TETON INTERAGENCY FIRE

AVIATION RESOURCES ORIENTATION PACKET

Welcome to the Bridger-Teton National Forest and Grand Teton National Park! The intent of this packet is to provide information needed by pilots and flight managers to complete a mission for this interagency unit. The information contained herein will help make your stay on the Forest and Park a safe, productive, and satisfactory experience.

The Fire Management programs for the Bridger-Teton National Forest and Grand Teton National Park are jointly managed as Teton Interagency Fire Management, a fully integrated interagency program. Teton Interagency Dispatch (TIDC) located at park headquarters in Moose, WY, provides dispatch support for the Unit. Ground and aviation fire resources may be staffed with Forest Service and/or Park Service personnel and personnel from other cooperating agencies. These personnel are routinely dispatched to incidents across the Forest and Park.

Enclosed is a list of key aviation contacts for the Bridger-Teton National Forest and Grand Teton Park. Please feel welcome to contact the Interagency Aviation Officer (IAO), Teton Dispatch, Teton Helibase or other management personnel if you have any questions while you are here. The Interagency Aviation Management Plan contains much of the information included within this briefing packet plus a great deal more. The Interagency Aviation Management Plan can be found at the following link: http://gacc.nifc.gov/gbcc/dispatch/wy-tdc/aviation.php or by contacting the IAO.

TWELVE STANDARD AVIATION QUESTIONS

1. **IS THIS FLIGHT NECESSARY?**

2. **WHO IS IN CHARGE?**

3. **ARE ALL HAZARDS IDENTIFIED AND HAVE YOU MADE THEM KNOWN?**

4. **SHOULD YOU STOP THE OPERATION OR FLIGHT DUE TO CHANGE IN CONDITIONS:**

   COMMUNICATIONS?
   WEATHER?
   TURBULENCE?
   PERSONNEL?
   CONFLICTING PRIORITIES?
   CONFUSION?

5. **IS THERE A BETTER WAY TO DO IT?**

6. **ARE YOU DRIVEN BY AN OVERWHELMING SENSE OF URGENCY?**

7. **CAN YOU JUSTIFY YOUR ACTIONS?**

8. **ARE THERE OTHER AIRCRAFT IN THE AREA?**

9. **DO YOU HAVE AN ESCAPE ROUTE?**

10. **ARE ANY RULES BEING BROKEN?**

11. **ARE COMMUNICATIONS GETTING TENSE?**

12. **ARE YOU DEVIATING FROM THE ASSIGNED OPERATION OR FLIGHT?**

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Aviation Contacts

Position	Name	Phone # (Office/Cell)
Teton Interagency Dispatch	TIDC	307-739-3630
Forest Fire Staff	Tobin Kelley	307-739-5576/307-413-2028
Forest Deputy AFMO	Michael Johnston	307-739-5581/307-413-2022
Park FMO	Chip Collins	307-739-3310/307-690-4400
Park AFMO	Mack McFarland	307-739-3313/307-690-0573
Interagency Aviation Officer	David Gomez	307-739-3339/307-413-4209
Teton Helibase Airbase Manager	Jim Dotson	307-739-5572/307-413-2024
Teton Helitack Supervisor	Tracy Stull	307-739-5555/208-709-7051
Teton Helibase		307-739-5557/5552/5553
Jenny Lake District Ranger	Scott Guenther	307-739-3372/307-690-0837
Jenny Lake Rescue Cache	Lupine Meadows	307-739-3474
R4 RAO	Sam Ramsay	801-620-1890/ 801-745-7867
R4 Helicopter Program Mgr.	Shannon Hall	801-620-1880/ 801-391-2798
R4 HOS	Doug Gibbs	801-620-1881/801-648-8885
R4 AHOS	Gene Hodges	801-620-1882/ 208-313-7826
IMR RAM	Steve Sorensen	303-969-2657/720-626-0738

AVIATION RISK MANAGEMENT EMPHASIS

Risk management will be given priority for operational planning of all aviation activities. This involves the identification of hazards associated with the operation, probability of encountering the hazards, measure of the effects of the encounter, identification of mitigation measures, and an assignment of final risk effect.

When planning and time allow, a Deliberate Risk Assessment will be completed. When the urgency of the situation does not allow for a Deliberate Risk Assessment then a Rapid Risk Assessment should be made. "Rapid" does not mean "hasty" or "uninformed". These situations may include SAR and fire suppression operations when there are high values at risk. Chapter 3 of the IHOG should be used as a guide for completing a comprehensive risk analysis for a given mission.

DAILY OPERATIONS/ALL AIRCRAFT

FLIGHT WEATHER BRIEFING/NOTAMS/TFR's

Pilots will obtain a daily flight weather brief from FAA. NOTAMS and TFR's will be checked daily and printed if possible. The following link and phone number are good sources for this information is: https://www.1800wxbrief.com or 1-800- wx-brief.

FLIGHT PLANNING

All pilots are expected to file a flight plan with TIDC with the following information: Aircraft tail #, Pilot and Passengers names, Route, Destination, and expected times of departure and arrival. When flying off area all aircraft will file an FAA flight plan and complete a written flight plan using an accepted planning method.

Flight Plans: (option for non-special use fixed wing missions)

- Incident Commander or Flight Manager initiate.
- File a formal flight plan with TIDC or the FAA.
- Close the flight plan with TIDC or the FAA.

FLIGHT FOLLOWING PROCEDURES

TIDC or the local flight follower is responsible for flight following and will continue monitoring the radio until the aircraft is handed off to another dispatch center or the aircraft has landed.

• Incident Commander or Flight Manager or Pilot will contact TIDC or local flight following RADO to initiate flight following and establish 15-minute flight following intervals.

• Communicate to Dispatcher/RADO the following:

- Communication frequency.
- Type of mission.
- Aircraft type and identification number ("N" number).
- Number of passengers and pilots.
- Proposed flight route or destination.
- Confirm AFF is working.

Continued on next page:

• Depending on aircraft communication capabilities the following procedures will be adhered to:

When flight following **WITHOUT AFF,** relay the following information to dispatch every 15 minutes:

- Current location (geographic, legal location, or latitude / longitude).
- Current direction of flight.
- Next destination or area to be surveyed.
- Estimated time on ground (if landing).

When flight following **WITH AFF**, the aircraft dispatcher or flight follower will check the status of the aircraft every 15 minutes.

- Flight Manager or Pilot will communicate to dispatch any deviations to the last report of flight intentions
- Aircraft dispatcher or flight follower will call the aircraft if there is any unexpected change or deviation from last report

• Terminate flight following with Dispatch at end of mission or advise intent to contact or positive contact with adjacent dispatch center. TIDC will contact that dispatch center for positive handoff. Refer to Appendix A for more detail.

FLIGHT ROUTES

When flying in the area, please **AVOID** flying over the city of Jackson, Afton, and Pinedale. The public in and around Jackson are very sensitive to the noise created by our aircraft. Typical flight routes are to the east or west of Jackson. When working out of the helibase approach and depart as per standard airport approach/departure rules when in contact with the control tower. Ensure that flights levels over the National Elk Refuge exceed 500' AGL.

When flying in and around the National parks please maintain an altitude of at least 1000' while the recommended 2000' AGL is even better.

ALTIMETER SETTING

While operating in the Forest/Park all aircraft pilots will make a concerted effort to find out the actual altimeter setting from the nearest airport for each days operational period. If aircraft are working over an incident for multiple days and are not able to accurately establish the altimeter setting then an altimeter setting of 29.92 will be used by all aircraft on the incident.

DAYLIGHT HOURS

All helicopters and single-engine aircraft must be on the ground no later than one half hour after official sunset (civil twilight). The only exceptions would be for multi-engine IFR rated fixed-wing aircraft flying into or out of a lighted airport. If smoke or weather conditions dictate, VFR aircraft may be further restricted as to hours of operation. Teton Dispatch has access to the sunrise/sunset tables and can provide that information upon request.

MAINTENANCE/SERVICING

All scheduled aircraft maintenance including 50 and 100 hour inspections need to be coordinated with the Helibase manager who will inform dispatch and the aviation officers/incident commander. Please inform a Helibase Manager of upcoming maintenance well in advance so arrangements can be made or replacement aircraft ordered. All aircraft should be serviced after each flight and made ready for the next assignment.

FLIGHT-DUTY TIME

It is the responsibility of the pilot and flight manager to track pilot flight time and duty limitations to avoid their exceedance and mitigate and report when this occurs.

PILOT AVAILABILITY

Ensure your manager and/or dispatch can contact you throughout the shift and provide an afterhours contact number if applicable.

ACCIDENT/INCIDENT REPORTS

Our accident/incident reporting system is valuable in promoting aviation safety. The SAFECOM report is not intended to single out any one person. Through sharing information regarding outcomes that have happened here we may help prevent them from happening to someone else. Please report any accident or incident that occurs while you are in the Teton Interagency Fire Zone to the IAO, Helibase Manager, or TIDC and the SAFECOM system.

HAZARDOUS FLYING CONDITIONS

We know that mountain flying in the heat of summertime can be hazardous. There are certain times because of winds, turbulence, down drafts, and other environmental problems in which we will need to shut down our aviation operations until conditions improve. Pilots are usually the first to become aware of these types of conditions. Do not be hesitant about suggesting or recommending shutting down operations until conditions improve. Let other aircraft and dispatch know about hazardous conditions in your area. YOUR COMMUNICATION MAY PREVENT AN ACCIDENT.

FLIGHT HAZARDS

The Bridger-Teton NF and Grand Teton NP have a flight hazard map, copies of which are posted at Teton Interagency Dispatch Center and the Teton Interagency Helibase. You should review the flight hazard map prior to any mission on the Forest and/or Park. For general information, the flight hazards on this Unit are:

MILITARY LOW-LEVEL TRAINING ROUTES (MTRs): There is one MTR which bisects the forest. It is MTR IR-499 and begins southeast of Cody, Wyoming and ends near Palisades Lake, Idaho. Direction of aircraft travel is east to west. Altitude of the route is from 200 feet AGL to 15,000 feet MSL, 1 to 4 nautical miles either side of the centerline. This route has been increasingly used the past two years. Hours of operation are continuous and activity must be anticipated. Scheduling activity is through Ellsworth AFB Wing Scheduling Office, South Dakota (phone # 605-385-4246) or (on call # 605-431-3025). Contact Teton Dispatch prior to missions which will bisect the airspace of the MTR; Dispatch will contact the scheduler and inform you of scheduled activity. Even if no activity is scheduled, pilots should be alert when approaching MTR airspace as schedule changes may occur after activity inquiry.

WIRES AND POWER LINES: There are many power lines and cables located on the Bridger-Teton National Forest and Grand Teton National Park. Check the flight hazard map prior to all missions. Some power lines have colored balls attached to increase their visibility, others do not. **Pilots should be aware that not all hazards have been identified on the maps and so appropriate caution should be taken during all flights.** You may assist by identifying unknown hazards and personally briefing relief crews of unknown hazards.

OTHER AIRCRAFT: There are numerous privately owned airstrips surrounding the Unit. Expect to encounter fixed-wing or rotary-wing aircraft anywhere throughout the operations area. Practice see-and-avoid procedures and encourage passengers to alert the pilot if other

aircraft are spotted during flight.

AIRCRAFT TRANSPONDER CODE: As directed by AMD Information Bulletin #97-5, transponder code 1255 must be utilized by aircraft responding to and operating over fire suppression operations. It is not to be used for repositioning or cross-country flights. Unless a code is assigned by Air Traffic Control, VFR code 1200 will be used for all other flights. It is important that aircraft transponders are in good operating condition and turned on for Traffic Alert and Collision Avoidance Systems (TCAS) to function.

VFR FLIGHT RULES: Flights should be conducted following the FAA VFR flight rules which state visibility must be 3 miles with a ceiling minimum of 1000 feet. An exception in uncontrolled airspace exists for helicopters which permits half mile visibility when clear of clouds.

MOUNTAINOUS FLYING: Flying conditions in mountainous areas are always hazardous and weather conditions can change rapidly. Anticipate lee-side turbulence, wind shears, and related up or down air movement near mountain ranges or prominences. All aircraft should avoid flying through squall lines whenever possible.

FIRE TRAFFIC

Fire Traffic Area (FTA) is the **required** method for flight operations over an incident. The FTA plan contains three levels of vertical and lateral separation for aircraft working over an incident. All aircraft must follow the designated rules for entering and working within the airspace over the incident.

Vertical Levels of Separation

- All Helicopters will operate at 500' AGL and below
- Airtankers and Lead Planes will work at 1000' AGL during tactical operations. This is called the Air Tactical Maneuvering Area
- Air Tanker orbit area is at 1500' AGL
- Air Attack / ASM will operate at 2500' AGL minimum

Lateral Separation

- 12 Nautical Mile radius – Initial Contact / Communication / request permission to enter
- 7 Nautical Mile radius – NOCOM ring, aircraft must establish communication with the incident before proceeding into the FTA.
- 5 Nautical Mile radius – Must be at appropriate altitude and communication has been established with Air Attack.

If Communication has not been established by the 7 NM ring the aircraft must hold outside the ring until contact has been made. There are two acceptable methods, the quadrant method or circle outside the 7 NM ring flying counter clockwise. The pilot may choose the method and must announce intentions on air to air or on the guard frequency.

The 3 C's of the Fire Traffic Area

- Communication
- Clearance
- Comply

Chain of command on the incident

- Incident Commander is ultimately in command of the incident
- Air Attack – acts as air traffic controller and as the link between the air resources and the ground forces / Incident Commander.
- Lead Plane or Lead Plane coordinator – The lead plane may assume air traffic coordination in the absence of Air Attack.
- HELCO – Helicopter coordinator may serve as Air Attack in their absence.

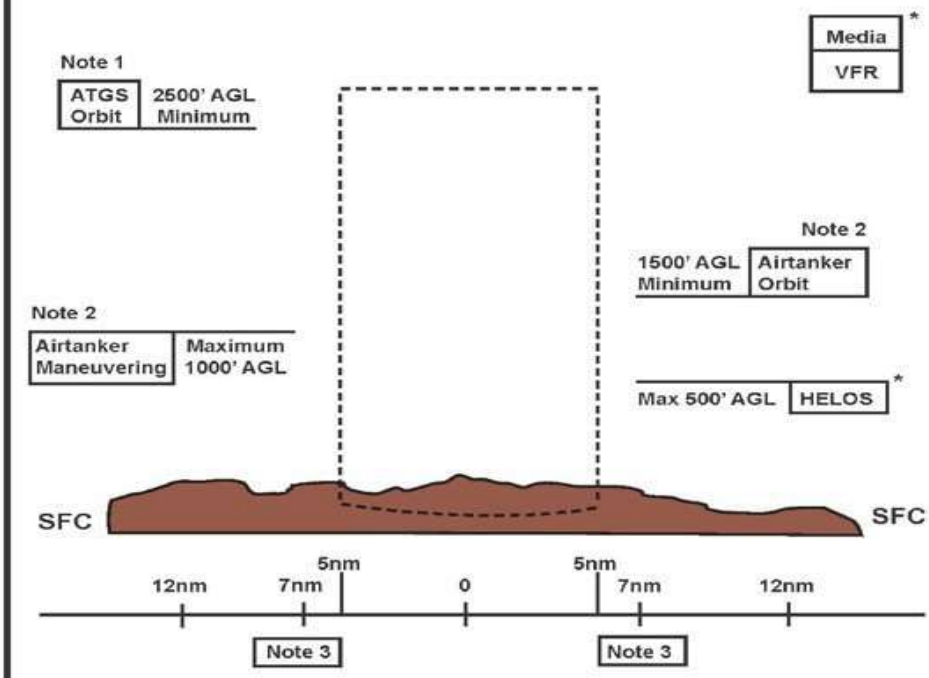
FIRE TRAFFIC AREA (FTA) 01 JAN 09 — FTA

INITIAL RADIO CONTACT: 12 nm on assigned air tactical frequency.

CLEARANCE IS REQUIRED TO ENTER FTA

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	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.

* **HELOS -** Fly assigned altitudes and routes.

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

AIRTANKER BASE	AIR GUARD	AIR to AIR	NATIONAL FLIGHT FOLLOWING
123.975	168.625 TxTone 110.9	AS ASSIGNED	168.650 TxTone 110.9

National Interagency Airspace: http://www.airspace.nifc.gov

HELICOPTER OPERATIONS

TETON INTERAGENCY HELIBASE OPERATIONS

The Teton Interagency Helibase is located at the Jackson Airport to the northeast of the terminal. The Airport is located approximately seven miles north of the town of Jackson within Grand Teton National Park. Hours of operation for the Jackson Control Tower are 0700 to 2100 year round. Tower communication frequency is 118.075. All operations at the Teton Helibase will follow the procedures described in the Teton Interagency Helicopter Operations Plan.

LOAD CALCULATION PROCEDURES

Load calculations will be completed by the pilot of each helicopter first thing in the morning for the given temperature and elevation. A new load calculation will be completed each time the temperature changes +/- 5 degrees Celsius and for each 1000' of elevation change. If necessary an additional load calculation will be completed while enroute to a fire if the previous calculations do not cover the new destination.

BUCKET OPERATIONS

During bucket operations all personnel should stay clear of the drop area. Pilots will avoid flying over people, vehicles and structures at all times. If this is not possible a flight path must be established to lessen the risk to personnel and vehicles on the ground. Example: setting up road guards to keep vehicles and personnel from stopping or standing in the flight path.

A dip site manager may be necessary whenever the bucket operations are conducted at a remote water site, especially if communications are poor at the dip site. Dip site managers must have good communication with Dispatch in case an emergency occurs.

WILDERNESS AREAS

All landing in Wilderness areas must have prior approval from the Agency Administrator through TIDC for the intended mission.

LOCAL FACILITIES and SERVICES

MEDICAL FACILITIES

In Jackson, St. John's Hospital is a fully staffed hospital with a rooftop helipad and ambulance service. All aircraft medivacs are coordinated through the Teton Interagency Dispatch Center. Only prearranged helicopter landings will be allowed at the hospital and Pilots should be briefed on the St. John's Rooftop Heliport Operation's Protocol posted at Teton Helibase. Notify Dispatch as to your intentions and contact the hospital on the frequency 155.340 transmit and receive with a tx tone of 82.5.

Additionally, ambulance service is offered within Grand Teton National Park from Colter Bay and Moose.

Facility	Coordinates/Physical Address	Helipad	Phone #
Pinedale Medical Clinic	625 E Hennick, Pinedale WY (42 52.062N x 109 51.179W)	Y	307.367.4133
Marbleton/Big Piney Clinic	103 W 3rd Street, Marbleton, WY (42 35N x 110 06W)	Y	307.276.3306/3308 EMS Barn 307-276-3032
Star Valley Hospital	901 Adams St. Afton, LZ north of building (42 43.06N x 110 55.86W)	Y	307.885.5800/5821
S. Lincoln Med. Center	711 Onyx St. Kemmerer, SW of Hospital (41 50.20N x 100 30.14W)	Y	307.877.4401
St Johns Hospital	625 E Broadway, Jackson WY (43 29N x 110 45W) Freq 155.340 rx and tx with tx tone 82.5	Y	ER 307.739.7250 or 307.733.3636
Memorial Hospital of Sweetwater County	1200 College Dr, Rock Spgs WY (41 35.16N x 109 14.08W) FAA Identifier: KWY49	Y	ER 307.352.8351
Eastern Idaho Regional Med Center	3100 Channing Way, Id Falls ID (43 28.26N x 111 59.50W) FAA Identifier: KID18	Y	208.227.2000
McKay Dee	Ogden, UT (41 10.98N x 111 57.30W) FAA Identifier: KUT16	Y	801.387.2800
LDS Hospital	Salt Lake City, UT (40 46.75W x 111 52.80W) FAA Identifier: KUT55	Y	ER 801.408.1181
University of Utah (BURN CENTER)	Salt Lake City UT (40 46.34N x 111 50.24W) FAA Identifier: KUT21	Y	ER 801.581.2293 Burn Center 801.581.2700
Ogden Regional	Ogden UT (41 9.88N x 111 58.28W) FAA Identifier: K54UT	Y	ER 801.479.2376

AIRPORTS AND FIXED BASE OPERATORS:

Jackson Hole (JAC) N 43 36.44' x W 110 44.27
Elevation: 6451 feet MSL
Tower Frequency: 118.075
UNICOM: 122.950
GROUND: 124.55
Fuel: Avgas, Jet A
Owner: JH Airport Board – 307-733-7682
Manager: Jim Elwood – 307-733-7682
FBO: Jackson Hole Aviation: 307-733-4767
Operating Hours - 0600 - 2200

Afton (AFO) N 42 42.49 x W 110 56.53
Elevation: 6221 feet MSL
UNICOM: 122.8
Fuel: Avgas, Jet A - 24 hr. credit card service
Owner: Town of Afton – 307-885-8696
Manager: Rick Sessions – 307-885-3245

Alpine (46U) N 43 11.08 x W 110 02.55
Elevation: 5634 feet MSL
UNICOM: 122.9
Fuel: Avgas, Jet A – 24 hr. credit card service
Owner: Bill Weiman - 307-367-6161
Manager: 701-367-6161

Big Piney-Marbleton (BPI) N 42 35.11 x W 110 06.67
Elevation: 6990 feet MSL
UNICOM: 122.8
Fuel: Avgas, Jet A - 24 hr. credit card service and Jet A truck available
Owner: Public – Big Piney/Marbleton – 307-276-4022
Manager: Phil Stevens – 307-231-5516

Pinedale (PNA) N 42 47.73 x W 109 48.66
Elevation: 7288 feet MSL
UNICOM: 122.8
Fuel: Avgas, Jet A - 24 hr. credit card service
Owner: Public – Pinedale
Manager: Jim Parker – 307-690-9025
FBO: Emblem Aviation -307-367-2290
24 hour #307-413-7888 (John Douglas)

Kemmerer (EMM) N 41 49.50 x W 110 33.54
Elevation: 7282 feet MSL
UNICOM: 122.8
Fuel: Avgas, Jet A - 24 hr. credit card service
Owner: Public – Kemmerer – 307-828-4061
Manager – Public Works – Vacant
Contact – 307-828-2370

TEMPORARY HELIBASE/HELISPOT SITES

There are many areas on the Forest and Park which are suitable sites for landing helicopters. It is recommended that pilots using a temporary helispot or helibase exercise extreme caution when approaching these areas for the first time. Listed below are some of the sites which have been used previously as temporary helibases.

Lupine Meadows Rescue Cache: N43 44.60 x W110 43.82
Elevation: 6550ft
Hazards: buildings, power lines, vehicles, public

Colter Bay Dump: N43 54.521 x W 110 37.25
Elevation: 7090ft
Hazards: trees around perimeter, parked vehicles, no wires

Gros Ventre Site: N43 38.438 x W110 35.039
Elevation: 6400ft
Hazards: power lines to north, public, and fencing

Moran Ball Fields: N43 50.49 x W110 30.37
Elevation: 6800ft
Hazards: Wires over buildings north of the spot, public

Flagg Gravel Pit: N44 5.436 x N110 40.830
Elevation: 6800ft
Hazards: Power line crossing access road running south to north, gravel landing surface.

Blackrock: N43 49.64 x W110 20.93
Elevation: 6906 ft
Hazards: wires, livestock, vehicles

Bryan Flats: N43 16.58 x W110 38.76
Elevation: 6263 ft
Hazards: power lines, horses, and public

McCain Meadows: N43 05.31 x W110 43.26
Elevation: 6829 ft
Hazards: public, horses

LaBarge Meadows: N42 30.65 x W110 41.26
Elevation: 8481 ft
Hazards: public, horses

APPENDIX

Common FM and AM Frequencies

GROUP 10 - Teton Interagency Helitack							
Chnl #	**Site Name**	**Channel Label**	**RX Freq**	**RX CTCSS**	**TX Freq**	**TX CTCSS**	**Narrow/ Wide**
1	BT North Net Direct	BT N DIR	171.3875	~	171.3875	107.2	N
2	BT North Net Repeat	BT N RP	171.3875	~	164.1375	110.9	N
3	BT South Net Direct	BT S DIR	169.9000	~	169.9000	123.0	N
4	BT South Net Repeat	BT S RP	169.9000	~	165.0125	131.8	N
5	Air-to-Ground 10	A/G 10	166.9375	~	166.9375	136.5	N
6	Air-to-Ground 19	A/G 19	168.1250	~	168.1250	146.2	N
7	Air-to-Ground 12	A/G 12	167.0750	~	167.0750	156.7	N
8	Bridger Teton Tac 1	BT TAC 1	166.2250	~	166.225	167.9	N
9	Bridger Teton Tac 2	BT TAC 2	168.6750	~	168.675	~	N
10	Bridger Teton Tac 3	BT TAC 3	168.7750	~	168.775	~	N
11	Teton Co Search and Rescue	SAR DIR	151.1975	127.3	151.1975	127.3	N
12	DECK	DECK	163.1000	~	163.1000	100.0	N
13	NIMS	NIMS	168.5500	~	168.550	~	N
14	Grand Teton NP Direct	GT DIR	171.6750	123.0	171.6750	123.0	N
15	Grand Teton NP Repeat	GT Signal	171.6750	123.0	164.9500	123.0	N
16	Air Guard	AIRGUARD	168.6250	~	168.6250	110.9	N

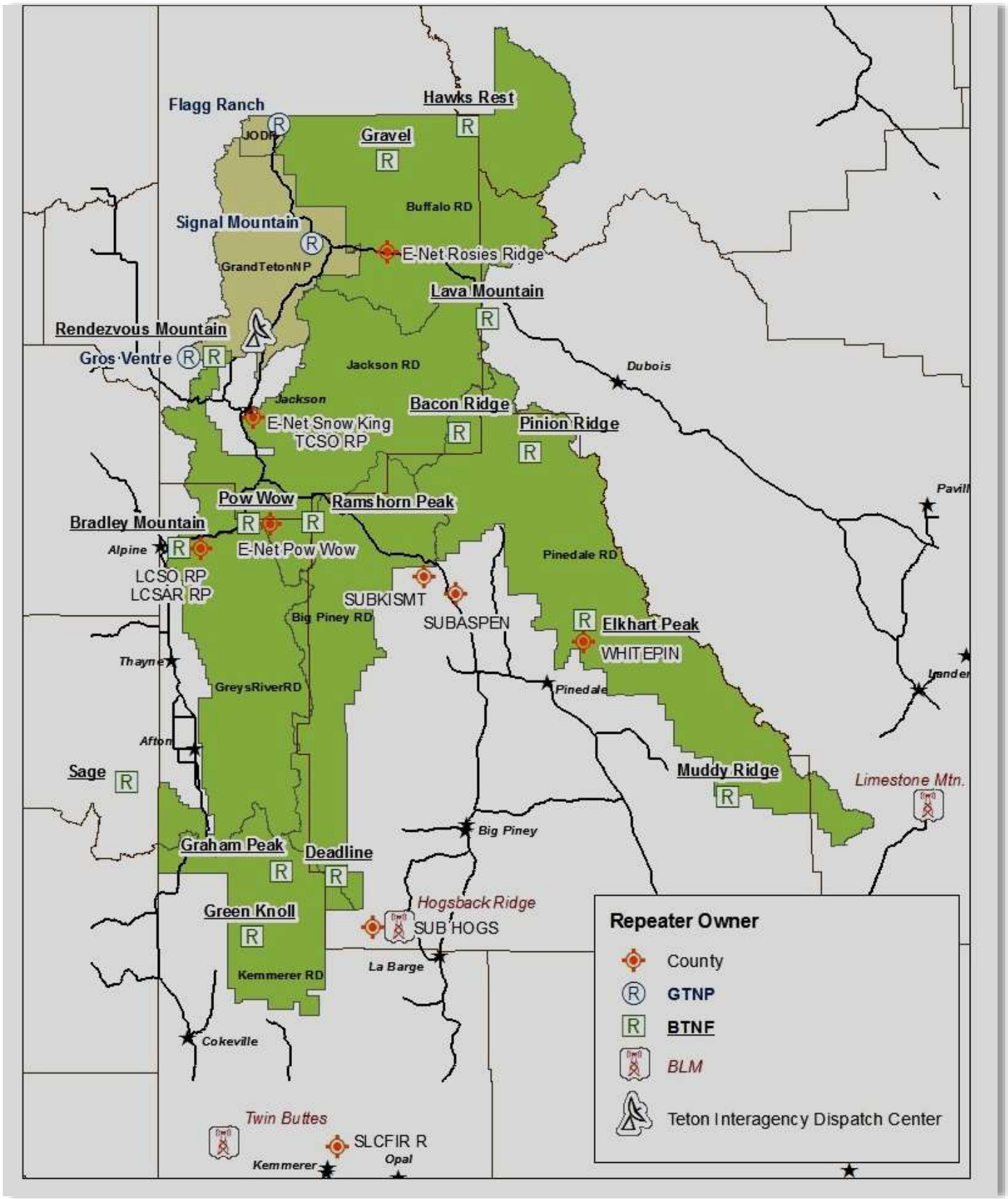
TONES/ REPEATERS

1-107.2 GREEN KNOLL
2-110.9 HAWKS REST, RAMSHORN
3-123.0 GRAVEL, PINYON
4-131.8 ELKHART
5-136.5 LAVA, MUDDY
6-146.2 BRADLEY (NORTH) and (SOUTH)
7-156.7 BACON, DEADLINE
8-167.9 RENDEZVOUS, SAGE
12-100.0 GRAHAM (to select tone 12, press the #1 key then the #2 key)

TIDC AIR to Air Frequencies

A/A 1	**127.4000**	**RX/TX**
A/A 2	**125.0250**	**RX/TX**
A/A 3	**118.4250**	**RX/TX**

Bridger-Teton National Forest/Grand Teton National Park Repeater Map



FLIGHT HAZARD MAP

The unit hazard map can be found at the following link or by using the QR code below:

http://gacc.nifc.gov/gbcc/dispatch/wy-tdc/documents/logistics-dispatch/aviation/Current_Aviation_Hazard_Map.pdf

Hazard Map QR code: