

TETON INTERAGENCY FIRE AVIATION RESOURCES ORIENTATION PACKET



Welcome to the Bridger-Teton National Forest (BTF) and Grand Teton National Park (GRTE)! The intent of this packet is to provide information needed by pilots and flight managers to complete missions for these two federal units and local cooperating agencies.

The Fire Management programs for the BTF and GRTE are jointly managed by Teton Interagency Fire Management, a fully integrated interagency program. Teton Interagency Dispatch (TIDC) located at park headquarters in Moose, WY, provides dispatch support for both federal units.

Enclosed is a list of key aviation contacts for the BTF and GRTE. Please feel welcome to contact the Interagency Aviation Officer (IAO), TIDC, Teton Helibase or other management personnel if you have any questions while you are here. The Interagency Aviation Management Plan contains 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?**

TABLE of CONTENTS

<u>Aviation Contacts</u>	4
<u>Aviation Risk Management</u>	5
<u>Daily Operations/All Aircraft</u>	5
Flight Weather Briefing/NOTAM's/TFR's.....	5
Flight Planning.....	5
Flight Following Procedures.....	5
Altimeter Setting.....	6
Daylight Hours.....	6
Maintenance/Servicing.....	6
Flight Duty Time.....	7
Pilot Availability.....	7
Accident/Incident Reports.....	7
<u>Hazardous Flying Conditions</u>	7
Flight Hazards.....	7
Fire Traffic Area.....	8
Helicopter Operations.....	10
Teton Interagency Helibase Operations.....	10
Load Calculation Procedures.....	10
Bucket Operations.....	10
Wilderness.....	10
AIS Spread Prevention.....	10
<u>Local Facilities and Services</u>	10
Medical Facilities.....	10
Airports and Fixed Base Operators.....	12
Temporary Helibase/Helispots Sites.....	13
<u>Appendices</u>	14
Common FM and AM Frequencies.....	14
Radio Repeater Map.....	15
Flight Hazard Map.....	16

Aviation Contacts

<u>Position</u>	<u>Name</u>	<u>Phone # (Office/Cell)</u>
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	Bill Mayer	307-739-3313/307-690-0139
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 Interagency 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 RASM	Nikki Sandhoff	801-620-1856/385-264-4018
R4 Helicopter Program Mgr.		801-620-1880/ 801-391-2798
R4 HOS	Doug Gibbs	801-620-1881/385-333-6323
R4 AHOS	Gene Hodges	801-620-1882/ 208-313-7826
IMR RAM	Steve Sorensen	303-969-2657/720-626-0738

AVIATION RISK MANAGEMENT EMPHASIS

A risk assessment (RA) will be completed for all aircraft missions. The RA will include the identification of hazards, identification of mitigations, and a risk decision.

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.

DAILY OPERATIONS/ALL AIRCRAFT

FLIGHT WEATHER BRIEFING/NOTAMS/TFR's

Due to the expanse of the geographic area which BTF and GRTE encompass variable weather conditions may be present across the Forest and Park. Pilots and aircraft managers can obtain WX briefs from TIDC, local airports, or receive a daily flight weather brief from the FAA. NOTAMS should also be checked daily and printed if possible. The following links and phone number are good sources for this information is: <https://www.1800wxbrief.com> or 1-800- wx-brief and <https://notams.aim.faa.gov/notamSearch/nsapp.html#/>.

FLIGHT PLANNING

Flight schedules and/or FAA flight plans are to be completed per the GBCC Mob Guide and submitted to TIDC with the following information: Aircraft tail #, pilot and passengers names, route, destination, and expected times of departure and arrival.

Flight Schedule:

- Aircraft Managers initiate and close flight schedules.
- Pilots file and close formal flight plans with the FAA.

FLIGHT FOLLOWING PROCEDURES

Use AFF for flight following or 15 minute check-ins when AFF is inoperable.

TIDC or the local flight follower is responsible for flight following and will maintain positive communications until the aircraft has positive communications with another station or has landed assured.

- 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 over noise sensitive areas (National Parks and Wilderness Areas) comply with AC No 91-36D flying 2000' AGL, WX permitting and when otherwise applicable.

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 appropriate Helibase manager, IC, or Duty Officer. 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 Dispatch Area 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 BTF and GRTE have a flight hazard map, copies of which are posted at TIDC and 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 TIDC prior to missions which will bisect the airspace of the MTR: TIDC will contact the scheduler and inform you of scheduled activity.

WIRES AND POWER LINES: There are many power lines and cables located on the BTF and GRTE. 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 map 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 privately owned airstrips adjacent to and within the BTF. Expect to encounter fixed-wing or rotary-wing aircraft anywhere throughout the operations area. Paragliding is a popular activity on the BTF and common launch sites are identified on the Aerial Hazard Map. Hobbyist UAS use is also on the rise. 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.

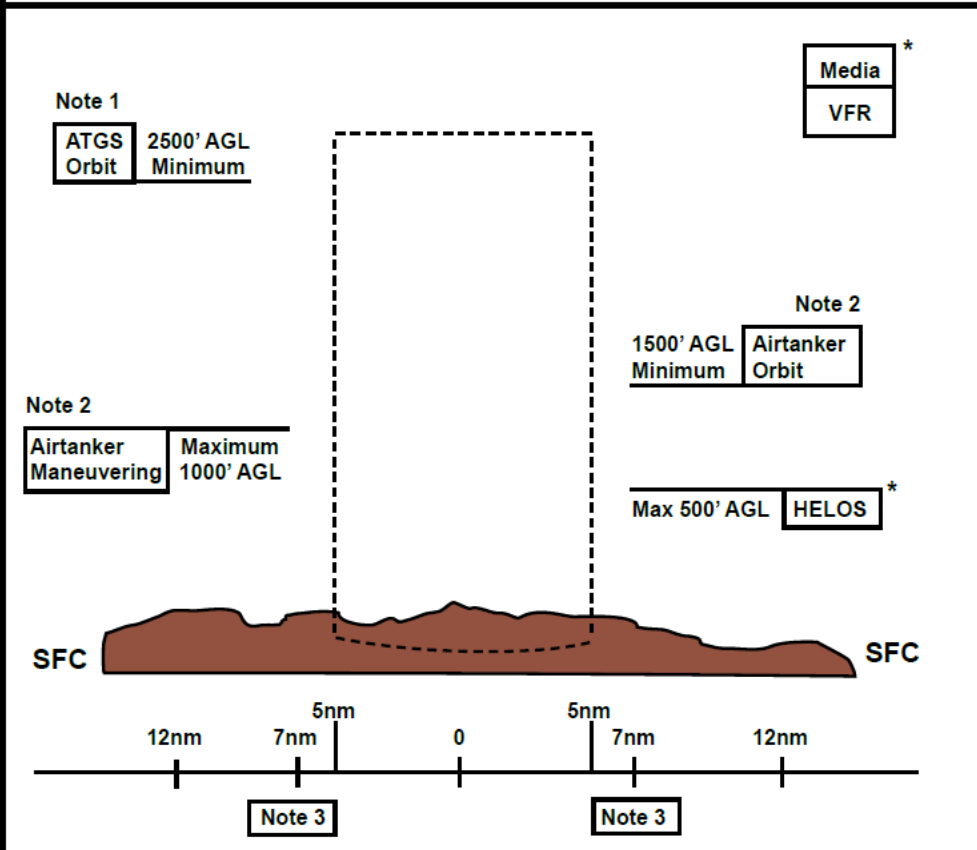
FIRE TRAFFIC AREA (FTA) 01 JUNE 10**FTA**

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
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

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 GRTE. 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.

AIS PREVENTION

Follow direction found in the Guide to Preventing AIS Transport by Wildland Fire Operations (PMS444) - inspect, dry, wash with 140 degree F high pressure water, or with potable water if the other alternatives are not available.

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 TIDC. 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 GRTE from Colter Bay and Moose.

Facility	Coordinates/Physical Address	Helipad	Phone #
Pinedale Medical Clinic	(42 52.062N x 109 51.179W) 625 E Hennick, Pinedale WY	Y	307.367.4133
Marbleton/Big Piney Clinic	(42 35N x 110 06W) 103 W 3 rd Street, Marbleton, WY	Y	307.276.3306/3308 EMS Barn 307-276-3032
Star Valley Hospital	(42 43.06N x 110 55.86W) 901 Adams St. Afton, LZ north of building	Y	307.885.5800/5821
S. Lincoln Med. Center	(41 50.20N x 100 30.14W) Kemmerer, SW of Hospital	Y	307.877.4401
St Johns Hospital	(43 29N x 110 45W) Freq 155.340 rx/tx with rx/tx tone 82.5 625 E Broadway, Jackson WY	Y	ER 307.739.7250 or 307.733.3636
Memorial Hospital of Sweetwater County	(41 35.16N x 109 14.08W) FAA Identifier: KKY49 1200 College Dr, Rock Spgs WY	Y	ER 307.352.8351
Eastern Idaho Regional Med Center	(43 28.26N x 111 59.50W) FAA Identifier: KID18 3100 Channing Way, Id Falls ID	Y	208.227.2000
McKay Dee	(41 10.98N x 111 57.30W) FAA Identifier: KUT16 Ogden, UT	Y	801.387.2800
LDS Hospital	(40 46.75W x 111 52.80W) FAA Identifier: KUT55 Salt Lake City, UT	Y	ER 801.408.1181
University of Utah (BURN CENTER)	(40 46.34N x 111 50.24W) FAA Identifier: KUT21 Salt Lake City UT	Y	ER 801.581.2293 Burn Center 801.581.2700
Ogden Regional	(41 9.88N x 111 58.28W) FAA Identifier: K54UT Ogden, UT	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 - 307-654-4646

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: Town of Pinedale - 307-367-4136

Manager: Jim Parker – 307-360-9025

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 – Chad Nielson – 307-727-7865

TEMPORARY HELIBASE/HELISPOT SITES

Grand Teton Park Helispots

Lupine Meadows Rescue Cache: N43 44.61 x W110 43.82

Elevation: 6550ft

Hazards: buildings, power lines, vehicles, public

Colter Bay Dump: N43 54.53 x W 110 37.23

Elevation: 7090ft

Hazards: trees around perimeter and parked vehicles

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 30.39

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.

Shadow Mountain: N43 42.354 x W110 37.219

Elevation: 6810 ft

Hazards: public and dispersed camping

Dugway/Sawmill Ponds: N43 39.220 x W110 44.292 (typically used for winter operations only)

Elevation: 6473 ft

Hazards: power lines and de-linear poles, limited parking and one way ingress/egress

Bridger Teton National Forest Helispots

Blackrock: N43 49.64 x W110 20.93

Elevation: 6906 ft

Hazards: wires, livestock, and vehicle traffic

Bryan Flats: N43 16.58 x W110 38.76

Elevation: 6263 ft

Hazards: power lines, public, and livestock

McCain Meadows: N43 05.31 x W110 43.26

Elevation: 6829 ft

Hazards: public and livestock

LaBarge Meadows: N42 30.65 x W110 41.26

Elevation: 8481 ft

Hazards: public and livestock

Coburn Helispot: N43 19.852 x W 110 47.987

Elevation: 6264 ft

Hazards: public vehicle traffic and livestock

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	Region 4 Tac 1	R4 TAC 1	166.8125	~	166.8125	167.9	N
9	Region 4 Tac 2	R4 TAC 2	166.8875	~	166.8875	~	N
10	Region 4 Tac 3	R4 TAC 3	169.1750	~	169.1750	~	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	Grand Teton SAR	GT SAR	172.4250	~	172.4250	123.0	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 (Tone 4 must also be selected when using any of the R4 Tacs)

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)

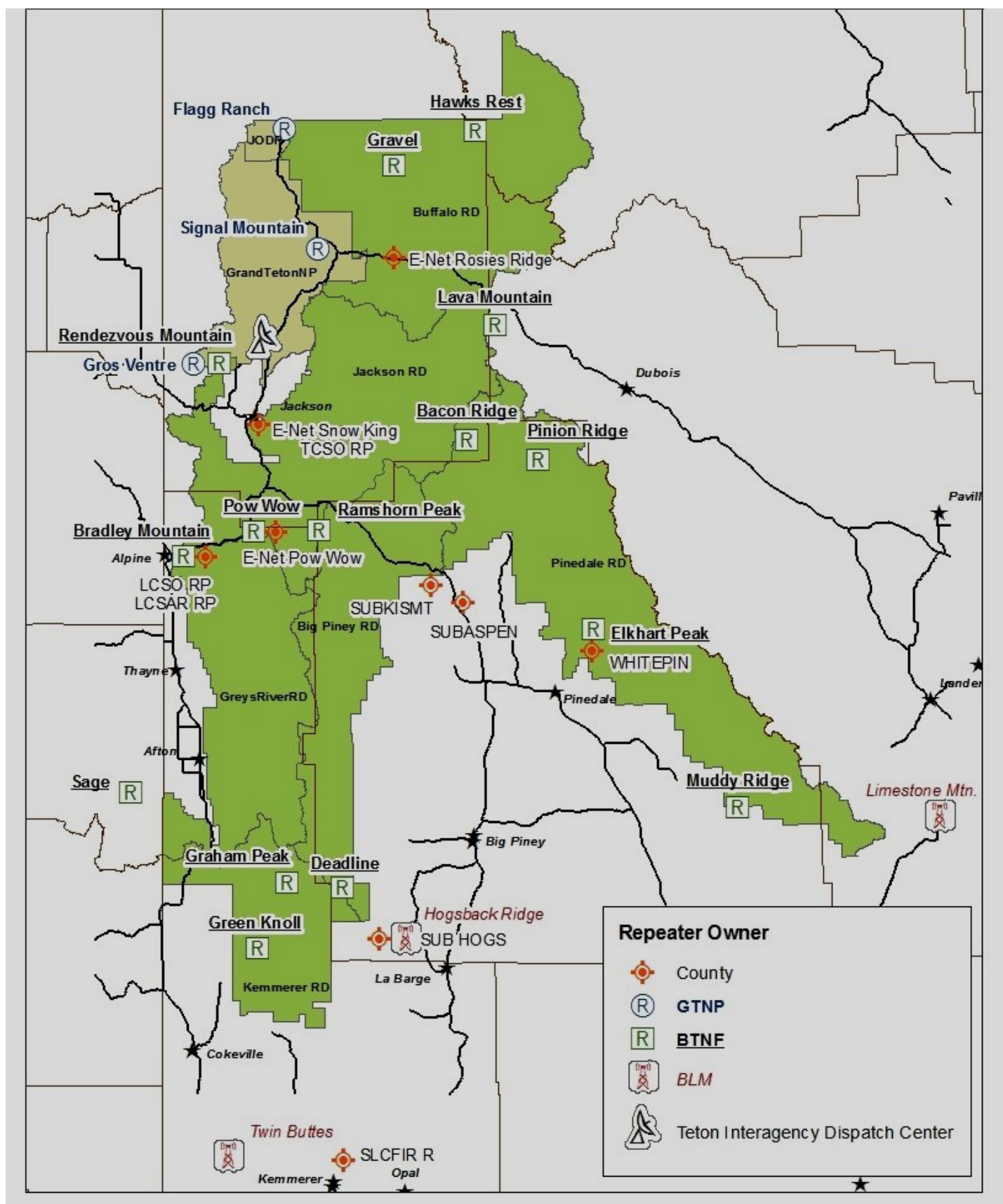
TIDC AIR to Air Frequencies

A/A 1 127.450 RX/TX

A/A 2 125.400 RX/TX

A/A 3 121.050 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:

