daily morning briefing will be conducted each day. The briefing will include all pilots, aircraft attendants, and aircraft managers. Briefing times may be adjusted according to fire activity and start times. Specific procedures for morning briefings will be discussed by the Aviation Officers during the initial in-briefing depending on which air base or airport aviation resources will be staged at.

*Daily Intelligence:* Fire Weather will be read over the radio twice each day during peak fire season. Central Utah fire weather is broadcast at 1000 and 1600. Any fire weather warnings will be relayed as they are issued. The Aviation Officers will be responsible for coordinating how aircrew members will obtain the necessary briefing materials to conduct a briefing (weather and situation reports, airspace deconfliction, etc. ).

*Daily Rotation Scheduling:* Orders will be filled with the priority being the local exclusive use aircraft followed by the next resource in line based on arrival to the base. The rotation schedule will be covered in the morning briefing.

*Lunch Scheduling:* During low fire activity, aircrew members will be free to depart the base for lunch. During moderate and high fire activity, check with the Aviation Officer and/or aircraft dispatcher prior to departing to see if lunch will be provided. Always provide the Aviation Officer and/or the aircraft dispatcher with notification when departing the base.

*Evening Meals Provided at the Base:* Meals are provided in accordance to contract specifications. The Aviation Officers or Airbase Managers are responsible for identifying and coordinating any evening meals necessary.

*Evening Debrief:* The Aviation Officers or Airbase Managers are responsible for conducting an evening debriefing each day. The debriefing/AAR may be conducted during the following day's morning briefing if aircraft off duty times differ, or aviation personnel are running short on their duty day.

*Motel Reservations:* Contractors are generally responsible for making their own reservations. If the contractor is unable to make their reservations, they may contact dispatch for assistance.

### **Aircraft Dispatch Procedures:**

*Procedures for Ordering Aircraft:* All orders for aviation resources will come from RIFC to the corresponding airbase or aircraft manager for processing. Orders will be received by email, printout, fax or by phone call; method of delivery will be determined and agreed upon prior to being made available for assignment. The

airbase (or aircraft) manager will provide the aircrew a copy of their dispatch form, and a mission briefing prior to departing. RIFC will utilize the following forms to dispatch aviation resources:

- Aircraft Dispatch Form NFES# 2657
- IROC Aircraft Orders
- Aircraft Flight Request Schedule (9400-1a)

***\*\*\*Ensure that Dispatch, Airbase Managers, Aircraft Managers and Unit Aviation Manager/Officer know and understand the method of delivery and planned routing of aircraft orders prior to being made available for assignment.\*\*\****

#### **Aircraft Dispatch Procedures within the Great Basin GACC:**

If an aircraft is dispatched outside the dispatch center zone boundaries, RIFC will relay the itinerary and type of flight following / tracking plan established for the aviation resources to the Great Basin Coordination Center (GBCC). The Aircraft Managers, pilots and support vehicle can contact GBCC if they need assistance.

***GBCC 24 Hour Number: 801-539-5320***

#### **Aircraft Dispatch Procedures outside of the Great Basin GACC:**

All aircraft and support resources that are dispatched outside of the Great Basin Geographical Area will follow the guidelines outlined in the Great Basin and National MOB Guides.

RIFC will relay the itinerary and type of flight following / tracking plan established for the aviation resources to Great Basin Coordination Center (GBCC) who will relay the information to the National Interagency Coordination Center (NICC) who will continue the aircraft tracking procedures. The Aircraft Managers, pilots and support vehicle drivers should contact NICC for each landing or fuel stop, and at the final destination.

***NICC 24 Hour Number: 1-800-994-6312***

#### **Flight Operations:**

***Standard Fire Traffic Area (FTA):*** All fires have FTAs, regardless of aircraft over or assigned to the incident. The established national guidance for FTAs will be strictly adhered to. This includes blind calls for unoccupied fires and obtaining clearance from tactical aircraft if occupied and there is no Aerial Supervision in the FTA.

***Aerial Hazards:*** The Central Utah Interagency FMA does have active Military Training Routes and Utah Test & Training Range (UTTR) MOA and Restricted Airspace within the boundaries. RIFC is responsible for conducting airspace deconfliction with the military. Aircrews will receive a copy of the current aerial hazard map as part of their in-briefing. RIFC will identify any known hazards on the aircraft dispatch form and give notification via radio if any new hazards are identified after launch.

***Wires and Power Lines:*** Some of the major drainages may have wires, cables, and power lines. Pilots should always conduct a high-level recon prior to descending.

***Temporary Flight Restrictions (TFR):*** Current TFR information will be reviewed each day during the morning briefing. RIFC is responsible for processing all orders for TFRs through the established channels. Anyone has the authority to request a TFR.

***Boundary Issues:*** Aircrews should provide the neighboring dispatch a courtesy radio call on National Flight Following if they are within 5 miles of any boundary. RIFC will contact the neighboring unit dispatch to notify them of Central Utah aircraft responding to the incident in the boundary area, obtain information regarding any aircraft responding from the neighboring district, coordinate IA frequencies and relay said information to the responding Central Utah aircraft. Reference the respective Agencies' tiered Aviation Plans and/or RIFC Dispatch Operations Guide for Airspace Boundary Plan and protocols.

***Operating In Canyons:*** Aircraft working in canyon bottoms should be on high alert for other aircraft. Communication can be very unreliable in the canyons. If problems communicating with RIFC arise, discontinue the flight until communication is re-established. Coordinate with RIFC to set up a portable or human repeater or request assistance from an aerial platform.

### ***Sensitive Areas:***

- The public in and around Richfield are very sensitive to the noise created by our aircraft. Please avoid flying over the city.
- Wetlands / Aquatic Areas: Guidelines are in place for application of aerial retardants near aquatic areas such as lakes, streams, rivers and ponds whether or not they contain aquatic life. Avoid aerial applications of retardant or foam within 300 feet of waterways.
- All flight operations in or around the wilderness study areas must have prior approval from the Field Office Managers or Park Superintendent for the intended mission.
- Any type of aviation operation within the Capitol Reef National Park will need prior approval from the Park Superintendent.
- The USFS has identified Forest-wide aerial fire retardant avoidance areas for the Fishlake National Forest. Maps must be consulted, and permission must be given through the Duty Officer prior to using any type of fire suppressant chemicals on forest lands (*see avoidance map*).

### **Retardant Reporting Requirements:**

Any aircraft dropping retardant will need to provide the Aviation Officers with drop information if requested by a Resource Advisor. The Advisor will require the following information for their reporting requirements:

- Type of retardant or suppressant
- Amount of retardant or suppressant dropped (*gallons and number of loads*)
- Approximate location of the drop(s)

### **Water Dipping Sites:**

*Dirt Reservoir and Water Storage Tanks:* All aircrew members will need to contact RIFC for permission to use any type of dip site. Dispatch has a list of pre-approved sites but, in most cases, they will need to obtain permission.

*Rivers and Creeks:* Aircrew members may not use any river or creek within the Central Utah Interagency FMA as a dip site without prior approval through RIFC from a Resource Advisor due to occupied or critical habitat designations.

*Guidance for Prevention of Aquatic Invasive Organisms:* The Aviation Officers are responsible for identifying any known areas of concerns for water sources that may be exposed to or infected with whirling disease, snails, etc. Water hauling equipment must be decontaminated before use in another water source. Aircrews will follow the guidance found in the NWCG Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations: <https://www.nwcg.gov/sites/default/files/publications/pms444.pdf>

Aviation Officers are responsible for providing the aircrew members with the operational guidelines. RIFC will relay any known areas of concern at the time of the dispatch.

### **Safety:**

*SAFECOM:* The SAFECOM mishap reporting system is a valuable tool for promoting aviation safety. By sharing information about incidents that have happened here, we may help prevent them from happening to someone else. Please report any mishap that occurs while you are in the Central Utah Interagency FMA to an aviation manager/officer.

*Hazardous Flying Conditions:* Flying in mountainous terrain during the heat of summer can expose aircraft to severe winds, turbulence, down drafts, and other environmental problems resulting in the potential for aviation operations needing to stop until conditions improve. Pilots are usually the first ones to become aware of these types of conditions. **PLEASE**, do not be hesitant about suggesting or recommending that aviation operations cease until conditions improve. Let other aircraft and dispatch know of conditions in your area, it may keep someone else from having an accident.

**Administrative:**

*Cost Accounting Codes:* The Aviation Officers and/or Dispatch Center are responsible for providing aircrews with the correct fire information and charge codes.

*Daily Reporting:* All Aircraft Managers will provide daily aviation costs and flight statistics at the end of each day to the appropriate Aviation Officer and/or Dispatch Center.

RIFC email: [utrfe@firenet.gov](mailto:utrfe@firenet.gov)

*Mail Delivery:* Aircrews should check with their Aviation Officer or Dispatch Center for the availability of mail delivery.

*Ordering General Supplies and Equipment:* Place all orders for supplies and equipment through the Aviation Officer. Orders will be recorded on a General Message, or a property transfer form. Anyone placing and receiving supplies or equipment will need to check out with their Aviation Officer prior to demobilization.

*Per-Diem:* There are no high standard rate areas within the Central Utah Interagency FMA.

## Airport Facilities

Airport Name: <b>Richfield Airport (KRIF)</b>	Elevation: 5,318'	Unicom Frequency: 122.8
FBO Address: 702 W. Air Terminal Way, Richfield , UT	FBO Manager: Adam Robinson	
Office Phone: 435-896-9413	Airport Activity: Richfield is an uncontrolled airport and has relatively light aircraft activity. 122.8 is the local Unicom frequency for talking to other aircraft.	
24 Hour Fuel: 435-201-0411 or 435-896-3053		
<b>Fueling Information:</b> The airport has both Jet-A and Av-Gas for sale. The airport has a truck dedicated for Jet-A, but pilots will need to use the established pumps for Av-Gas. Fuel can be ordered by the AM radio 122.8 for fuel, or by calling the FBO. General Response time is 15 min. For after-hours fueling contact the FBO at the phone numbers listed above.		
<b>Jettison Area for Richfield Airport:</b> (To Be Established)		
<b>Rental Car Information:</b> Richfield Airport has a few courtesy cars available for aircrew members to use. The Aviation Officers /and or the Aircraft Dispatcher can help facilitate transportation needs to and from the motel.		
<b>Airport Security:</b> The RAMP access area is fenced and locked. Aircrew members will need to contact the FBO for access.		

Airport Name: <b>Fillmore Airport (KFOM)</b>	Elevation: 4,984'	Unicom Frequency: 122.8
FBO Address: 1120 West 200 South Fillmore , UT	FBO Manager: Christine Rasmussen	
Office Phone: 435-743-6150 Cellphone: 435-253-0919	Airport Activity: Light GA traffic.	
24 Hour Fuel: All Self-Serve		
<b>Fueling Information:</b> The airport has both Jet-A and Av-Gas for sale, self-serve credit card.		
<b>Jettison Area for Fillmore Airport:</b> 38° 57 38N 112° 23 30W		
<b>Rental Car Information:</b> Airport Manager has one courtesy car available for short term use.		
<b>Airport Security:</b> Unsecured Airport perimeter. RAMP area is accessible by an entrance off of W 200 S Street North of the runway. Aircrew members are encouraged to contact the Airport Manager as a courtesy if increased aviation activities are expected.		



# Phone Contacts for Central Utah Fire Management Area

Dispatch Offices	Name	Office	Fax / Cell
Richfield Fire Dispatch Center (RIFC) <a href="mailto:utrfe@firenet.gov">utrfe@firenet.gov</a>	Richfield	Main: 435-896-8404 24 hr #: 435-348-1678	FAX: 435-896-0376
RIFC Center Manager	David Mosher	435-896-8404	Cell: 406-491-0346
RIFC Assistant Center Manager	Laurie Murphy	435-896-8404	Cell: 385-415-9904
RIFC Aircraft Dispatcher	rotating staff	435-896-8404	
Aviation Officer Contacts	Name	Office Phone	Cell Phone
BLM West Desert District UAM	Josh Archibald		435-760-8681
BLM Color Country District UAM	Courtney Christensen		435-201-0398
USFS Fishlake N.F. Aviation Officer	Mike Byers	435-865-4644	801-821-7287
Utah FF&SL Deputy State FMO-Aviation	Mike Melton		435-590-4712
USFS Fishlake NF Contacts	Name	Office Phone	Cell Phone
Fishlake NF, FMO	Tyler Monroe	435-896-2328	435-979-4409
Fishlake N.F. AFMO	Todd Murray	435-896-1614	435-612-3974
USFS Manti-La Sal NF Contacts	Name	Office Phone	Cell Phone
Manti-La Sal NF, FMO	Nathan Shinkle		435-671-9374
Manti-La Sal NF, AFMO	Russ Bigelow	435-636-3313	435-813-2998
National Park Service Contacts	Name	Office Phone	Cell Phone
Fire & Aviation Mgt. Officer: Zion NP, Bryce Canyon NP, Pipe Spring NM, Cedar Breaks NM	Lyndsay Fonger	435-772-7842	435-218-1667
Zion N.P. Deputy Fire Management Officer	Micah Suwyn		435-351-9770
BLM Contacts	Name	Office Phone	Cell Phone
Utah State Aviation Manager	Trevor Pollock	801-539-4241	385-222-6213
Color Country District FMO	Josh Tibbetts	435-865-3018	435-375-1115
Color Country District AFMO	Robert Lopez	435-865-4669	435-704-6549
West Desert District FMO	Eric Valdez	801-320-8335	208-312-1692
Fillmore Field Office AFMO	Vacant		
Salt Lake Helitack Supervisor	Austin Blackett		801-750-0064
Salt Lake Helitack Asst. Supervisor	Kevin Kutterer		801-792-4999
Utah Forestry, Fire & State Lands Contacts	Name	Office Phone	Cell Phone
Central Utah State FMO	Landon Rolley		435-559-1273
Deputy State FMO-Aviation	Mike Melton		435-590-4712



## Richfield Airport



## Driving Directions

**FBO:** 702 W. Air Terminal Way 435-896-9413

Directions: From 1300 South, turn on Airport Rd, turn east on Air Terminal Way to the FBO.

All fixed wing operations will be coordinated with the FBO Manager and the agency Aviation Officers.

The FBO Manager will provide aircrew members with operational procedures for using RAMP space, parking and fueling.

**Richfield Interagency Fire Dispatch Center (RIFC):** 2031 Industrial Park Road, Richfield, UT 84701 435-896-8404

**Heliports**

At the Richfield Municipal Airport there is ramp space available for helibase operations located between the runway and the FBO, at Lat/Long: 38° 44.500'N x 112° 05.710'W. There is also a large field North of the FBO that is available for large helibase operations. Contact the Airport Manager to acquire approval for increased helicopter operations.

**Remote Helispots**

There are no designated remote helispots on lands managed by the partnering agencies. Numerous unimproved landing areas can be found in close proximity to work areas for resource project activities, and fire management operations.

These landing areas may be utilized as temporary helispots, providing the requirements are met for helispot selection and operations as outlined in the NWCG Standards for Helicopter Operations (NSHO)

**Air Hazard Map**

Download Avenza version of Color Country Air Hazard Map at:

[+https://www.frames.gov/partner-sites/fire-operations-maps/utah/](https://www.frames.gov/partner-sites/fire-operations-maps/utah/)

# Central Utah Radio Frequencies 2025

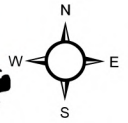
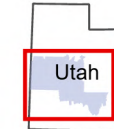
Changes since last year are shown in *italics*

Last Updated: 2.25.2025

Repeater Name	Coverage Area	RX Freq	RX Tone	TX Freq	TX Tone	Assigned #	BW
Fishlake Forest Frequencies							
Forest Simplex	Area Wide (Monroe Mt.)	172.2500		172.2500	127.3		N
White Pine	Fillmore / Richfield	172.2500		165.0125	110.9	Tone #1	N
Delta	Fillmore	172.2500		165.0125	123.0	Tone #2	N
Delano	Beaver	172.2500		165.0125	131.8	Tone #3	N
Terrill	Richfield	172.2500		165.0125	136.5	Tone #4	N
Mineral	Milford / Beaver	172.2500		165.0125	146.2	Tone #5	N
Black Ridge	Loa	172.2500		165.0125	156.7	Tone #6	N
Parker Ridge	Fremont RD/ Richfield	172.2500		165.0125	167.9	Tone #7	N
Ellen	Loa / Freemont RD	172.2500		165.0125	103.5	Tone #8	N
Maple	Sanpete County	172.2500		165.0125	100.0	Tone #9	N
Dutton	Piute County/Kingston Cyn	172.2500		165.0125	114.8	Tone #11	N
BLM Repeaters Net 1							
Flat Iron	Sanpete County	172.4375		166.0000	110.9	Tone #1	N
Little Sahara	West/North Desert	172.4375		166.0000	123.0	Tone #2	N
Ebbs	Scipio Valley	172.4375		166.0000	146.2	Tone #5	N
Monroe Mtn.	Richfield	172.4375		166.0000	156.7	Tone #6	N
Notch Peak	Fillmore / Central Desert	172.4375		166.0000	167.9	Tone #7	N
BLM Repeaters Net 2							
Copper Ridge	Hanksville	172.6250		164.9500	131.8	Tone #3	N
Frisco Peak	Fillmore / South Desert	172.6250		164.9500	136.5	Tone #4	N
White Pine	Fillmore / Richfield	172.6250		164.9500	103.5	Tone #8	N
South Creek	Hanksville	172.6250		164.9500	100.0	Tone #9	N
Levan	East Juab/ SW Sanpete C	172.6250		164.9500	107.2	Tone #10	N
Fire Repeaters							
Whitepine	Richfield / Fillmore	169.9750		164.7000	110.9	Tone #1	N
Beehive	North Sanpete	169.9750		164.7000	123.0	Tone#2	N
Delano	Beaver	169.9750		164.7000	131.8	Tone #3	N
Canal	Sanpete	169.9750		164.7000	136.5	Tone#4	N
Mineral	Milford / Beaver	169.9750		164.7000	146.2	Tone #5	N
Skyline	SE Sanpete	169.9750		164.7000	156.7	Tone#6	N
Levan	Juab County	169.9750		164.7000	107.2	Tone #10	N
Scene of action Frequencies							
S.O.A.	Portable	168.7750		164.9125	127.3	Tone #12	N
S.O.A.	Portable	173.0625		163.1625	127.3	Tone #12	N
Utah State Fire							
State Fire	Area Wide Simplex	154.2800		154.2800			N
TAC Frequencies							
TAC 1	Area Wide Simplex	166.5000		166.5000			N
TAC 2	Area Wide Simplex	166.9625		166.9625			N
TAC 3	Area Wide Simplex	169.3625		169.3625			N
TAC 7	Area Wide Simplex	169.1875		169.1875			N
Air-To-Ground Frequencies							
A/G 18	Area Wide Simplex	168.0125		168.0125			N
A/G 21	Area Wide Simplex	168.1500		168.1500			N
Local FF	Area Wide Toned Simplex	166.8250	136.5	166.8250	136.5	Tone #4	N
National FF	Area Wide Toned Simplex	168.6500	110.9	168.6500	110.9	Tone #1	N
Air Guard	Area Wide Toned Simplex	168.6250	110.9	168.6250	110.9	Tone #1	N
SEAT Bases	RAMP Frequency	123.9750		123.9750			
Helicopter Deck	Helibase	163.1000		163.1000	(Need to get permission to use.)		
Air-To-Air Frequencies							
Primary A/A	Area Wide Simplex	124.5750		124.5750			
A/A (Secondary)	Area Wide Simplex	127.3750		127.3750			
A/A (Tertiary)	Area Wide Simplex	133.9750		133.9750			
Emergency Medevac Frequencies							
VMED 28	Air Ambulance use/Primary	155.3400		155.3400	156.7		
VMED 29	Air Ambulance Secondary	155.3475		155.3475	156.7		

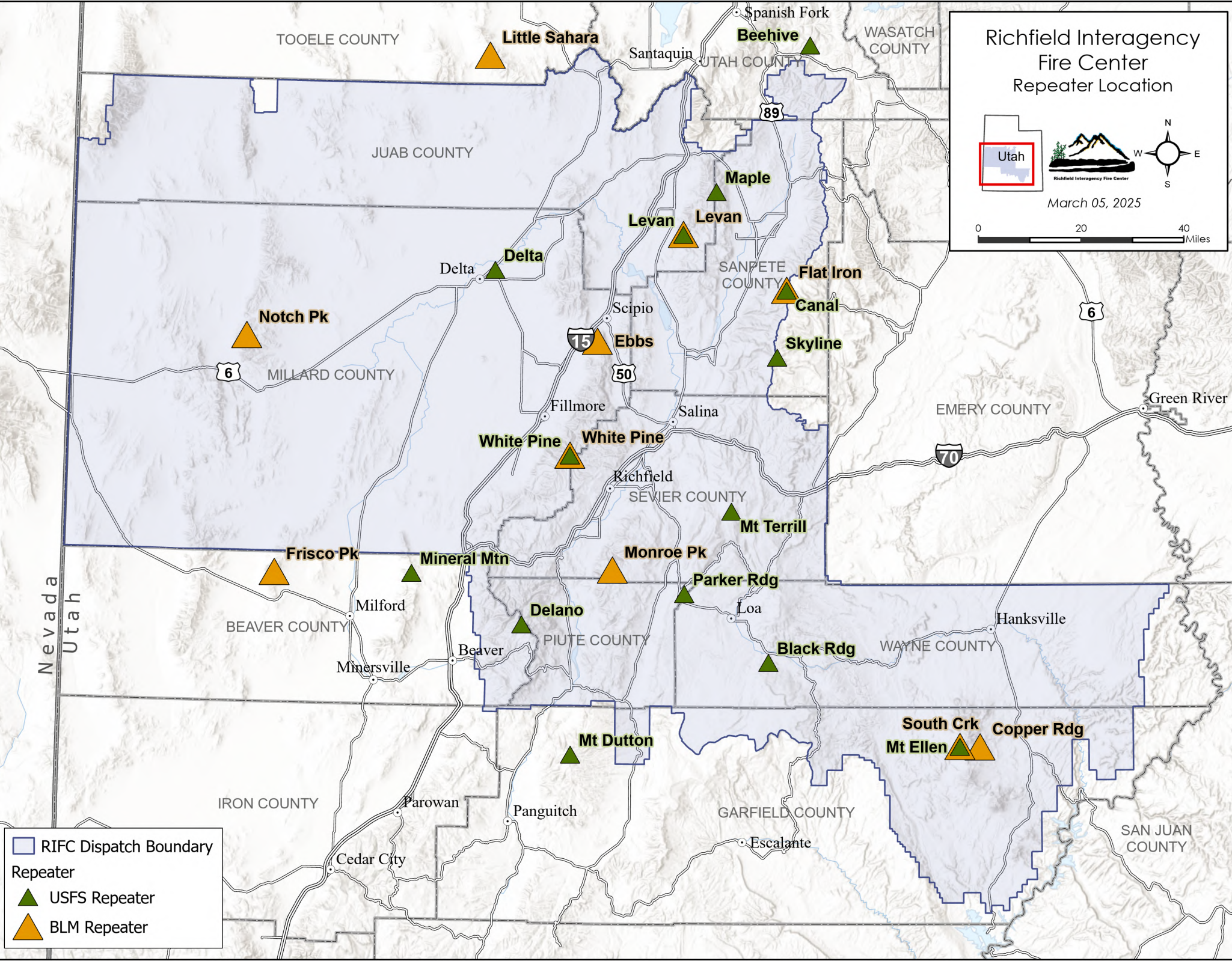


# Richfield Interagency Fire Center Repeater Location



March 05, 2025

0 20 40 Miles



RIFC Dispatch Boundary

USFS Repeater

BLM Repeater