

# NEZ PERCE CLEARWATER NATIONAL FOREST AVIATION BRIEFING PACKET 2024



QR TO DIGITAL VERSION



# Map/Intel - QR Codes



**Forest Map: Nez-Perce West**



**Forest Map: Nez-Perce East**



**Forest Map: Clearwater West**



**Forest Map: Clearwater East**



**Nez-Clear Flight Hazard Map**



**Nez-Clear Repeater Map**



**Nat. Retardant Avoidance Site**



**Addl. R1 Forest Map QRs**



**BMDC/Wallowa Whitman NF Maps**



**Payette Dispatch Area Maps**

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# Nez Perce Clearwater Aviation Zone Orientation and Introduction

## **Introduction**

Welcome to the Nez Perce-Clearwater National Forest. The intent of this packet is to provide information needed by aviation personnel who are new to the Nez Perce-Clearwater National Forests. It was developed primarily for Airtanker, Helicopter, Air Attack, and Smokejumper personnel; however, it may be useful to pilots and crews of other types of aircraft. Please contact the Zone Aviation Officer, Grangeville Interagency Dispatch Center (GVC) or others listed under key contacts if you have any questions while you are here.

## **Leader's Intent**

The goal of the Nez Perce-Clearwater National Forest is to provide a multi-faceted aviation operation that strives for excellence with safety as the top priority. Aviation Management will strive to meet the objectives of each mission, having considered the roles, responsibilities and policies that overarch the program. Everyone should be committed to making the work environment a safe place. All aviation assets are encouraged to maintain vigilance recognizing potential hazards and communicating them along with possible mitigations. If hazards are present that would dictate an operation should pause or cease, we want that communication to occur promptly. We encourage assertiveness, if you see something that doesn't look right, speak up and fix the problem if possible. We would rather answer even the seemingly most mundane question as opposed to ignoring a hazard that could pose risk of serious injury. We expect everyone perform as highly professional aviation assets and exemplify our core values of duty, respect, and integrity.

## Facilities

**Operations Office** – Located on the north side of the Air Center. The Zone Aviation Officer, Smokejumper Program Manager, Smokejumper Supervisors and Air Attack operate there.

**Smokejumper Ready Room** – Located in the Smokejumper building of the Air Center. Primary aircraft is Dehavilland DH-6C Twin Otter Tail Number **N83AR** (Call sign: "**Jump-16**") Contract dates typically early April through early September. 30 Smokejumpers operate from Grangeville.

**Grangeville Helibase** – Provides zone fire management, logistical and project support utilizing EU contracted Type 1, 2 and 3 helicopters. The high performance, low maintenance exclusive use crew operates out of the Helibase to the West of the Ramp at KGIC. 8+ landing pads are available at the Grangeville Air Center, pads 1-3 are for light helicopters and pads 4 through 8 will be used for heavy and medium helicopters. Grangeville typically hosts multiple helicopters and crews during heavy fire seasons and has the capacity to host additional rotorwing aircraft locally and forest-wide with additional pe-existing LUAs.

**Air Tanker Base** – Located behind the Air Center Smokejumper building. The Idaho Department of Lands has two AT 802 SEATs (Single Engine Air tankers) stationed in Grangeville. There are 2 loading pits. The retardant base uses a ramp frequency of 124.125 for communication with the SEATs and all aircraft entering the FS ramp. SEAT Contract dates are typically early July through early September.

**Air Attack Platform**- Hosts a AC690 Turbine Aero-commander with qualified Air Tactical Group Supervisor(ATGS). Tail Number **N112EE (Call Sign "Air Attack 117")** contract dates typically early May through October.

**Grangeville Interagency Dispatch (GVC)** is located at 104 Airport Road, across the street from the Air Center within the northwest side of the building. All aircraft flights are ordered and scheduled through the Dispatch office.

**Forest Cache Warehouse** is located south of the Supervisor's Office

**Musselshell Work Center** Two grass pads and a windsock are located across the road from the work center. Lodging may be arranged through the local FMO. No other food or lodging is available on site.

# Facilities Map

## Grangeville Air Center Facilities Map

- 1 - Forest Offices/Dispatch
- 2 - Smokejumper Building
- 3 - Helitack Building
- 4 - SEAT/ATBM Office
- 5 - Air Center Office
- 6 - Visiting Resource Trailers
- 7 - Bro Beach (Gym)
- 8 - Trash Dumpsters
- 9 - Helitack Parking
- 10 - SMKJ / AA / SEAT Parking
- 11 - Overflow Parking

### Notes

Ice Machine located in Helitack Bay

Smoker/Grill Pavilion between SMKJ and HLTK buildings



## GAC / Dispatch Contacts

<b>Title</b>	<b>Name</b>	<b># (Office/Cell)</b>	<b>Email</b>
Forest Aviation Officer	Jack Marvin (Detail)	520-508-7310 (C)	<a href="mailto:jonathan.marvin@usda.gov">jonathan.marvin@usda.gov</a>
SMKJ Base Manager	Nicholas Stanzak	208-451-5468(O)	<a href="mailto:nickolas.stanzak@usda.gov">nickolas.stanzak@usda.gov</a>
SMKJ Operations	Ward Scanson  OPS Box	208-983-9584 (O) 406-223-7810 (C) 208-983-9588 (O)	<a href="mailto:ward.scanson@usda.gov">ward.scanson@usda.gov</a>
Air Attack	Jack Marvin Amanda Holt	520-508-7310 (C) 208-634-9864 (C)	<a href="mailto:jonathan.marvin@usda.gov">jonathan.marvin@usda.gov</a> <a href="mailto:amanda.holt@usda.gov">amanda.holt@usda.gov</a>
Tanker Base Manager	Brian Dirks	208-983-9577 (O) 530-816-1648 (C)	<a href="mailto:brian.dirks@usda.gov">brian.dirks@usda.gov</a>
Grangeville Helitack/Airbase Manager	Jeremy Beeson	208-451-6710 (C) 208-983-9576 (O)	<a href="mailto:jeremy.beeson@usda.gov">jeremy.beeson@usda.gov</a>
Grangeville Dispatch - Main		208-983-6800 (O)	<a href="mailto:jdgv@firenet.gov">jdgv@firenet.gov</a>
Grangeville Dispatch Mgr.	Holly Arnzen	208-983-6801 (O)	<a href="mailto:Holly.arnzen@usda.gov">Holly.arnzen@usda.gov</a>
Assistant Disp. Mgr.	Adam Warren	208-983-6802 (O)	<a href="mailto:adam.warren@usda.gov">adam.warren@usda.gov</a>
Lead Dispatch	Dottie Newman	208-983-6806 (O)	<a href="mailto:Dottie.newman@usda.gov">Dottie.newman@usda.gov</a>
Lead Aircraft Dispatcher	Vacant	208-983-6804 (O)	
Intel./Logs Dispatcher	Melissa Bailey	208 983-6818 (O)	<a href="mailto:melissa.bailey2@usda.gov">melissa.bailey2@usda.gov</a>
Forest Warehouse	Archie Tirado	208-983-5155(O) 458-206-8120(C)	<a href="mailto:archibardo.tirado@usda.gov">archibardo.tirado@usda.gov</a>
Idaho County Airport MGR	Mike Cook	208-983-1565 (O)	<a href="mailto:mcook@idahocounty.org">mcook@idahocounty.org</a>
Airport Site Manager	Norman Lowe	208-507-0262 (O)	

# Forest FMO/AFMO and Interagency Contacts

District	FMO/AFMO	Work#	Cell#	Email
<b>Nez Perce Clearwater District FMO/AFMO Contacts</b>				
Salmon River	<b>Myers, Matt</b>	208-839-2102	208-983-6043	<a href="mailto:matt.e.myers@usda.gov">matt.e.myers@usda.gov</a>
	Gocke, Patrick	208-839-2140	208-596-1111	<a href="mailto:patrick.r.gocke@usda.gov">patrick.r.gocke@usda.gov</a>
Red River	<b>Roach, Craig</b>	208-842-2123	208-874-2405	<a href="mailto:craig.roach2@usda.gov">craig.roach2@usda.gov</a>
	Anderson, Justin	208-842-2138	208-993-0510	<a href="mailto:justin.t.anderson@usda.gov">justin.t.anderson@usda.gov</a>
Moose Creek	<b>Norman, Jon</b>	208-926-8952	406-499-1242	<a href="mailto:jonathan.norman@usda.gov">jonathan.norman@usda.gov</a>
	Nuxoll, Ryan	208-926-8953	208-869-7381	<a href="mailto:ryan.nuxoll@usda.gov">ryan.nuxoll@usda.gov</a>
Lochsa	<b>Gaines, Sean</b>	208-926-6419	208-819-8187	<a href="mailto:wayne.gaines@usda.gov">wayne.gaines@usda.gov</a>
	Moore, Jonathan	208-926-6427	509-629-2241	<a href="mailto:jonathan.moore@usda.gov">jonathan.moore@usda.gov</a>
Powell	<b>Rintelen, Terra</b>	208-942-0344	208-816-3396	<a href="mailto:terra.rintelen@usda.gov">terra.rintelen@usda.gov</a>
	Vacant	-	-	-
North Fork	<b>Skinner, Aaron</b>	208-765-7481	208-451-3001	<a href="mailto:aaron.skinner@usda.gov">aaron.skinner@usda.gov</a>
	Mack, Billy	208-765-7483	406-930-0171	<a href="mailto:william.mack@usda.gov">william.mack@usda.gov</a>
Palouse	<b>Carlson, Alan</b>	208-875-1702	208-818-1326	<a href="mailto:alan.carlson@usda.gov">alan.carlson@usda.gov</a>
	Colaprete, Doug	208-875-1709	208-816-8862	<a href="mailto:douglas.colaprete@usda.gov">douglas.colaprete@usda.gov</a>
Nez – Clear FMO	<b>Bransford, Josh</b>	208-839-2141	208-553-8547	<a href="mailto:joshua.bransford@usda.gov">joshua.bransford@usda.gov</a>
Nez – Clear AFMO	Skinner, Brandon	208-983-4055	208-819-6905	<a href="mailto:Brandon.skinner@usda.gov">Brandon.skinner@usda.gov</a>
<b>Idaho Department of Lands – IDL</b>				
Maggie Creek	Alfred Allman		208-816-2608	<a href="mailto:aallman@idl.idaho.gov">aallman@idl.idaho.gov</a>
Craig Mtn.	Chaffee, Kevin	208-924-5571	208-507-0174	<a href="mailto:kchaffee@idl.idaho.gov">kchaffee@idl.idaho.gov</a>
Ponderosa	McManus, Mike	208-877-1121	951-285-4984	<a href="mailto:mcmaman@idl.idaho.gov">mcmaman@idl.idaho.gov</a>
<b>Clearwater-Potlatch Timber Protective Association - CPTPA</b>				
CPTPA	Steinbruecker, Kane	208-476-5612	208-553-0626	<a href="mailto:ksteinbruecker@cptpa.idaho.gov">ksteinbruecker@cptpa.idaho.gov</a>
<b>Nez Perce Tribe - NPT</b>				
NPT	Handel, Jeff	208-621-4670	208-596-5136	<a href="mailto:jeffh@nezperce.org">jeffh@nezperce.org</a>
<b>BLM</b>				
<b>Interagency FMO</b>	Mike Behrens	208-765-7499	208-659-1392	<a href="mailto:mbehrens@blm.gov">mbehrens@blm.gov</a>
BLM AFMO	Ian Morgan	208-769-5051	208-967-3665	<a href="mailto:imorgan@blm.gov">imorgan@blm.gov</a>
Federal DO Line	TBD	208-494-2141	-	Linked Line to BLM DO

Note: Contacts updated at time of publication (4/24) – FMO/AFMO positions may be detailed out or occupied by other personnel throughout the season – Contact Grangeville Dispatch 208-983-6800 for the most current contact information for FMO/AFMO/Duty Officer



# Grangeville Smokejumper Operations

The smokejumper missions are a mix of initial and extended attack. The program is effective at providing rapid initial response, as well as being equipped to respond to extended attack incidents and short-term critical need missions on large fires.

**Aircraft:** Twin Otter J-16 The Twin Otter is an ideal aircraft for back country operations because of its **STOL** (short takeoff and landing) capabilities. It can be used for crew shuttling as well as cargo hauling with a pay load of **3300lbs**. **Range:** 300 miles **Payload:** 8 Jumpers with cargo, each planeload may have an ICT3. All jumpers have basic 1st aid training and EMTs are available on most loads as well as WFRS. **(ALL JUMPERS ARE SELF SUFFICIENT FOR THREE DAYS)**

## Para-Cargo

If it can fit out the door, chances are we can deliver it via para cargo....

### Some usual items ordered are:

- Saws
- Pumps/structure protection kits
- Medical equipment (trauma kits, Oxygen, etc...)
- Communication equipment (satellite phone)
- Fresh food order: meats, milks, eggs, juices, etc... We can package fresh food in coolers with dry ice and have them delivered to an incident. \*\*\*To order fresh food contact dispatch at least 24hrs before the food is needed and give them the number of people and a lat/long of the incident and or cargo spot /dropzone.\*\*\*

### Drop zone safety selection guidelines should include:

- 200 feet on each side of the flight path of the aircraft, clear of obstacles and personnel
- 300 feet in the direction of the approach of the jump plane
- 1300 feet clear of obstacles in the direction of departure.
- The drop zone will be at least 600 feet from all populated areas.

## Air Attack Program

Grangeville Air Center hosts an exclusive use contract AC-690B Turbo Commander, call sign "Air Attack 117" Tail # N112EE

- Cruise speed 292 KIAS
- Mission Fuel 4.5 hrs

Air Attack can be ordered through Grangeville Interagency Dispatch

## Grangeville Helitack Operations

Helicopter operations on the Nez-Perce Clearwater Fire Zone are based out of the Grangeville Air Center Helibase at the Idaho County Airport. The Grangeville Helitack Crew provides initial attack, logistical support, and fire management for the Nez Perce-Clearwater Fire Zone and surrounding areas. Upon requests through Grangeville Dispatch missions are also completed for the Cottonwood Field Office of the Bureau of Land Management, the Craig Mountain Unit and Maggie Creek Unit of the Idaho Department of Lands, the Bureau of Indian Affairs, and the Clearwater Potlatch Timber Protection Association.

Grangeville Helitack provides 27 highly skilled, aerielly-delivered firefighters specializing in all aspects of fire management and initial attack. Crewmembers serve the Nez Perce-Clearwater Zone with rapid response to wildfire, medical, and other incidents and are fully self-sufficient for a minimum of 72 hours. The Helitack program can often provide ICT4, FIRB, FAL1, EMTs and additional specialized qualifications when requested. Grangeville Helitack also provides highly capable logistical support of initial attack and campaign fire needs as well as project work and other missions requiring rotor wing aircraft and associated qualifications.

The Grangeville Helitack program utilize both type 2 (Bell 205++) and type 3 (Bell 407) helicopters, these utilitarian aircraft can be configured in a variety of ways to meet mission-specific needs, costs, and other considerations. Helitack also provides management for a type 1 restricted bucketed aircraft throughout fire season, as well as additional visiting CWN aircraft assigned to the zone. Please don't hesitate to call the base with questions regarding current available aircraft and capabilities.

## CPTPA Helicopter Operations

Clearwater Potlatch Timber Protection Association contracts a Bell 407 helicopter during fire season. The ship is based out of the Orofino Municipal Airport(S68) and is primarily utilized as a bucket ship for fire suppression within their respective response area and occasionally assists with state and federal incidents as requested. CPTPA does not employ a dedicated helitack program.

CPTPA Bell 407 – Contract Dates Typically Early June through early September

## UAS Program

UAS may be used on the Nez Perce-Clearwater National Forests for wildfire, prescribed fire, or natural resource projects. UAS are utilized for mapping, recon, IR detection, photo and video imagery, photogrammetry missions, and aerial ignition. UAS activity is generally conducted at lower altitudes (400' AGL or below), but when operating under a Certificate of Authorization issued to the USFS by the FAA, UAS can operate as high as 1199' AGL. When operating within a TFR, incident UAS may be cleared to fly at higher altitudes to the extent of the TFR boundary.

Type 1 & 2 UAS (generally fixed wing) can be relatively large and typically operate above all other incident aircraft and are equipped with Mode C transponders. Type 3 & 4 UAS (generally rotorcraft) weigh as little as 11 ounces but may weigh as much as 55 pounds and range in size from 1 foot to almost 8 feet in diameter. Type 3 & 4 UAS are not equipped with ADS-B, AFF, or Mode C transponders making see and avoid difficult. Pay attention to NOTAMs and avoid flying through drone NOTAM areas UAS operating within a TFR will gain mission clearance and deconflict similar as manned aviation. In the absence of on-scene aerial supervision, UAS may operate within the same airspace as manned aviation through normal deconfliction and communication procedures. If manned and unmanned aircraft are operating within the same working area/area of operation, aerial supervision must be ordered\*\*. In this situation, the unmanned and manned aircraft pilots are responsible to maintain separation.

UAS Call sign examples:

- "Unmanned R41": Rotor-Wing, Type 4 UAS, Assigned number #1.
- "Unmanned F12": Fixed-Wing, Type 1 UAS, Assigned number #2.
- "Unmanned R23": Rotor-Wing, Type 2 UAS, Assigned number #3.

**ALL PARTIES SHALL WATCH FOR NON-AGENCY DRONES IN FIRE TRAFFIC AREA. IF OBSERVED, AVIATION OPERATIONS WILL BE TERMINATED UNTIL THE AIRSPACE IS CLEARED.**

\* NOTAMs for UAS operations will not appear on ForeFlight until they are active. The [SkyVector](https://skyvector.com/main) website (<https://skyvector.com/main>) will show pending Drone NOTAMs before they are active.

\*\* See PMS-505 *NWCG Standards for Aerial Supervision*, pg. 38.

## Grangeville Tanker Base

The Grangeville Tanker Base provides management for 2 Exclusive Use Air Tractor 802A aircraft capable of delivering 799+/- gallons of retardant or water at varying coverage rates to initial attack and campaign fires. Through a cooperative agreement between the State of Idaho and the USFS the aircraft are utilized for initial attack fires on State, Federal, Tribal, Cooperator and Private lands. During peak fire season the Tanker Base has the capability to expand and provide additional Air Tractor or Fire Boss aircraft in support of heavy fire activity.

### **Air Tanker Ramp Frequency (KGIC)**

124.1250

### **Grangeville (KGIC)**

- **2 Air Tractors 802A**
- Speed 221 kts.
- 799 gallons +/- (based on performance planning)
- Can order water, foam, or retardant

### **McCall (KMYL)**

- 2 AT 802F

### **Coeur D'Alene (KCOE)**

- 2 Fire Boss

### **Grangeville Jettison Sites**

Side-by-side open hilltop meadows 10 nm S/SW of Grangeville on IDL State protected land

**1 – N 45 51.385, W 116 10.680**

**2 – N 45 51.388, W 116 10.697**

**ELEVATION: +/- 5300**

## Grangeville Interagency Dispatch Center

The primary mission of the Dispatch Center is to maintain prompt and accurate communications and coordination of all incidents on the forest. This is accomplished by continually monitoring current and forecasted conditions on forest and working with cooperators to implement necessary action. The ultimate goal of the Dispatch Office is efficient utilization of aircraft with safety being the highest priority. The dispatch staff coordinates all aircraft use on the Nez Perce-Clearwater National Forest. The Dispatch Center also coordinates aircraft support with adjoining forests and neighboring regions. All decisions regarding air tankers, lead planes, and helicopters are coordinated with the forest's fire staff and/or the Geographical Coordination Center. Dispatchers work closely with the Northern Rockies Coordination Center in national resource aircraft ordering and dispatching.

# Tri Region Agreement and Deconfliction

The Nez Perce-Clearwater Aviation Zone is located alongside the confluence of Regions 1, 4, and 6. The Payette National Forest (Region 4), lies on our southern border and the Wallowa-Whitman National Forest (Region 6), encompasses the western border of the forest.

The tri-regional confluence area is often referred to as “The Island”. The Island boundaries are comprised of the Rapid River Drainage to the South, the Snake River to the West, The confluence of the Snake and Salmon Rivers to the North, and the Salmon River to the East.

Initial attack incidents occurring on the Island or regional borders have the potential to rapidly increase in complexity and create aviation hazards due to the potential for multiple tri-regional aviation resources dispatched independently responding to the same incident. These hazards can include communication issues, the immediate need for aerial supervision, unclear ownership or specific Duty Officer/Forest direction to name a few.

Dispatch centers attempt to deconflict issues that may arise when multiple resources are being dispatched from separate regions however, it is recommended that flight crews take additional measures to mitigate potential risks associated with missions occurring within the tri-region response area. It is imperative that prior to launch resources have accurate kneeboards, frequencies, location, ownership, and mission directives. Below are Dispatch Center contact information and website information where maps and additional intel about surrounding regions/forests can be found.

## Tri – Region Dispatch Centers

<p><b><u>Grangeville Dispatch</u></b>                  208-983-6800  <a href="mailto:ldgvc@firenet.gov">ldgvc@firenet.gov</a></p>	<p><b><u>Payette Dispatch</u></b>                  208-634-2757  <a href="mailto:idpac@firenet.gov">idpac@firenet.gov</a></p>	<p><b><u>Blue Mtn.(WW) Dispatch</u></b>                  541-963-7171  <a href="mailto:orbmc@firenet.gov">orbmc@firenet.gov</a></p>
		

## Flight Following Procedures

Automated Flight Following (AFF) is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. AFF requirements and procedures can be found in section 24.3.1 of the Northern Rockies Mobilization Guide.

Aircraft departing from Grangeville will contact Dispatch via radio on the National Flight Following Frequency stating when airborne and giving “persons on board”, fuel on board, and ETE to their destination. The GVC dispatcher will verify that the aircraft icon is visible on AFF and will respond that the aircraft will be flight followed using AFF. Once Enroute Aircraft will maintain contact with ID-GVC on the appropriate forest zone frequency at all times, notifying dispatch of frequency changes as aircraft transitions to respective response zones.

If there is a problem with AFF at any time during the flight, 15-minute radio check-in procedures will be resumed until the problem is resolved. At any time, if radio contact cannot be established the pilot will abort the mission and return to the airport/helibase. Position reports will be reported in Lat/Long, geographic location (if known), and heading. Lat/Longs will be reported in degrees, minutes and tenths (decimal minutes). (DDD.MM.M) ie. N 48 36.12' / W 114 08.12'.

Overdue Aircraft – In the event of an overdue check in, dispatch will try to contact the aircraft in question. If after 30 minutes no contact has been made Grangeville Dispatch will initiate the Interagency Aviation Mishap Response Guide and Checklist. Search aircraft will be launched to the last reported position. In the event an aircraft will be shut down at a remote location for an extended period, check-in procedures will be outlined by dispatch prior to ending radio contact. \*ADDITIONAL INFORMATION CAN BE FOUND AT <https://gacc.nifc.gov/nrcc/dc/idgvc/>

**GPS USE** The Dispatch Center has the capability of converting latitude/longitude to a township/range/section, or vice-versa. This program will also give heading and nautical miles from VOR, Tanker Bases, and Helibases. It will also tell us if we are entering into a Military Training Route (MTR). If you have GPS capability in your aircraft, dispatch will be able to give you the coordinates for location as well as bearing and distance off of the Grangeville VOR. For calibration purposes, the exact latitude and longitude at the Airport Reference Point (APR), is the center of the runway. Datum: **WGS 84**

# Idaho County Airport – KGIC and Surrounding Backcountry

## **GRANGEVILLE AIRPORT PATTERN**

All fixed-wing aircraft are expected to fly the standard left-hand pattern at Grangeville, announcing downwind, base, and final on Unicom Frequency 122.8. Rotor-wing aircraft should cross the airfield at the middle of the runway, announcing intentions on 122.8, and make a straight approach to their destination. Not only is this important from a safety standpoint but any Forest Service aircraft that cuts someone out of the pattern or is discourteous in any way causes us a serious public relations problem as well. Please be sensitive to this.

## **BACKCOUNTRY AIRSTRIPS**

Be aware, we have special requirements for missions into our backcountry strips that include currency on that strip in addition to other requirements. The Zone Aviation Officer or the Dispatch Office can fill you in on specific requirements (they are listed in the Forest Aviation Management and Safety Plan). Most backcountry landings will be scheduled for early morning or late afternoon. This is based on lower temperatures and lighter winds during that part of the day. Be alert for other traffic and announce your intentions on 122.9 when flying near backcountry strips.

## **OTHER FLIGHT HAZARDS**

Microwave and radio towers, power lines (active or inactive across many local rivers), lookout towers, large birds, unmanned aerial systems, high winds, snags, mountainous terrain, and other GA aircraft. – Reference NCF Flight Hazard Map located via QR on front cover page of this in-briefing guide.

**\*Always conduct high level recons prior to low-level operations\***

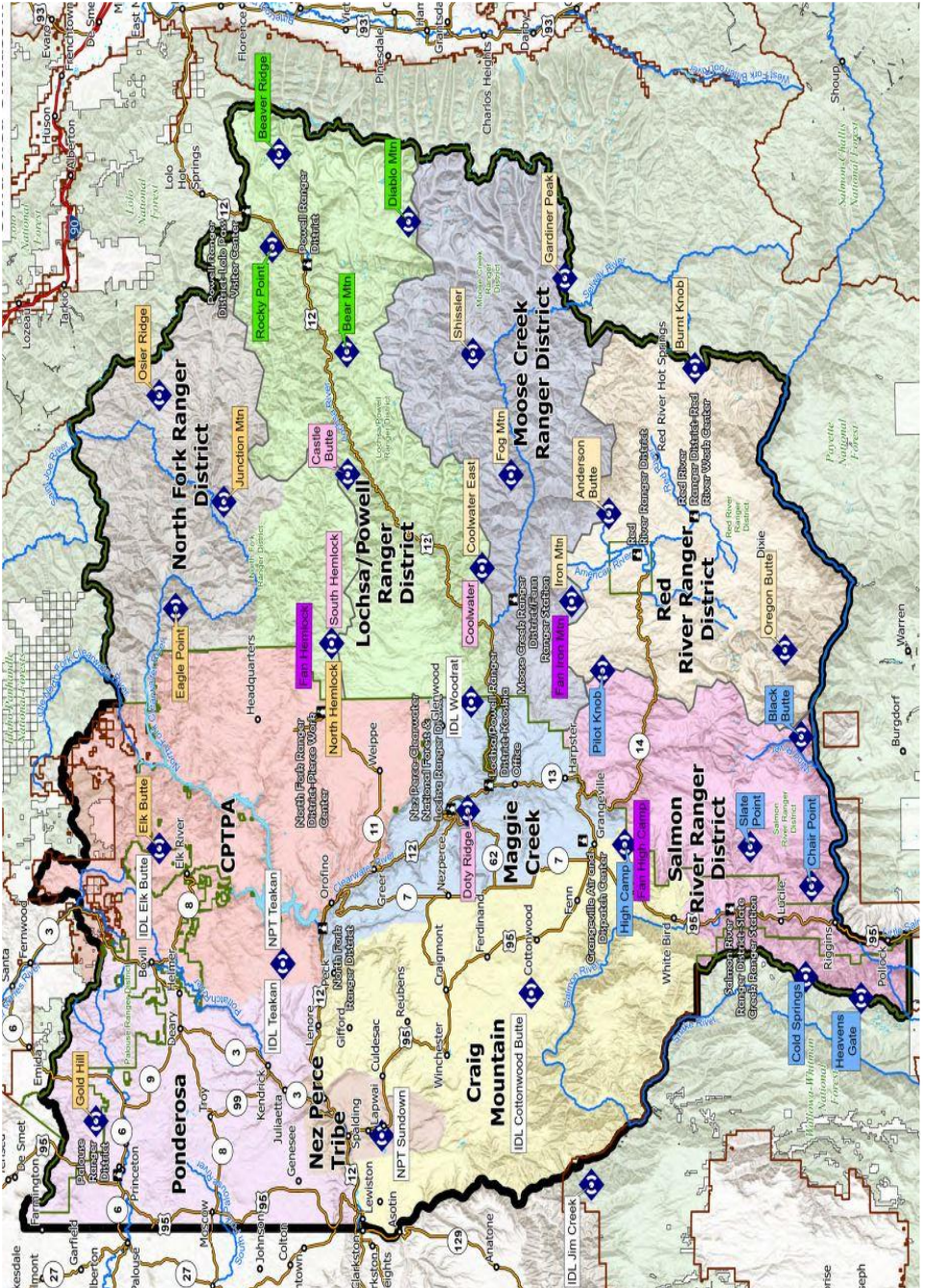
## **RETARDANT USE NEAR WATERWAYS**

**Waterway defined: “Any body of water including lakes, rivers, and ponds, whether or not they contain aquatic life.”**

Avoid aerial application of wildland fire chemicals within 300 feet of waterways. If a retardant application occurrence happens within a waterway notify Grangeville Dispatch as soon as practicable for documentation purposes at 208-983-6800.



# Repeater Location Map – Geo. Ref QR on P.2





# Nez-Perce Clearwater Frequency and Tone Guide

## Forest Repeater Frequency List

<b>CLW North</b>	Rx 170.500/ Tx 165.0125	<b>Nez North*</b>	Rx 171.7250 / Tx 165.4000
<b>CLW East</b>	Rx 171.575 / Tx 166.2625	<b>Nez West</b>	RX 170.5625 / Tx 164.1375
<b>CLW South</b>	Rx 172.225 / Tx 165.700	<b>Nez East</b>	RX 173.1375 / TX 166.200
<b>A/G 17</b>	167.9875 Rx/Tx	<b>A/A Pri.</b>	132.2250
<b>A/G 45</b>	167.6500 Rx/Tx	<b>A/A Sec.</b>	135.8000
<b>IDL A/G 3</b>	151.14500 Rx/Tx	<b>DECK NAT.</b>	163.100
<b>NATIONAL FF</b>	Rx/Tx: 168.650 (Rxt/Txt 110.9)	<b>NAT. SMKJ A/G</b>	Rx/Tx: 168.550 (TXt 123.0)
<b>AIR GUARD</b>	Rx/Tx: 168.625 (TxT 110.9)	<b>NAT. RAPP A/G</b>	Rx/Tx: 168.550 (TXt 110.9)
<b>GAC TANKERBASE A/A</b>	124.1250	<b>EMS 2</b>	Rx/Tx: 155.2800 (TX 156.7)

## Tone Guide – Cross Reference above Freq. List and Repeater Map

#	Tone	CLW Nrth	CLW East	CLW South	NEZ North*	NEZ West	NEZ East	FAN
1	110.9							
2	123.0							
3	131.8							
4	136.5	Junction						
5	146.2				Fog Mt	Heavens Gate	Fog Mt	
6	156.7	Gold Hill	Bear Mt	Castle Bt	Shissler Pk	Pilot Knob	Shissler Pk	
7	167.9				Coolwater N		Coolwater E	
8	186.2							
9	100.0	Osier Rdg	Beaver Rdg	Hemlock S				
10	107.2					Slate Pt	Anderson	
11	114.8					High Camp	Burnt Knob	High Camp
12	127.3					Chair Pt	Oregon Bt	
13	141.3	Elk Bt			Gardiner Pk	Cold Sprgs	Gardiner Pk	
14	151.4	Hemlock N	Diablo	Coolwater S				Hemlock
15	162.2	Eagle Pt	Rocky Pt	Doty Rdg	Iron Mt N	Black Bt	Iron Mt E	Iron Mt
16	88.5							

**\*NOTE\* - NEZ NORTH CHANNEL NOT CURRENTLY OPERATIONAL – SET TO BE IMPLEMENTED LATE 2024 – ALL REPEATERS CAN STILL BE ACCESSED VIA NEZ EAST CHANNEL AND CORRESPONDING TONES – SEE ABOVE**

## Frequently Used Helibases

### Dixie Guard Station 45° 31.235, -115° 30.933 / ELEV. 5148'

The Dixie FS Airstrip is available for establishing multiple helipads in times of extended fire operations. Minimal food and lodging available. There is a 500 gallon Jet A tank on site during fire season.



**Multiple Helispots Available**  
**- N/W apron of Runway -**  
**Jet A Seasonally Available**

### Powell Ranger Station 46° 30.528, -114° 42.568 / ELEV. 3410'

Powell and can accommodate up to a T2 and T3 simultaneously. Additionally, there are 2 landing pads for Type 1/2 helicopters at White Sands Helibase(46° 30.867, - 114° 41.438), two miles east of Powell. Food and lodging are available at Powell and Lolo Hot Springs in Montana. There is a 500 gallon Jet A tank on site during fire season



**2 Pads - Located Central to Powell Work Center /**  
**North of Lochsa River**  
**Jet A Seasonally Available**



## Musselshell Work Center 46° 21.43, -115° 44.56 / ELEV. 3185'

Large Grass Pad (can accommodate T2 and T3 simultaneously) with windsock are located across the road to the East of the work center. Lodging may be arranged through the local FMO. No other food or lodging is available on site. No Jet A



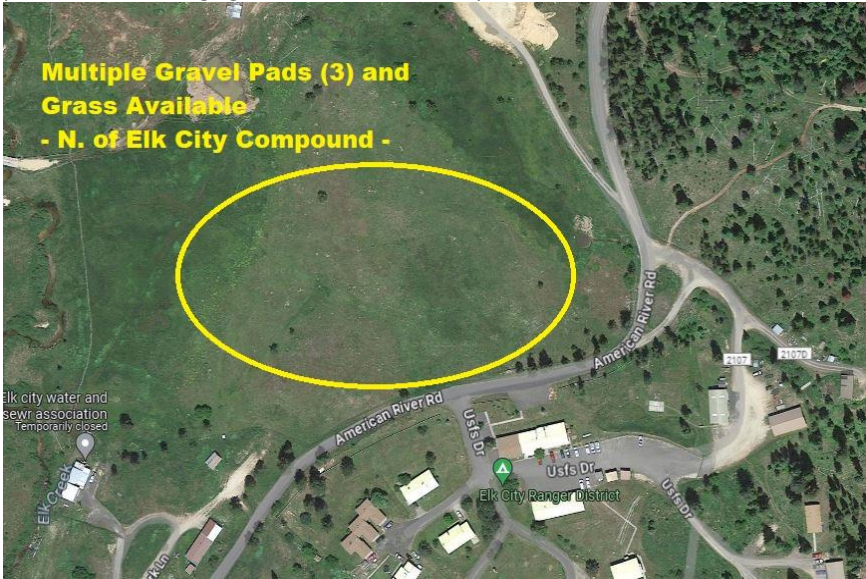
## Canyon Work Center 46° 50.20, -115° 35.21 / ELEV. 1725'

One Type 2 elevated concrete landing pad with windsock on West side of Compound. Lodging may be arranged through the local FMO. No other food or lodging is available on site. Ospreys have been frequently observed low level along the river in the Western approach/departure path. There is a 500 gallon Jet A tank on site during fire season



**York Helispot 45° 49.83, -115° 26.07 / ELEV. 4010'**

Located across the street from Elk City Ranger Station in Elk City, ID. Three gravel pads are present. Limited lodging/food available in Elk City. No Jet A.



**Seed Orchard 45° 34.481, -116° 18.062 / ELEV. 1821'**

Large agricultural field located between Slate Creek and Riggins on the East side of the Salmon River. Three Gravel Pads as well as many grass areas for T1/2/3 rotor wing. **Note:** Large high-tension wires to the South of the Seed Orchard and Lines along access road. Agricultural equipment may be working. No Jet A





## Additional Helispot Info in QR Below



## Remote Helicopter Fueling Site Procedures and Maintenance

USFS Government owned fueling sites on the Zone enhance operational flexibility and can assist in limiting fuel service vehicle movements over vast geographic areas. The intent of the remote fuel sites is to help ensure that Jet-A is available to support fire/resource management activities, as well as search and rescue support. The tanks reduce flight exposure and increase operational effectiveness by keeping aircraft tactically engaged rather than flying extended distances for fuel. They also allow aircraft to remain engaged while their fuel service vehicles are en-route or preclude the need for fuels service vehicles to be dispatched. Management of these sites requires strict adherence to quality control procedures to ensure clean fuel. At the identified sites, each Helitack Crew will be responsible to:

- Provide annual and periodic maintenance and oversight of each Jet-A storage facility on the Forest. Use Form HCM-3 Aircraft Fuel Facility Inspection Log for ongoing inspections.
- Perform a complete inspection at least monthly or at the time the facility is next utilized, whichever is sooner.
- Ensure each facility has a sufficient amount of fuel at all times. Tanks should be kept at least  $\frac{3}{4}$  full and all times.
- Keep Grangeville Dispatch advised of remote fuel trailer quantity after use.
- Brief contractors about government fuel. When used, the contractor will be charged at the national average rate (as per the current Flight Rate Chart) and they can expect that their fuel trucks will be utilized to refill the tanks throughout the season as needed.
- Contractors will be paid for Fuel Service Vehicle mileage.
- Inform the Forest Aviation Officer of any needs, problems, or concerns with the facilities.
- Charges and payments will be recorded **daily** on the pay documents.
- Fuel in tanks that has not been used for two full seasons will be considered for removal. Decision will be based upon number of gallons used/replaced, visual and biological testing, and aviation industry best practices.

Helitack Supervisor or assistant will be responsible to open and close fueling sites and ensure completion of the attached checklist. Upon opening/closing, ensure that the FAO, ATGS, Grangeville Dispatch and Helitack Base are notified: fuel trailers seasonally available at Dixie, Canyon, and Powell – Reference above helispot guide for locations.

During use, the aircraft pilot is responsible for the actual fueling of the aircraft. The manager must ensure that all use is properly documented in the Log Book, addressed on the payment document, and in the Aircraft Contract Daily Diary.

# Grangeville Air Center & Idaho County Airport Fuel Flow SOPs

- The Grangeville Air Center has an agreement (see attached permit) to allow the use of Contracted Vendors to use their own Fuel Trucks while at Idaho County Airport. It will require each Aircraft Manager/Vendor to keep track of its own fuel flowage and submit their gallons pumped prior to leaving to the Airport Manager or designee. The fuel flowage fees are to be dealt with directly between the vendor and the Idaho County Airport management.
- Helicopter Managers should note this information in the Daily Diary for information purposes.
- Track use with account code and number of gallons pumped onto the Flowage Use Form.
- Please contact any supervisor on the contact list with any questions.

## KGIC Ramp and Fuel Flow Fees

Per Idaho County Ordinance 64:

- For light planes, defined as any craft whose published gross weight is less than 12,500 pounds; \$5.00/day or \$50.00 per month when occupying 1200 sq. ft. of area or less.
- For heavy aircraft, defined as any craft whose published gross weight exceeds 12,500 pounds; \$5.00/day for each 1200 sq. ft. of area occupied for longer than 8 hours.
- Ramp/parking areas used as repair areas are \$10.00/day for each 1200 sq. ft. area occupied, plus liability for any damage caused to the asphalt service.
- Transient GA light planes will be allowed up to 5 days per calendar year at no cost.
- Ramp/Parking Fees are waived for the following aircraft: All Life Flight and Medivac additional aircraft fees may be waived by motion of the Idaho County Commissioners.
- **Current Fuel Flow Fee is \$0.12/Gal for fuel pumped from FSV to aircraft on KGIC property.**
- All associated fees paid to Idaho County
- Contact Mike Cook KGIC Manager at 208-983-1565

## MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

### Medical Incident Report

**FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.**

**FOR A MEDICAL EMERGENCY: IDENTIFY ON-SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.**

**Use the following items to communicate situation to communications/dispatch.**

**1. CONTACT COMMUNICATIONS / DISPATCH** (Verify correct frequency prior to starting report)

*Ex: "Communications, Div. Alpha, Stand-by for Emergency Traffic."*

**2. INCIDENT STATUS:** Provide incident summary (including number of patients) and command structure.

*Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical. IC is TFLD Jones. EMT Smith is providing medical care."*

Severity of Emergency / Transport Priority	<input type="checkbox"/> <b>RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE</b> <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2<sup>nd</sup> - 3<sup>rd</sup> burns more than 4 palm sizes, heat stroke, disoriented.</i> <input type="checkbox"/> <b>YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary.</b> <i>Ex: Significant trauma, unable to walk, 2<sup>nd</sup> - 3<sup>rd</sup> burns not more than 1-3 palm sizes.</i> <input type="checkbox"/> <b>GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport</b> <i>Ex: Sprains, strains, minor heat-related illness.</i>	
Nature of Injury or Illness & Mechanism of Injury	Brief Summary of Injury or Illness <i>(Ex: Unconscious, Struck by Falling Tree)</i>	
Evacuation Request	Air Ambulance / Short Haul/Hoist Ground Ambulance / Other	
Patient Location	Descriptive Location & Lat. / Long. (WGS84)	
Incident Name	Geographic Name + Medical <i>(Ex: Trout Meadow Medical)</i>	
On-Scene Incident Commander	Name of on-scene IC of Incident within an Incident <i>(Ex: TFLD Jones)</i>	
Patient Care	Name of Care Provider <i>(Ex: EMT Smith)</i>	

**3. INITIAL PATIENT ASSESSMENT:** Complete this section for each patient as applicable (start with the most severe patient)

Patient Assessment: See IRPG PAGE 106

Treatment:

**4. EVACUATION PLAN:**

Evacuation Location (if different): (Descriptive Location (drop point, intersection, etc.) or Lat. / Long.) Patient's ETA to Evacuation Location:

Helispot / Extraction Site Size and Hazards:

**5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:**

*Example: Paramedic/EMT, crews, immobilization devices, AED, oxygen, trauma bag, IV/fluid(s), splints, rope rescue, wheeled litter, HAZMAT, extrication*

**6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable**

Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *
COMMAND					
AIR-TO-GRND					
TACTICAL					

**7. CONTINGENCY: Considerations:** If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.

**8. ADDITIONAL INFORMATION:** Updates/Changes, etc.

**REMEMBER:** Confirm ETAs of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.

## Local Medical Facilities

Medical Facility	Location	Latitude	Longitude	Elevation	Frequency	Remarks
Syringa General Hospital (Idaho County Airport)	Grangeville, ID 208-983-1700	N 45° 56.459'	W 116° 07.097'	3309'	155.340 TX Tone 156.7	No Pad - Land at Idaho County Airport (KGIC) - Coordinates are for KGIC.
Clearwater Valley Hospital	Orofino, ID 208-476-4555	N 46° 29.191'	W 116° 15.576'	1104'	155.340 TX Tone 156.7	Type 3 Helipad
St. Mary's Hospital	Cottonwood, ID 208-962-3251	N 46° 03.048'	W 116° 21.149'	3554'	155.340 TX Tone 156.7	Type 2 Helipad - Power lines on North and East side of pad. Dispatch - Call nurse's station direct: 208-962-2310
St. Joseph's Regional Medical - Level II Trauma Center	Lewiston, ID 208-743-2511	N 46° 25.016'	W 117° 01.449'	888'	Primary 155.340 Secondary 155.280 TX Tone 156.7	Roof Top - Type 2 - 9,000 lb. Dispatch Call Lead ER nurse direct: 208-799-6626. Try 208-799-5799 if can't reach nurse direct. State Comm 800-632-8000
Gritman Medical Center	Moscow, ID 208-882-4511	N 46° 43.683'	W 117° 00.056'	2560'	155.340 TX Tone 156.7	Roof Top - Type 2 - 12,000lb Dispatch call ER direct: 208-669-0369
Sacred Heart Medical Center - Level II Trauma Center	Spokane, WA 509-474-3131	N 47° 38.947'	W 117° 24.778'	2034'	155.340 TX Tone 156.7	Roof Top - Type 2 - 10,000lb. Dispatch call ER direct: 509-474-3345 or 509-474-3342
St. Patrick's Medical Center - Level II Trauma Center	Missoula, MT 406-543-7271	N 46° 52.524'	W 113° 59.969'	3207'	155.280 TX Tone 156.7	Roof Top - Type 2 Dispatch call ER direct: 406-329-5635 Ext.#4 or, 406-329-2620 For St. Pats Dispatch Line
McCall Memorial Hospital (McCall Airport)	McCall, ID 208-634-2221	N 44° 53.841'	W 116° 06.017'	5025'	155.340 TX Tone 156.7	No Helipad - Land @ McCall Airport (KMYL) - Land on North Apron near compass rose. Dispatch call 208-634-2221 to advise hospital and initiate ground transport.
Community Medical Center - Level III Trauma Center	Missoula, MT 406-728-4100 ER Direct: 406-327-4171 Ext.#1	N 46° 50.910'	W 114° 2.866'	3200'	155.280 TX Tone 156.7	Type 2 Helipad Dispatch call ER Direct: 406-327-4171 Ext.# 1
Marcus Daly Memorial Hospital	Hamilton, MT 406-375-4440	N 46° 14.918'	W 114° 10.372'	3644'	155.280 TX Tone 156.7	Type 2 Helipad Dispatch call ER Direct: 406-375-4440
Mineral Community Hospital	Superior, MT 406-822-4841	N 47° 11.13'	W 114° 52.65'	2744'	155.280 TX Tone 156.7	Type 3 Helipad Dispatch call ER Direct: 406-822-4841 Trees along roadway. Chain link fences in area
Eastern Idaho Regional Medical Center Burn Center	3100 Channing Way Idaho Falls, ID 83404 Main Phone: 208-529-6111 ER Direct: 208-227-2001	N 43° 28.263'	W 111° 59.492'	4,705'	118.500 (KIDA Tower)	Three Pads T2/T3 N. of Facility, Land on South Pad or N. Grass Pad (Air Idaho Occupies Central Pad) Notify ER direct at 208-227-2001 Air Idaho Flight Medic Dispatch 800-247-4324 (Call Tower - EIRMC is within Class D Airspace)

UNLESS PATIENT CONDITION IS LIFE THREATENING OR CRITICAL, HELICOPTER SHOULD BE SHUT DOWN BEFORE OFF-LOADING PATIENT.



# Local Lodging Facilities

**GRANGEVILLE**

Gateway Motel	700 W. Main, Grangeville	(208)983-2500
Elkhorn Lodge	South 1st and E, Grangeville	(208)983-1500
Downtowner Inn	113 E. North, Grangeville	(208)983-1110
Super 8 Motel	801 W.S. 1st St. Grangeville	(208)983-1002

**WHITEBIRD**

The Confluence	Highway 95 South, Whitebird	(208) 565-0478
Whitebird Motel	Whitebird	(208)839-2308

**RIGGINS**

Riverview Motel	704 Main, Riggins	(208)628-3041
Salmon River	1203 S. Hwy 95, Riggins	(888)628-3025
Bruce Motel	515 Main, Riggins	(208)628-3005
Best Western Salmon Rapids	US Hwy 95, Riggins	(208)628-2743
Riggins Motel	615 S. Main, Riggins	(800)669-6739

**LUCILE**

Steelhead Inn	Milepost 210 Hwy 95, Lucile	(208)628-3044
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**COTTONWOOD**

The Country Haus	407 Foster, Cottonwood	(208)962-3391
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**DIXIE**

Silver Spur Lodge	Main St. Dixie	(208)842-2417
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**POWELL**

Lochsa Lodge	Powell	(208)942-3405
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**PIERCE**

Pierce Motel	509 S. Main, Pierce	(208)464-2324
The Timber Inn	2 S. Main, Pierce	(208)464-2736
Clearwater Hotel & Café	110 S. Main, Pierce	(208)464-2721

**LOWELL**

Lowell Motel & Gas	Lowell	(208)9268822
Three Rivers Resort	Lowell	(208)926-4430
Ryan’s Wilderness Inn & Cafe	Highway 12, Lowell	(208)926-4706

**KAMIAH**

Clearwater 12 Motel	Highway 12, Kamiah	(208)935-2671
Sundown	1004 3rd St. Hwy 12, Kamiah	(208)935-2568
Lewis & Clark Resort	Hwy 12, S of Kamiah	(208)935-2556

# Local Eateries

## GRANGEVILLE

The Depot	95 North, Grangeville	(208)983-0176
Peppers Taco Truck	500 E. Main, Grangeville	IG@pepperstacotruck
Three Mile Brewery (Th-Sat)	123 W. Main, Grangeville	(208)451-0292
Palenque Mexican Restaurant	711 W. Main, Grangeville	(208)983-1335
Pizza Factory	126 W. Main, Grangeville	(208)983-5555
Trails Restaurant	101 E. Main, Grangeville	(208)983-2106
Subway	179 Greenacres Lane	(208)983-3054
Nom Noms Gas Station	Main and 95, Grangeville	(208)983-7508
Season's Restaurant	124 W. Main, Grangeville	(208)983-4203
Jungle Gyms	1005 ID-13 Grangeville	(208) 507-3700
Melting Pot	521 W Main St, Grangeville	(208) 983-1701

## WHITEBIRD

Silver Dollar	Main St., Whitebird	(208)839-2293
Reds Restaurant	Main St., Whitebird	(208)839-2277
Wildside Steakhouse Saloon	Main St., Whitebird	(208)839-2626

## RIGGINS

Hells Gate BBQ	533 N. Main, Riggins	(208)628-9233
Summersville Café	106 S. Main, Riggins	(208)628-3211
Cattlemens	601 S. Main, Riggins	(208)628-3195
Seven Devils Steakhouse	312 N. Main, Riggins	(208)628-3351
Salmon River Inn		
208 Tacos		
River Rock Restaurant		

## PIERCE

Cedar Inn Restaurant & Lounge	412 S/ Main, Pierce	(208)464-2704
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## KAMIAH

Palenque Mexican Restaurant	501 4th St., Kamiah	(208)935-7700
Sacajawea Café	Lewis-Clark RV Park, Kamiah	(208)935-1958
The Hub	406 Main, Kamiah	(208)935-1670
Hearthstone	502 Main, Kamiah	(208)935-1912
Pizza Factory	814 Highway 12, Kamiah	(208)935-2134

## COTTONWOOD

The Hang Out	1 West Main, Cottonwood	(208)-962-7383
The County Haus	407 Foster Ave, Cottonwood	(208)962-3391

## Sunset Table – KGIC

<b>Day</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>
<b>1</b>	20:28	20:38	20:13	19:21	18:23
<b>2</b>	20:29	20:38	20:12	19:20	18:21
<b>3</b>	20:30	20:38	20:10	19:18	18:19
<b>4</b>	20:31	20:38	20:09	19:16	18:18
<b>5</b>	20:31	20:37	20:07	19:14	18:16
<b>6</b>	20:32	20:37	20:06	19:12	18:14
<b>7</b>	20:33	20:36	20:04	19:10	18:12
<b>8</b>	20:33	20:36	20:03	19:08	18:10
<b>9</b>	20:34	20:35	20:01	19:06	18:08
<b>10</b>	20:35	20:35	20:00	19:04	18:06
<b>11</b>	20:35	20:34	19:58	19:02	18:04
<b>12</b>	20:36	20:33	19:57	19:00	18:03
<b>13</b>	20:36	20:33	19:55	18:58	18:01
<b>14</b>	20:37	20:32	19:53	18:56	17:59
<b>15</b>	20:37	20:31	19:52	18:54	17:57
<b>16</b>	20:38	20:30	19:50	18:53	17:55
<b>17</b>	20:38	20:30	19:48	18:51	17:54
<b>18</b>	20:38	20:29	19:47	18:49	17:52
<b>19</b>	20:38	20:28	19:45	18:47	17:50
<b>20</b>	20:39	20:27	19:43	18:45	17:49
<b>21</b>	20:39	20:26	19:42	18:43	17:47
<b>22</b>	20:39	20:25	19:40	18:41	17:45
<b>23</b>	20:39	20:24	19:38	18:39	17:43
<b>24</b>	20:39	20:23	19:36	18:37	17:42
<b>25</b>	20:39	20:22	19:34	18:35	17:40
<b>26</b>	20:39	20:20	19:33	18:33	17:39
<b>27</b>	20:39	20:19	19:31	18:31	17:37
<b>28</b>	20:39	20:18	19:29	18:29	17:36
<b>29</b>	20:39	20:17	19:27	18:27	17:34
<b>30</b>	20:39	20:15	19:25	18:25	17:32
<b>31</b>		20:14	19:23		17:31

# Fire Traffic Area Procedures



## NWCG Fire Traffic Area (FTA)

**NWCG Standards for Aerial Supervision, PMS 505,**

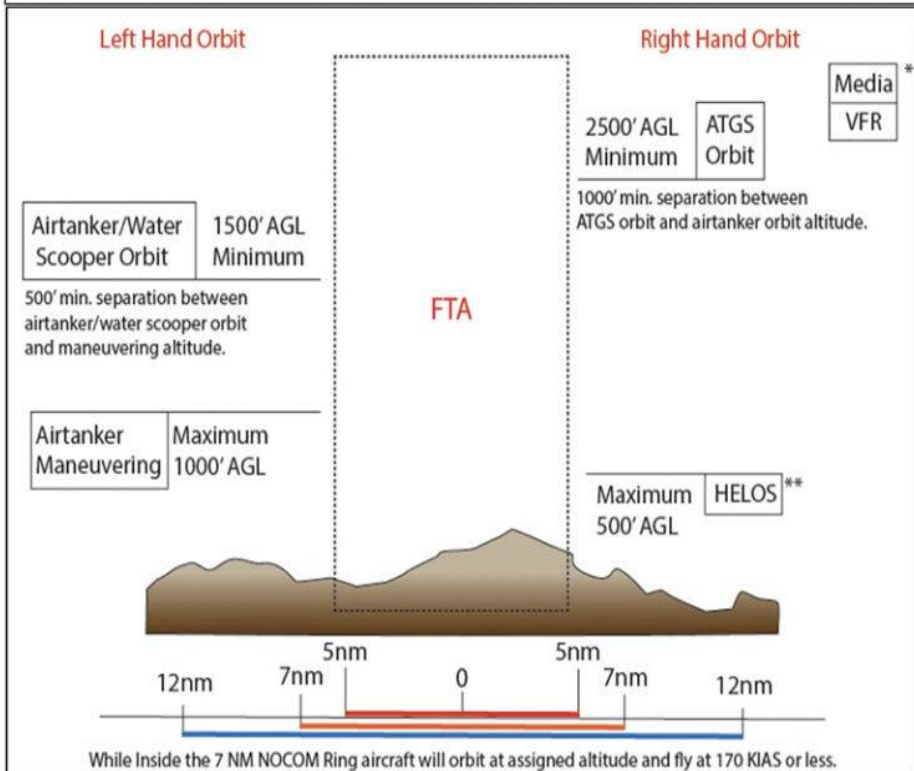
<https://www.nwcg.gov/publications/505>

**\*\*\*Clearance is required to enter the FTA\*\*\***

Initial Radio Contact: 12 nm on assigned air tactical frequency.

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.



\* Media and IAA Aircraft: Maintain VFR separation above highest incident aircraft or at the altitude assigned by the controlling aircraft.

\*\* Helicopters: Fly assigned altitudes, orbits, and routes.

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
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## Incident Airspace Reminders

An interagency airspace management tool containing an established communication protocol. The FTA is a section of airspace with a five nautical mile (NM) radius from the center point of an incident during fire suppression operations. Responding resources shall arrive on scene using the following procedures based on resource type.

- ATGS Orbit Altitude: 2,500 Above Ground Level (AGL), expressed using MSL, Right Hand Orbit.
- Airtanker and Water Scooper Orbit Altitude: 1,500 feet AGL, expressed using MSL, Left Hand Orbit.
- Airtanker Maneuvering Altitude: Ceiling of 1,000 feet AGL, expressed in MSL, Left Hand Orbit, 150 KIAS or less.
- Helicopter Orbit Altitude: Ceiling of 500 feet AGL, expressed in MSL, Assigned Left- or Right-Hand Orbit.

### Approach procedures include:

- Initial Communication Ring (ICOM) – A ring 12 nm from the center point of the incident. At or prior to 12 nm, inbound aircraft contact the ATGS or appropriate aerial resource for permission to proceed to the incident.
- No Communication Ring (NOCOM) – A ring 7 nm from the center point of the incident that should not be crossed by inbound aircraft without first receiving clearance from the appropriate on-scene incident aircraft. While within the NOCOM ring aircraft will operate at established/assigned altitudes and remain at 170 KIAS or less.

### Temporary Flight Restriction (TFR)

*NWCG Standards for Airspace Coordination*, PMS 520, <https://www.nwcg.gov/publications/520>.

All assigned/ordered aircraft must obtain clearance into the incident TFR by the on scene aerial supervisor or the official in charge of the on-scene emergency response activities. A resource order (IROC) or *NWCG Aircraft Dispatch Form*, PMS 250, is not a clearance to enter a TFR.

Responding aircraft must have reasonable assurance that there are no other aircraft in the TFR by making blind calls on the TFR frequency, other assigned air-to-air frequencies, and double checking with ground personnel (Incident Commander, Operations, or Helibase) before entering a TFR.

There may be multiple aircraft operations areas within a TFR.

### Remember: Non-incident aircraft may enter the TFR under the following conditions:

- The aircraft is carrying a law enforcement official.
- The aircraft is on a flight plan and carrying properly accredited news representatives.
- The aircraft is operating under the ATC approved IFR flight plan.
- The operation is conducted directly to or from an airport within the area or is necessitated by the impracticability of VFR flight above or around the area due to weather, or terrain; notification is given to the Flight Service Station (FSS) or ATC facility specified in the NOTAM to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities and is not conducted for observing the disaster.





# Nez-Perce Clearwater Initial Attack Size Up Form

**Fire Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_ **Time:** \_\_\_\_\_ **IC:** \_\_\_\_\_ **Repeater:** \_\_\_\_\_

**Township:** \_\_\_\_\_ **Range:** \_\_\_\_\_ **Section:**  $\frac{1}{4}$   $\frac{1}{4}$  **Section:** \_\_\_\_\_

**Lat:** \_\_\_\_\_ **Long:** \_\_\_\_\_

**Size (Acres):** \_\_\_\_\_ **Elevation:** \_\_\_\_\_ **Aspect:** \_\_\_\_\_

**Spread Rate:** fast / moderate / slow

**Slope Position (by 1/3):** upper / middle / lower

**Slope %:** 0 / 5 / 10 / 15 / 20 / 25 / 30 / 35 / 40 / 45 / 50 / Other \_\_\_\_\_%

**Fuel:** duff / grass / shrub / slash / p-pine / dfir / lp-pine / spruce / sb-alpn  
other \_\_\_\_\_

**Fuel Loading:** light moderate heavy

**Wind Direction:** \_\_\_\_\_ **Wind Speed:** \_\_\_\_\_

**Smoke Color:** blue white gray brown black

**Smoke Volume:** light moderate heavy

**Fire Behavior:** smoldering creeping running run/spot torching crowning  
torch/spot

**Flame Length:** 0-2' 2'-4' 4'-6' 6'-8' 8'-10' 10'-12'

**Cause:** lightning human other: \_\_\_\_\_

**Hazards:** snags helicopters structures etc.

**Spread Potential:** none low moderate high extreme

**Complexity Analysis Results:**     **Type 5**             **Type 4**             **Type 3**

**Special Needs/Additional Info** (Addl. Resources, Best Access, WUI, Control problems Etc.): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Nez-Perce Clearwater Initial Attack Size Up Form

**Fire Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_ **Time:** \_\_\_\_\_ **IC:** \_\_\_\_\_ **Repeater:** \_\_\_\_\_

**Township:** \_\_\_\_\_ **Range:** \_\_\_\_\_ **Section:** ¼ ¼ **Section:** \_\_\_\_\_

**Lat:** \_\_\_\_\_ **Long:** \_\_\_\_\_

**Size (Acres):** \_\_\_\_\_ **Elevation:** \_\_\_\_\_ **Aspect:** \_\_\_\_\_

**Spread Rate:** fast / moderate / slow

**Slope Position (by 1/3):** upper / middle / lower

**Slope %:** 0 / 5 / 10 / 15 / 20 / 25 / 30 / 35 / 40 / 45 / 50 / Other \_\_\_\_\_%

**Fuel:** duff / grass / shrub / slash / p-pine / dfir / lp-pine / spruce / sb-alpn  
other \_\_\_\_\_

**Fuel Loading:** light moderate heavy

**Wind Direction:** \_\_\_\_\_ **Wind Speed:** \_\_\_\_\_

**Smoke Color:** blue white gray brown black

**Smoke Volume:** light moderate heavy

**Fire Behavior:** smoldering creeping running run/spot torching crowning  
torch/spot

**Flame Length:** 0-2' 2'-4' 4'-6' 6'-8' 8'-10' 10'-12'

**Cause:** lightning human other: \_\_\_\_\_

**Hazards:** snags helicopters structures etc.

**Spread Potential:** none low moderate high extreme

**Complexity Analysis Results:**     **Type 5**     **Type 4**     **Type 3**

**Special Needs/Additional Info** (Addl. Resources, Best Access, WUI, Control problems Etc.): \_\_\_\_\_

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