

## **Appendix A**

### **Teton Interagency Dispatch Flight Following and Flight Plan Procedures**

Just prior to the flight, the Chief of Party/Pilot is responsible for notifying dispatch when a flight following plan is to be initiated. All administrative aircraft flights in airspace over or surrounding the Park or Forest will be conducted under a formal flight plan, submitted to TIDC or filed with the FAA. All helicopter and "special use" fixed-wing missions will require 15 minute flight following.

These procedures are established to facilitate mission safety and to alleviate potential conflicts of multiple aircraft within Park and surrounding area airspace simultaneously.

**Flight Following:** [Required for all helicopter and "special use" fixed wing missions.]

Teton Dispatch or local flight following radio operator is responsible for flight following and will continue monitoring the radio until aircraft is handed off to another flight following entity or the aircraft has returned to home base.

- Incident Commander, Aircraft Manager, or Pilot will contact TIDC or local flight following operator 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.

- 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.

**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.

Aircraft of cooperating agencies are asked to notify Teton Interagency Dispatch (307-739-3630) of the start and end of their missions performed over Grand Teton National Park (GRTE) or the Bridger Teton National Forest (BTF). Flight following may be provided if the BTF and GRTE are benefitting from the activity.

**FLIGHT REQUEST/JUSTIFICATION FOR ADMINISTRATIVE USE OF AIRCRAFT**  
*(FSM 5710; FSH 5709.11, Ch. 10)*

User (Agency/Unit):

Date(s) Of Use:

Purpose Of Trip:

Service Requested:

Planned travel requires the use of air transportation, and Forest Service-operated or charter aircraft will be used because *(check a, b, or c. If c is checked, attach a cost comparison)* :

- (a) The aircraft is scheduled to perform a bona fide mission, training, or proficiency activity compatible with secondary use of the flight for transportation, and the minimum mission, training, or proficiency requirements have not been exceeded.
- (b) No airline service is reasonable to effectively fulfill the transportation requirement, that is within the same calendar day as required.

Explanation:

- (c) The actual cost<sup>1</sup> of using this aircraft is not more than other suitable and available air transportation. *(Use FS-5700-11, Cost Comparison Travel Worksheet.)*

Signature

Title

<sup>1</sup> This cost should be the total cost to the Government; calculations should include per diem, overtime, and lost work time as well as actual transportation costs.



## DAY TRIP AUTHORIZATION

(FSM 5710: FSH5709.11, CH.10)

DATE: \_\_\_\_\_

Make/Model of Aircraft: \_\_\_\_\_ Registration Number \_\_\_\_\_

Operator: \_\_\_\_\_

**Purpose of Trip:**  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Route of Flight:**  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

	Passenger Name	Affiliation
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		

Forest Service sponsoring unit: \_\_\_\_\_

I certify that the person(s) listed above has an official purpose for being on this flight and any associated surface Transport. I recognize that the Government may incur increased liability exposure under the Federal Tort Claim Act, 28 U.S.C. 2671-2680, and that ownership of the conveyance(s) in question does not alter the Government's liability (Comptroller General's Decision B-231814, January 19, 1989). I have determined that the benefits justify the operation.

\_\_\_\_\_  
 Signature of sponsoring unit representative

\_\_\_\_\_  
 Title of sponsoring unit representative (FSM 5716.4)

## APPENDIX E - Interagency Flight Request Form

This form must be completely filled out in order to schedule a flight and be submitted electronically to the Interagency Aviation Officer.

Name of Project / Mission:

HELICOPTER		FIXED WING			
REQUESTING UNIT ( Agency, District, Subgroup):					
CONTACT PERSON:			CONTACT PHONE #:		
			e-mail:		
Date of Request:			Planned Date(s) of Use:		
PROJECT DESCRIPTION (Describe the Scope and Type of Project)					
BASE OF OPERATIONS / PICK UP POINT:					
Latitude:		Longitude:			
Township:		Range:		Section:	
Pick-Up Time:			Estimated Duration of Project:		
DESTINATION POINT / PROJECT AREA:					
Latitude:		Longitude:			
Township:		Range:		Section:	
IS SPECIAL APPROVAL NEEDED FOR LANDING? IF SO, HAS APPROVAL BEEN COMPLETED? (Y / N) :					
NAMES OF ALL PASSENGERS AND FLIGHT WEIGHTS (Flight Crew Member Participant List on last page may also be used):			TYPE OF CARGO AND ACTUAL WEIGHT:		
ACCOUNT CODE (FS or NPS):			BILLEE CODE:		
AGREEMENT #:					

Flight Justification (select one):

- Explain why other methods of transportation or delivery are not adequate.
- Is this a non-emergency request that is time sensitive?
- Has a project aviation safety plan, PASP, been completed and approved for this mission?

**\*\*If the flight is postponed or cancelled for any reason, this authorization is good for 30 working days from the date and time listed in the flight data section. ALL passengers should be prepared with gear, food, and water in case of inclement weather or other unscheduled events.**

<b>REQUESTED BY:</b>	
_____	_____
Title:	Date
All flight crew members are current in required aviation training for this project and the mission fits within the program described in the approved Aviation Management Plan.	
<b>THIS SECTION TO BE COMPLETED BY NPS DIVISION CHIEF or FS PPROGRAM MANAGER OF REQUESTING INDIVIDUAL</b>	
The above requested flight is the most appropriate tool for the job. I recognize that all passengers and supervisors are required to be current and in compliance with required basic aviation training.	
_____	_____
Signature	Date
<b>INTERAGENCY AVIATION OFFICER REVIEW</b>	
_____	_____
Signature	Date
<b>THIS SECTION TO BE COMPLETED BY NPS SUPERINTENDENT'S OFFICE or FS DUTY OFFICER IF APPROVAL IS NOT ALREADY PROVIDED VIA AN NPS DIVISION's OR FS PROGRAM's OPERATIONS PLAN</b>	
The above requested flight is <b>APPROVED</b> <b>DISAPPROVED</b> <b>MODIFIED AS NOTED:</b>	
_____	_____
Signature	Date

**Approval of this flight request form indicates authorization to charge any premium pay (i.e. overtime, hazard pay) incurred during the accomplishment of this mission to the account number provided above.**

**Flight Crew Member Participant List**

## **Teton Interagency Fire Helicopter Project Request Protocol**

Non-emergency helicopter requests require submission of an Interagency Flight Request Form, Appendix E of the Interagency Aviation Plan.

The Interagency Flight Request Form is required for all flights except:

**Wildland fires**  
**Search and Rescue**  
**Other time sensitive missions\***

\*Other time sensitive missions require approval within a short time frame. An example of a time sensitive mission is a timely response to a malfunctioning mountain top radio repeater. The IAO will expedite these requests in coordination with TIDC.

Flight requests are required for prescribed burns; but it is understood the actual dates and length of the assignment will be variable depending on burning conditions. Once approved and implementation has begun, any additional aircraft needs, and changes in the length of commitment will be requested directly through Teton Interagency Dispatch (TIDC). TIDC will notify the agency duty officers and Interagency Aviation Officer (IAO) of these requests, and an evaluation of the availability of the assigned aircraft or a suitable alternative will be determined. A response will be promptly relayed by TIDC to the requesting Burn Boss.

All Forest Service missions that use the Teton Interagency Helicopters must have an agreement in place with a valid job code to pay for flight time, over time and hazard pay. Park Service missions also require a DOI code.

Project Aviation Safety Plans, PASPs, are required for all non-emergent and special use project missions. Programmatic PASPs are located on the Teton Interagency Fire website. For missions without a programmatic PASP, a specific PASP is required. Contact the IAO if you have questions regarding the need for a PASP; adequate time must be provided for the development, review, and approval of a PAPS.

Process for requests:

1. Requesting party completes an electronic flight request form with their NPS Division Chief's or FS Program Manager's signature of approval and submits to the IAO. **It is the requester's responsibility to contact the IAO if a timely response is needed. Questions regarding completion of the form should be directed to the IAO.**

**The IAO, or in his/her absence the Duty Officer for the requesting agency, reviews the request and forwards through the appropriate approval chain outlined in the process for requests below.**

2. The IAO reviews the request form to validate adequate planning and risk assessment have occurred, personnel requirements and qualifications can be met, prevent other mission scheduling conflicts, and that prerequisite approvals are satisfied.
3. The IAO obtains approval from the NPS Superintendent or FS Duty Officer if approval is not already granted via approval consented within an NPS Division's or FS Program's operations plan.
4. Following approval, the IAO forwards the approved request to TIDC. TIDC will notify the requesting party and the NPS and FS Duty Officers via email that the request has been approved, scheduled and Helitack has been notified. If the request is not approved, the Aviation Officer will contact the requesting party.
5. Helibase will determine if contact with the requesting party is required before the mission to determine any special mission requirements.
6. An approved mission that is postponed or cancelled will not require re-approval unless the actual mission has changed, or more than 30 days has passed since the originally scheduled date. Rescheduling will be requested to Dispatch with concurrence of the two agency duty officers.
7. Requests for more than a one day project may be approved, but will be subject to daily availability as conditions change. In the event that an approved project requires significant additional flights (or another day) beyond the original request, the Forest or Park Duty Officer, with consultation of the IAO, may approve if the additional flights are within reason.  
**All Scheduling changes must go through Teton Dispatch.**
8. The Park and Forest Duty Officers reserve the right to postpone or reschedule these flights for any reason including but not limited to: Current and expected fire load, work rest needs, and other competing priorities.

## Teton Interagency Fire Helicopter Project Request Flow Chart

Non-Emergency Mission  
Planned or Unplanned



Requesting party completes an electronic flight request and sends to the IAO.



IAO reviews validates mission requirements and prerequisite approvals. IAO provides support to requesting party if PASP creation is needed.



IAO obtains approval from the NPS Superintendent or FS Duty Officer. IAO forwards approval to TIDC.



Dispatch notifies requesting party, NPS and FS Duty Officers via email that the request has been scheduled and Helitack has been notified.



Helibase determines if contact with the requesting party is required before the mission to determine any special mission requirements.



**Mission set to go. Contact TIDC if any changes are required. All Scheduling changes must go through TIDC**

**The Park and Forest Duty Officers reserve the right to postpone these flights for any reason.**

## **Appendices F through H:**

### **F. NPS ALSE Waivers**

- a. GRTE Jenny Lake District Ranger Environmental PPE waiver
- b. GRTE Science and Resource Management Environmental PPE waiver

### **G. NPS Short Haul Enhancements**

- a. GRTE Short-haul Enhancement
- b. GRTE/Teton County Wyoming Short-haul Enhancement

### **H. Programmatic PASP's and Project Specific PASP's \***

1. GRTE and the BTF have four programmatic PASP's for routine and reoccurring missions
  - a. Communication Sites (Radio Repeater, RAWS, SNOTEL, and Webcam maintenance) - GRTE/BTF
  - b. Fire Detection/Aerial Reconnaissance – GRTE/BTF
  - c. Rescue Training and Supply – GRTE
  - d. Short Haul Training - BTF
  
2. Project Specific PASP's

\*All the above PASP's are reviewed annually by the local program managers, the IAO, and by regional aviation managers when applicable. They are approved locally by the appropriate level agency administrator or line officer prior to implementation. Program managers and the IAO store these PASP's electronically and file them at the local unit.

## **Appendix I**

### **Scooper Operations Plan**

The purpose of this document is to set basic and initial operational constraints for fixed-wing water scooping aircraft operations for the Forest and Park. Operational constraints may be adjusted throughout the season as aircraft capabilities and limitations are determined.

#### **Aircraft and Capabilities**

Aircraft	Cruise Speed	Drop Speed	Maximum Capacity	Time on Station	Maximum Efficient Working Elevation
CL-215	150 KTAS	100 KTAS	1400 gal	4 hours	8,000' MSL
CL-415	180 KTAS	110 KTAS	1600 gal.	4-5 hours	8,000' MSL
Fire Boss	150 KTAS	100 KTAS	800 gal	2.7 hours	8,000' MSL

#### **Water Sources**

Subject matter experts identify scoop-able water sources as those over one mile in length and at least six feet deep for the CL-215/415 and four feet deep for the Fire Boss. Locations with turbulent air, steep terrain and high density altitude should also be avoided.

Identified water sources on or near the Bridger Teton Forest and Grand Teton Park are: Jackson Lake, Fremont Lake, Willow Lake, Fontenelle and Palisades Reservoirs.

#### **Invasive Species and Retardant Issues**

To reduce the potential spread of invasive species, scooping aircraft will be appropriately cleaned prior to changing scooping locations if the original site is known to be infected. An exception to this requirement would be in a case of eminent threat to human life or other high value at risk as determined by Incident Management or Fire Duty Officer.

If the Fire Boss has been used as a retardant aircraft, it must also be cleaned prior to starting scooping operations. When potential exists to utilize the Fire Boss as a scooping aircraft, an initial load of water upon dispatch is prudent to allow the aircraft to move directly into scooping operations.

#### **Operations**

In response to hazards identified in the Programmatic Risk Assessment and Safety Assurance Evaluation of Water Scooping Aircraft Operations and by local fire managers, the following operation constraints will be utilized for scooper operations by the Bridger Teton National Forest and Grand Teton National Park:

1. If available, Aerial Supervision should be in place over an incident during scooping operations. If Aerial Supervision is not in place local flight following (in addition to dispatch flight following) will be initiated with ground forces on the fire.
2. Scooping operations will only be conducted from identified water sources which will limit the spread or introduction of aquatic invasive species. Aircraft pilots have the final determination on whether or not the water sources promote safe operations.

3. Scooping aircraft are most efficient when working within 20 nm from a suitable water source. Fire managers and aerial supervision must be aware of efficiencies and will manage the resource at their discretion.
4. Scooping operations will be segregated from other aviation operations and may further be separated by scooper model. This does not mean scoopers and helicopters cannot utilize the same water source, rather their operations need to be properly separated to allow for safe operations.
5. Upon dispatching a scooping aircraft to a fire, dispatch will contact the appropriate Sherriff's Department to notify them this operation is occurring and allow them to determine if a patrol boat is necessary to ensure public safety.
- 6. Available Scooper Water Body Coordination Worksheets follow on the next pages.**

**SCOOPER WATER BODY COORDINATION WORKSHEET**

<b>NAME:</b>	<b>Palisades Reservoir</b>				
<b>Latitude*:</b>	42° 12.4	<b>Longitude*:</b>	111° 05.9	<b>Elevation:</b>	5630'

\*If specific portions of water body are to be used, determine lat/long for specific area, if not use center of water body

<b>Operational Control of Water:</b>	
<b>Owner:</b>	Bureau of Reclamation
<b>Name:</b>	Upper Snake Field Office – Corey Loveland
<b>Phone:</b>	208 678-0461
<b>Email:</b>	

**CONTACT NEEDED PRIOR TO SCOOPING?**

YES

NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Law Enforcement Jurisdiction:</b>	
<b>Name:</b>	Bonneville County Sheriff
<b>Phone:</b>	208-529-1200
<b>Location:</b>	Idaho Falls, ID
<b>Email:</b>	

**PERMISSION NEEDED PRIOR TO SCOOPING?**

YES

NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Administration Information:</b>	
<b>Forest/Bureau/State:</b>	Caribou Targhee NF
<b>Location:</b>	Idaho Falls, ID
<b>Email:</b>	
<b>Phone:</b>	208 524-7600

<b>Known Hazards:</b>	
<b>Structure(s):</b>	Mountain terrain all quadrants
<b>Water:</b>	
<b>Recreation:</b>	Medium / High
<b>Other:</b>	

<b>Known Invasive Species:</b>
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<b>Environmental Mitigations Needed Pre/Post Scooping:</b> Follow Water Scooper Ops Plan
Rinse Prior to use to prevent spread of invasive species.

<b>Comments:</b> Notifications of ongoing operations need to be made to EIDC and the East Idaho/CTF Interagency Aviation Officer.

## SCOOPER WATER BODY COORDINATION WORKSHEET

<b>NAME:</b>	Fremont Lake				
<b>Latitude*:</b>	42 56.089'	<b>Longitude*:</b>	109 48.542'	<b>Elevation:</b>	7421'

\*If specific portions of water body are to be used, determine lat/long for specific area, if not use center of water body

<b>Operational Control of Water:</b>	
Owner:	
Name:	
Phone:	
Email:	

**CONTACT NEEDED PRIOR TO SCOOPING?**

YES   
NO

<b>Law Enforcement Jurisdiction:</b>	
Name:	Sublette County Sheriff
Phone:	(307) 367-4378
Location:	Pinedale, WY
Email:	

**PERMISSION NEEDED PRIOR TO SCOOPING?**

YES   
NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Administration Information:</b>	
Forest/Bureau/State:	Bridger Teton National Forest
Location:	Jackson, WY
Email:	
Phone:	307-739-5500

<b>Known Hazards:</b>	
Structure(s):	Mountain terrain all quadrants
Water:	
Recreation:	Medium
Other:	

<b>Known Invasive Species:</b>
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<b>Environmental Mitigations Needed Pre/Post Scooping:</b> Follow Water Scooper Ops Plan
Rinse Prior to use to prevent spread of invasive species.

<b>Comments:</b> <i>Notifications of ongoing operations need to be made to TIDC and the BTF/GTP Interagency Aviation Officer.</i>

## SCOOPER WATER BODY COORDINATION WORKSHEET

<b>NAME:</b>	Willow Lake				
<b>Latitude*:</b>	43 0.219'	<b>Longitude*:</b>	109 52.497'	<b>Elevation:</b>	7698'

\*If specific portions of water body are to be used, determine lat/long for specific area, if not use center of water body

<b>Operational Control of Water:</b>	
Owner:	
Name:	
Phone:	
Email:	

**CONTACT NEEDED PRIOR TO SCOOPING?**

YES   
NO

<b>Law Enforcement Jurisdiction:</b>	
Name:	Sublette County Sheriff
Phone:	(307) 367-4378
Location:	Pinedale, WY
Email:	

**PERMISSION NEEDED PRIOR TO SCOOPING?**

YES   
NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Administration Information:</b>	
Forest/Bureau/State:	Bridger Teton National Forest
Location:	Jackson, WY
Email:	
Phone:	307-739-5500

<b>Known Hazards:</b>	
Structure(s):	Mountain terrain all quadrants
Water:	
Recreation:	Medium
Other:	

<b>Known Invasive Species:</b>
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<b>Environmental Mitigations Needed Pre/Post Scooping:</b> Follow Water Scooper Ops Plan
Rinse Prior to use to prevent spread of invasive species.

<b>Comments:</b> <i>Notifications of ongoing operations need to be made to TIDC and the BTF/GTP Interagency Aviation Officer.</i>

## SCOOPER WATER BODY COORDINATION WORKSHEET

<b>NAME:</b>	<b>Jackson Lake</b>				
<b>Latitude*:</b>	43 54.616'	<b>Longitude*:</b>	110 41.277	<b>Elevation:</b>	7418'

\*If specific portions of water body are to be used, determine lat/long for specific area, if not use center of water body

<b>Operational Control of Water:</b>	
Owner:	Bureau of Reclamation
Name:	Upper Snake Field Office – Corey Loveland
Phone:	208 678-0461
Email:	

**CONTACT NEEDED PRIOR TO SCOOPING?**

YES

NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Law Enforcement Jurisdiction:</b>	
Name:	Colter Bay District Ranger Pat Navaille
Phone:	307-739-3500 or cell: 307-690-1938
Location:	Colter Bay Ranger Station
Email:	

**PERMISSION NEEDED PRIOR TO SCOOPING?**

YES

NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Administration Information:</b>	
Forest/Bureau/State:	Grant Teton National Park (Fire Dispatch)
Location:	Moose, WY
Email:	
Phone:	307-739-3630

<b>Known Hazards:</b>	
Structure(s):	Mountain terrain all quadrants
Water:	
Recreation:	Weekdays - Medium / Weekend High Fishing Vessels, Recreational Boaters/Campers & Water Skiing Activities
Other:	

<b>Known Invasive Species:</b>
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<b>Environmental Mitigations Needed Pre/Post Scooping:</b> Follow Water Scooper Ops Plan
Rinse Prior to use to prevent spread of invasive species.
<b>Comments:</b> Notifications of ongoing operations need to be made to TIDC and the BTF/GTP Interagency Aviation Officer.

## SCOOPER WATER BODY COORDINATION WORKSHEET

<b>NAME:</b>	Fontenelle Reservoir				
<b>Latitude*:</b>	42 6.083	<b>Longitude*:</b>	110 8.228	<b>Elevation:</b>	6478'

\*If specific portions of water body are to be used, determine lat/long for specific area, if not use center of water body.

<b>Operational Control of Water:</b>	
Owner:	Bureau of Reclamation
Name:	Upper Colorado Field Office – Jed Parker
Phone:	801-524-3816
Email:	

**CONTACT NEEDED PRIOR TO SCOOPING?**

YES

NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Law Enforcement Jurisdiction:</b>	
Name:	Lincoln County Sheriff
Phone:	307 877-3971
Location:	Kemmerrer, WY
Email:	

**PERMISSION NEEDED PRIOR TO SCOOPING?**

YES

NO

**NOTIFICATION IS NEEDED ASAP!**

<b>Administration Information:</b>	
Forest/Bureau/State:	
Location:	
Email:	
Phone:	

<b>Known Hazards:</b> <i>This water body has not been surveyed for aerial hazards. Perform high and low level recon prior to scooping operations.</i>	
Structure(s):	
Water:	
Recreation:	
Other:	

<b>Known Invasive Species:</b>
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<b>Environmental Mitigations Needed Pre/Post Scooping:</b> <i>Follow Water Scooper Ops Plan</i>
<i>Rinse Prior to use to prevent spread of invasive species.</i>
<b>Comments:</b> <i>Notifications of ongoing operations need to be made to TIDC and the BTF/GTP Interagency Aviation Officer.</i>

Additional water bodies available for scooper operations can be identified using this template:

### SCOOPER WATER BODY COORDINATION WORKSHEET

<b>NAME:</b>				
<b>Latitude*:</b>		<b>Longitude*:</b>		<b>Elevation:</b>

\*If specific portions of water body are to be used, determine lat/long for specific area, if not use center of water body.

<b>Operational Control of Water:</b>	
Owner:	
Name:	
Phone:	
Email:	

**CONTACT NEEDED PRIOR TO SCOOPING?**

YES   
NO

<b>Law Enforcement Jurisdiction:</b>	
Name:	
Phone:	
Location:	
Email:	

**PERMISSION NEEDED PRIOR TO SCOOPING?**

YES   
NO

<b>Administration Information:</b>	
Forest/Bureau/State:	
Location:	
Email:	
Phone:	

<b>Known Hazards:</b>	
Structure(s):	
Water:	
Recreation:	
Other:	

<b>Known Invasive Species:</b>
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<b>Environmental Mitigations Needed Pre/Post Scooping: Follow Water Scooper Ops Plan</b>
<b>Rinse Prior to use to prevent spread of invasive species.</b>
<b>Comments:</b>