

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.

Appendix B

USDA Forest Service

FS-5700-10 (9/93)

FLIGHT REQUEST/JUSTIFICATION FOR ADMINISTRATIVE USE OF AIRCRAFT <i>(FSM 5710; FSH 5709.11, Ch. 10)</i>	
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) :	
<input type="checkbox"/> (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.	
<input type="checkbox"/> (b) No airline service is reasonable to effectively fulfill the transportation requirement, that is within the same calendar day as required. Explanation: █	
<input type="checkbox"/> (c) The actual cost ¹ of using this aircraft is not more than other suitable and available air transportation. <i>(Use FS-5700-11, Cost Comparison Travel Worksheet.)</i> █	
Signature █	Title █
¹ 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.	

Appendix C

USDA Forest Service	FS-5700-11 (09/93)																																																								
<p>COST COMPARISON TRAVEL WORKSHEET FSM 5710; FSH 5709.11, Ch. 10)</p> <p>ITEMS TO BE COMPARED: GOVERNMENT OPERATED AIRCRAFT, AIRLINE, COMMERCIAL AIRCRAFT UNDER CONTRACT AND ANY OTHERS.</p>																																																									
STEP 1: ANALYZE TRAVEL NEED																																																									
<p>Consider number of travelers, weight and nature of baggage or cargo, and all known constraints. Typical constraints could be time away from home station, working time needed at destination(s), specific dollar limits, and vulnerability to weather delays. Do not include a method of transport that is obviously unsuitable. Normally, the decision to travel by air will have been made before using this form, but columns for other means are provided for use when appropriate. Summarize analysis: (example) Government-operated and charter aircraft both capable of performing requested service. Airline service did not meet time constraints for conference, nor did any form of ground transport.</p>																																																									
STEP 2: COST COMPARISON																																																									
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">Common Carrier (Airline)</th> <th style="width: 15%;">Common Carrier (Rail)</th> <th style="width: 15%;">Government Owned Aircraft</th> <th style="width: 15%;">Commercial Aircraft (Contract)</th> <th style="width: 15%;">Other</th> <th style="width: 15%;">Other</th> </tr> </thead> <tbody> <tr> <td>1. Fares/Flight costs</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> </tr> <tr> <td>2. Per diem/overnight charges</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> </tr> <tr> <td>3. Lost worktime</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> </tr> <tr> <td>4. Local transportation</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> </tr> <tr> <td>5. Overtime/standby</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> </tr> <tr> <td>6. Other</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> </tr> <tr> <td>7. Total cost</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> <td style="text-align: center;">█</td> </tr> </tbody> </table>		Common Carrier (Airline)	Common Carrier (Rail)	Government Owned Aircraft	Commercial Aircraft (Contract)	Other	Other	1. Fares/Flight costs	█	█	█	█	█	█	2. Per diem/overnight charges	█	█	█	█	█	█	3. Lost worktime	█	█	█	█	█	█	4. Local transportation	█	█	█	█	█	█	5. Overtime/standby	█	█	█	█	█	█	6. Other	█	█	█	█	█	█	7. Total cost	█	█	█	█	█	█
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Appendix D

USDA Forest Service

FS-5700-12 (9/93)

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

Teton Dispatch Center Aircraft Flight Scheduling Form		
PROJECT NAME:	FLIGHT DATE:	TIME:
REQUESTORS NAME and #:	CHARGE CODE:	
PROJECT DESCRIPTION & PICKUP LOCATION:		ELEVATION:
LATITUDE (DDM):	LONGITUDE (DDM):	
DESTINATION LOCATION:		ELEVATION:
LATITUDE (DDM):	LONGITUDE (DDM):	
SPECIAL REMARKS:		

MANIFEST (List passengers and equipment):	
1	5
2	6
3	7
4	8

Form Instructions for Requestor:

- Project Name:** Enter Name of project
- Flight Date:** Entered desired date(s) of flight
- Time:** Enter desired pickup time
- Requestors Name and #:** Enter name and phone number of prj. manager
- Charge Code:** Forest Service Charge Code
- PRJ Description and Pickup location:** Describe project mission, elevation and coordinates of pickup location.
- Destination Location:** Describe destination location, elevation and coordinates of destination.
- Special Remarks:** provide any additional intel for mission planning
- Upon completion, email this form to grte_dispatch@nps.gov and dgomez@fs.fed.us
- The requestor should also call Dispatch at 307-739-3630 and the Aviation Officer at 307-739-5524 or 307-739-3339 to confirm receipt.

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 MASP's and Project Specific MASP's *

1. GRTE and the BTF have four programmatic MASP'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 MASP's

*All the above MASP'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 MASP'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

NAME:	Palisades Reservoir				
Latitude*:	42° 12.4	Longitude*:	111° 05.9	Elevation:	5630'

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

Operational Control of Water:	
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!

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

PERMISSION NEEDED PRIOR TO SCOOPING?

YES

NO

NOTIFICATION IS NEEDED ASAP!

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

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

Known Invasive Species:

Environmental Mitigations Needed Pre/Post Scooping: Follow Water Scooper Ops Plan
Rinse Prior to use to prevent spread of invasive species.

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

SCOOPER WATER BODY COORDINATION WORKSHEET

NAME:	Fremont Lake				
Latitude*:	42 56.089'	Longitude*:	109 48.542'	Elevation:	7421'

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

Operational Control of Water:	
Owner:	
Name:	
Phone:	
Email:	

CONTACT NEEDED PRIOR TO SCOOPING?

YES
NO

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

PERMISSION NEEDED PRIOR TO SCOOPING?

YES
NO

NOTIFICATION IS NEEDED ASAP!

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

Known Hazards:	
Structure(s):	Mountain terrain all quadrants
Water:	
Recreation:	Medium
Other:	

Known Invasive Species:

Environmental Mitigations Needed Pre/Post Scooping: Follow Water Scooper Ops Plan
Rinse Prior to use to prevent spread of invasive species.

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

SCOOPER WATER BODY COORDINATION WORKSHEET

NAME:	Willow Lake				
Latitude*:	43 0.219'	Longitude*:	109 52.497'	Elevation:	7698'

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

Operational Control of Water:	
Owner:	
Name:	
Phone:	
Email:	

CONTACT NEEDED PRIOR TO SCOOPING?

YES
NO

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

PERMISSION NEEDED PRIOR TO SCOOPING?

YES
NO

NOTIFICATION IS NEEDED ASAP!

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

Known Hazards:	
Structure(s):	Mountain terrain all quadrants
Water:	
Recreation:	Medium
Other:	

Known Invasive Species:

Environmental Mitigations Needed Pre/Post Scooping: Follow Water Scooper Ops Plan
Rinse Prior to use to prevent spread of invasive species.

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

SCOOPER WATER BODY COORDINATION WORKSHEET

NAME:	Jackson Lake				
Latitude*:	43 54.616'	Longitude*:	110 41.277	Elevation:	7418'

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

Operational Control of Water:	
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!

Law Enforcement Jurisdiction:	
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!

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

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

Known Invasive Species:

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

SCOOPER WATER BODY COORDINATION WORKSHEET

NAME:	Fontenelle Reservoir				
Latitude*:	42 6.083	Longitude*:	110 8.228	Elevation:	6478'

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

Operational Control of Water:	
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!

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

PERMISSION NEEDED PRIOR TO SCOOPING?

YES

NO

NOTIFICATION IS NEEDED ASAP!

Administration Information:	
Forest/Bureau/State:	
Location:	
Email:	
Phone:	

Known Hazards: *This water body has not been surveyed for aerial hazards. Perform high and low level recon prior to scooping operations.*

Structure(s):	
Water:	
Recreation:	
Other:	

Known Invasive Species:

Environmental Mitigations Needed Pre/Post Scooping: *Follow Water Scooper Ops Plan Rinse Prior to use to prevent spread of invasive species.*

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

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

SCOOPER WATER BODY COORDINATION WORKSHEET

NAME:				
Latitude*:		Longitude*:		Elevation:

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

Operational Control of Water:	
Owner:	
Name:	
Phone:	
Email:	

CONTACT NEEDED PRIOR TO SCOOPING?

YES
NO

Law Enforcement Jurisdiction:	
Name:	
Phone:	
Location:	
Email:	

PERMISSION NEEDED PRIOR TO SCOOPING?

YES
NO

Administration Information:	
Forest/Bureau/State:	
Location:	
Email:	
Phone:	

Known Hazards:	
Structure(s):	
Water:	
Recreation:	
Other:	

Known Invasive Species:

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

Appendix J

Air Ambulance Temporary Helispots (Grand Teton National Park VRP - EMS Branch) ***Primary Helispots**

Blackrock Ranger Station to the Jackson Hole Airport (Highway 89/191 corridor)

***Blackrock FS Helipad:** N43 49.64 x W110 20.93

Elevation: 6906 ft

Hazards: wires, livestock, and vehicle traffic

Remarks: asphalt helipad for LZ

***Moran Ball Field:** N43 50.49 x W110 30.39

Elevation: 6800ft

Hazards: Wires over buildings north of the helispot, public

Remarks: gravel or grass field for LZ

Elk Ranch Flats Parking Lot: N43 48.700 x 110 31.640

Elevation: 6750 ft

Hazards: Public, parked vehicles, highway entrances

Remarks: level surface with grass LZ is available 75 feet north of asphalt parking lot if parked vehicles limit use of asphalt LZ, (requires backboard or litter carry to helicopter from parking area)

Cunningham Cabin Turnout/Overflow Parking: N43 46.413 x 110 33.368

Elevation: 6802 ft

Hazards: Public, parked vehicles, highway entrances

Remarks: Asphalt LZ (may require 3 road guards due to potential traffic from the cabin trail head)

Triangle X Ranch (West): N43 46.252 x 110 34.272

Elevation: 6741 ft

Hazards: horses may be in pasture

Remarks: located on the West side of the highway, level surface with grass LZ, well clear of highway, fenced access and gate has no lock, good vehicle ingress and egress, (advise Triangle X office – 307-733-2183 before use, ample space for summer operations to avoid horses and maintain ground ambulance access, however unfavorable for winter use)

Triangle X Ranch (East): N43 45.988 x 110 34.088

Elevation: 6804 ft

Hazards: Public, some vehicle traffic, horses in corral to East before noon

Remarks: located on East side of highway, level surface with grass LZ, well clear of highway, good vehicle ingress and egress, (call Triangle X office – 307-733-2183 – before use to mitigate public vehicle and foot traffic hazard/exposure as well as disturbance of corralled horses)

Snake River Overlook: N43 45.245 x 110 37.380

Elevation: 6921 ft

Hazards: Public, parked vehicles, highway entrances

Remarks: level surface with grass/dirt LZ in the roundabout at the North end of the parking lot, (adequate separation exists for landing and takeoff if traffic can be kept from making the roundabout), parking on the asphalt is available if limited public/vehicles are present

Teton Point: N43 43.107 x 110 39.607

Elevation: 6743 ft

Hazards: Public, parked vehicles, highway entrances

Remarks: Landing on the asphalt parking lot is the only available option due to adjacent tall sage brush

Glacier View: N43 41.480 x 110 40.347

Elevation: 6647 ft

Hazards: Public, parked vehicles, highway entrances

Remarks: Landing on the asphalt parking lot is the only available option due to adjacent tall sage brush

Albright View: N43 38.058 x 110 43.010

Elevation: 6512 ft

Hazards: Public, parked vehicles, highway entrances

Remarks: Landing on the asphalt parking lot is the only available option due to adjacent tall sage brush

Meadow Road Entrance: N43 37.527 x 110 43.207

Elevation: 6494 ft

Hazards: Limited public access and parked vehicles, highway entrances

Remarks: There's roughly a half acre of asphalt available with no public access permitted. Landing on the asphalt parking lot is the only available option due to adjacent tall sage brush.

***Teton Helibase:** N43 36.266 x W110 44.069

Elevation: 6442 ft

Hazards: General and Commercial Air traffic

Remarks: Secure perimeter fencing and parking available.

Physical address: 1260 E. Airport Rd.
Jackson, WY 83001

KJAC Communications: ATIS: **120.625**
AWOS: **120.625**
CTAF/Tower: **118.075**
Unicom **122.95**
Ground: **124.55**

Inside Park

***Dugway/Sawmill Ponds:** N43 39.220 x W110 44.292

Elevation: 6473 ft

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

Remarks: Asphalt LZ (*typically used for winter operations only due to high public vehicle traffic*)

***Lupine Meadows Rescue Cache:** N43 44.61 x W110 43.82

Elevation: 6550 ft

Hazards: buildings, power lines, vehicles, public

Remarks: Level surface with grass LZ

***Colter Bay Dump:** N43 54.53 x W 110 37.23

Elevation: 7090 ft

Hazards: trees around perimeter and parked vehicles

Remarks: Level surface with grass and gravel LZ's available

***Flagg Gravel Pit (South of River):** N44 5.436 x N110 40.830
Elevation: 6800 ft
Hazards: Power line crossing access road running south to north
Remarks: Level surface with gravel LZ

Gros Ventre Corridor

***Gros Ventre Site:** N43 38.438 x W110 35.039
Elevation: 6400 ft
Hazards: power lines to north, public, and fencing
Remarks: Level surface with grass LZ