

## **TETON INTERAGENCY 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:

<https://gacc.nifc.gov/gbcc/dispatch/wy-tdc/home/operations/aviation> 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**

<b><u>Position</u></b>	<b><u>Name</u></b>	<b><u>Phone # (Office/Cell)</u></b>
Teton Interagency Dispatch	TIDC	307-739-3630
Forest Fire Staff	Tobin Kelley	307-739-5576/307-413-2028
Forest Deputy AFMO	Josh Erickson	307-739-5581/307-226-0807
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	Mike Bentley	307-739-5555/307-760-5428
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.		
R4 Helicopter Inspector Pilot	Michael Peitz	208.576.1351
R4 HOS	Doug Gibbs	801-620-1881/385-333-6323
R4 AHOS	Gene Hodges	801-620-1882/ 208-313-7826
IMR RAM	Justin Jager	928-266-5672

## **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#/.](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 cities 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 flight 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**

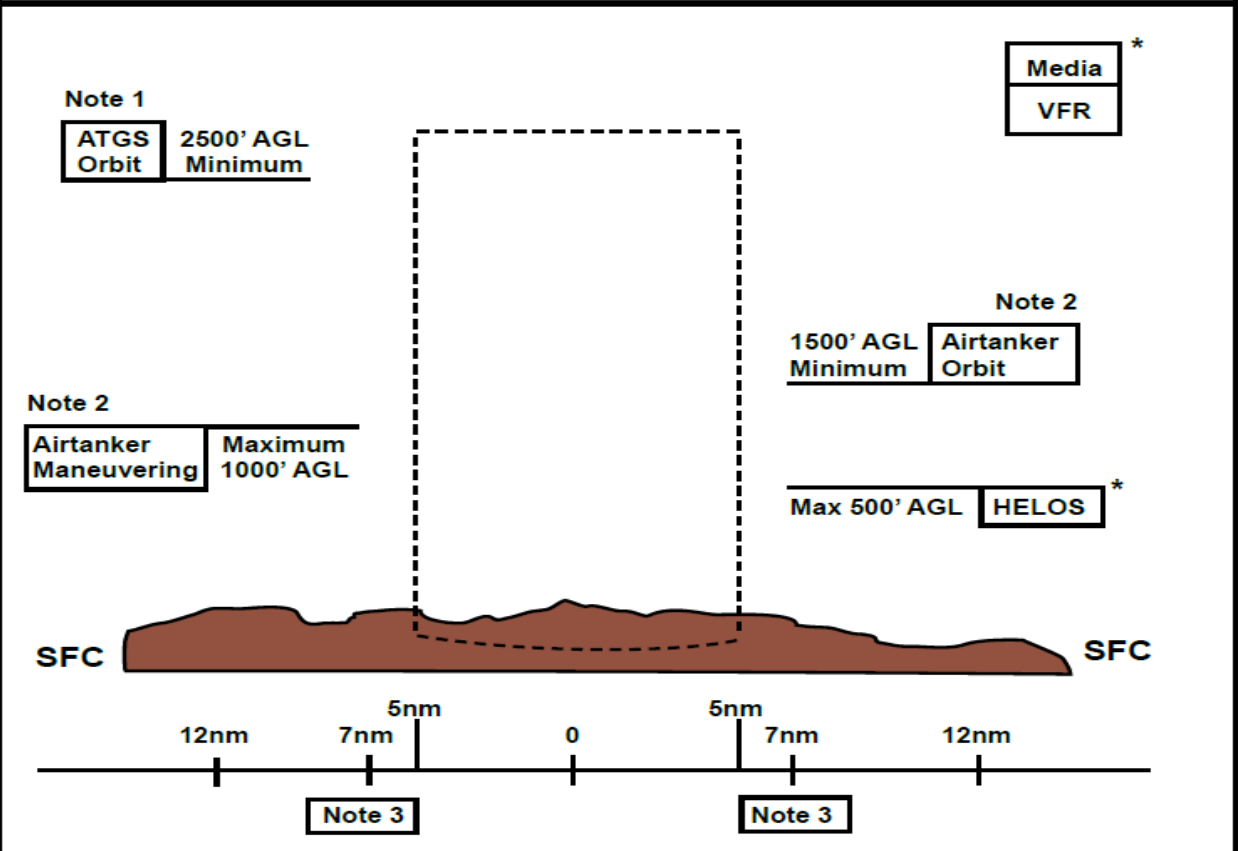
**FTA**

**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 TxTone 110.9	AIR to AIR AS ASSIGNED	NATIONAL FLIGHT FOLLOWING 168.650 Tone 110.9 TX and RX
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## **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**

The following page has a table with information for the local medical facilities within the Teton Interagency Dispatch area.

St. John's Medical Center (SJMC) has the following specific protocols to be followed for the rooftop pad:

SJMC rooftop helipad use will be coordinated through the Emergency Department (ED). Coordination with the ED via the ER number provided should be done prior to landing. Approaches shall be made from the East and North of the helipad avoiding overflights of town, HOGE landing can be expected, call "in the blind" on radio a half mile out with position, intent, and payload - complete landing. No "Hot" unloading of patients is allowed. SJMC ED nurse will facilitate patient transfer when rotors have stopped. The ED nurse or security will remain in safe area at elevator to ensure helicopter departure.

<b>Facility</b>	<b>Coordinates/Physical Address</b>	<b>Helipad</b>	<b>Phone #</b>
Pinedale Medical Clinic	(42 52.062N x 109 51.179W) 625 E Hennick, Pinedale WY	Y	307.367.4133
Marbleton/Big Piney Clinic	(42 35.00N x 110 06.00W) 103 W 3 <sup>rd</sup> 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 28.806N x 110 44.988W) Freq 155.340 rx/tx with tx tone 82.5 <b>Gross Weight Limit of 12,000 lbs</b> 625 E Broadway, Jackson WY	Y	ER 307.739.7251
Memorial Hospital of Sweetwater County	(41 35.16N x 109 14.08W) FAA Identifier: KQY49 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 <b>(BURN CENTER)</b>	(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

Afton FBO: 307-885-7030

Manager: Rick Sessions – 307-885-3245 or 307-887-3246

**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

Alpine Airpark: Scot Cook – 307-630-5212

After hours - 307-713-1313

**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 (typical 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:** N43 19.852 x W 110 47.987 Elevation: 6264 ft  
Hazards: public vehicle traffic and livestock

**Cottonwood:** N43 17.518 x W 110 47.665 Elevation: 6422 ft  
Hazards: power lines, public and agency vehicle traffic to from admin site

National Elk Refuge (NER) Helispot

**Elk Refuge 1:** N4 3 28.978 x W 110 44.742 Elevation: 6267 ft  
Hazards: irrigation pipe may be in vicinity of landing area (adjust LZ accordingly), adjacent pump house may discharge a high volume of water to the east, and chlorine gas  
Approval: must be granted by NER prior to use thru TIDC (307-739-3630)

Teton County Helispots

**Teton Village LZ:** N 43 35.1894 x W 110 49.1995 Elevation: 6323 ft  
Hazards: public vehicle traffic associated with intersection of Apres Vous Rd and Moose-Wilson Rd

**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	131.8	N
10	Region 4 Tac 3	R4 TAC 3	169.1750		169.1750	131.8	N
11	Teton Co Search and Rescue	SAR DIR	151.1975		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		171.6750	123.0	N
15	Grand Teton NP Repeat	GT RP	171.6750		164.9500	123.0	N
16	Air Guard	AIRGUARD	168.6250		168.6250	110.9	N

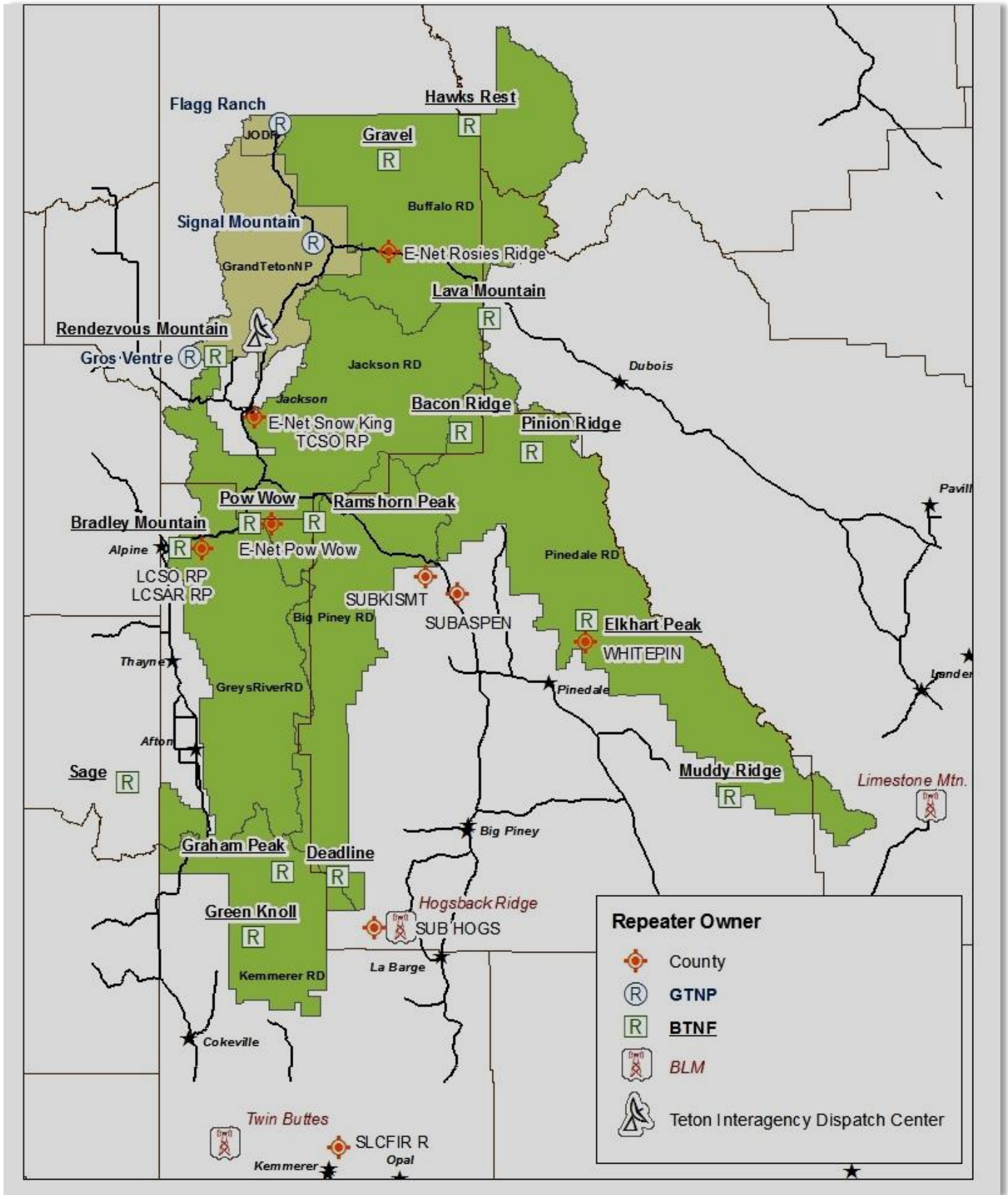
**GPH/DPH Radio Tone # Select**

1-107.2 Green Knoll Repeater  
 2-110.9 Ramshorn, Hawks Rest Repeaters  
 3-123.0 Gravel, Pinyon Repeaters  
 4-131.8 Elkhart Repeater, TACs  
 5-136.5 Lava, Muddy Repeaters  
 6-146.2 Bradley Repeater (North and South)  
 7-156.7 Bacon, Deadline Repeaters  
 8-167.9 Rendezvous, Sage Repeaters  
 12-100.0 Graham Repeater  
 (To select tone 12, press # then 1 and 2)

**KNG Radio Picklist Tone Select**

107.2 Green Knoll Repeater  
 110.9 Ramshorn, Hawks Rest Repeaters  
 123.0 Gravel, Pinyon Repeaters  
 131.8 Elkhart Repeater, TACs  
 136.5 Lava, Muddy Repeaters  
 146.2 Bradley Repeater (North and South)  
 156.7 Bacon, Deadline Repeaters  
 167.9 Rendezvous, Sage Repeaters  
 100.0 Graham Repeater

# 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:

<https://gacc.nifc.gov/gbcc/dispatch/wy-tdc/home/sites/default/files/site-files/Current Aviation Hazard Map.pdf>

Hazard Map QR code:

