

Cody Interagency Dispatch Center  
2501 Wright Bros Dr.  
Cody, WY 82414  
Office: 307-578-5740  
Fax: 307-578-5759

This guide is intended to familiarize you with the organization and local aviation operating procedures in the Cody Dispatch Zone. Contained within this guide is information relating to:

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## GENERAL

### ORGANIZATION

The Cody Interagency Dispatch Center area of influence is comprised of four federal agencies, BLM, USFS, NPS, and BIA, ten Wyoming Counties and the Wyoming State Division of Forestry. The mission of this organization is to provide safe, cost effective, and timely response of fire and aviation resources for wildland fires and other emergency management activities.

The Cody Interagency Dispatch Center (CDC) provides support for the following units:

- Bureau of Land Management  
    Wind River/Bighorn Basin District (WBD)
- U.S. Forest Service  
    Shoshone National Forest (SHF)  
    Bighorn National Forest (BHF)
- National Park Service  
    Bighorn Canyon National Recreation Area (BIP)
- Bureau of Indian Affairs  
    Wind River Agency (WRA)
- Bighorn County (BHX)
- Carbon County (CAX)
- Fremont County (FRX)
- Hot Springs County (HOX)
- Johnson County (JOX)
- Natrona County (NAX)
- Park County (PAX)
- Sheridan County (SHX)
- Sweetwater County (SWX)
- Washakie County (WAX)
- Wyoming State Division of Forestry (WYS/CDS)

## AVIATION CONTACTS

### Local CDC Aviation Officers

WBD, SHF, BHF Aviation Officer	Henry Gilliland	307-349-6823
WRA Aviation Officer	George Wells	307-332-4408

### State/Regional Aviation Contacts

BLM State Aviation Manager	Greg Reser	307-350-2202
USFS Regional Aviation Officer	Jim Lawson	719-388-3918
USFS Regional Aviation Safety Manager	Lea Weninkauf	720-512-1677
USFS Regional HOS	Tom Kenny	719-252-5586
NPS Regional Aviation Manager	Steve Sorensen	720-626-0738
BIA Regional Aviation Manager	Mike Amicarella	303-888-1505
WYS Aviation Manager	Chris Fallbeck	307-631-2594

### Wind River/Bighorn Basin District

BLM FMO	Rich Zimmerlee	307-921-2381
BLM AFMO	Vacant	

### Shoshone National Forest

USFS FMO	Mark Giacoletto	307-899-1221
USFS AFMO	Clint Dawson	307-899-2442

### Bighorn National Forest

USFS FMO	Jon Warder	307-752-2614
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### Bighorn Canyon National Recreation Area

FMO - Grand Teton NP	Chip Collins	307-690-4400
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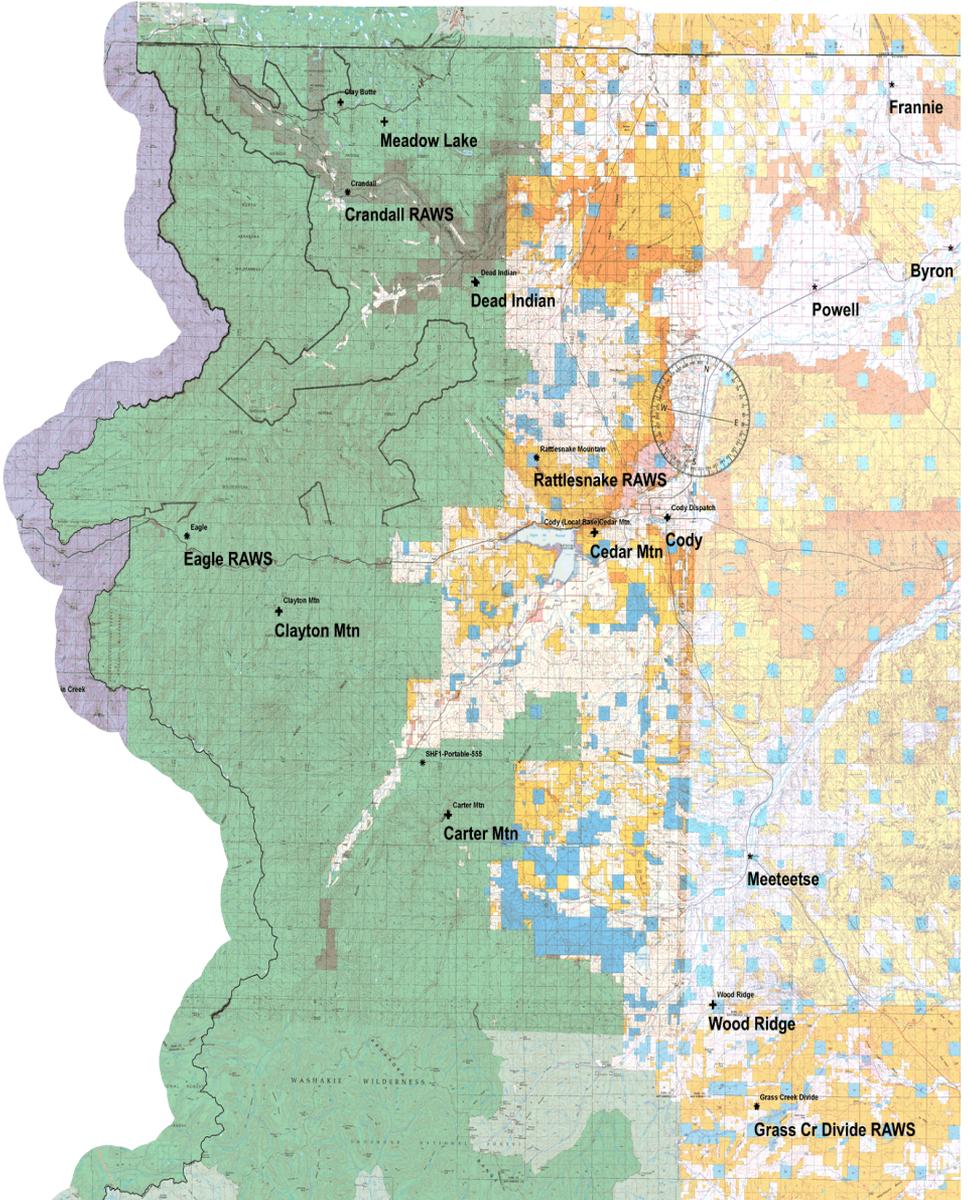
### Wind River Agency

BIA FMO	Dana Cook	307-330-5904
BIA FOS	George Wells	307-330-6908

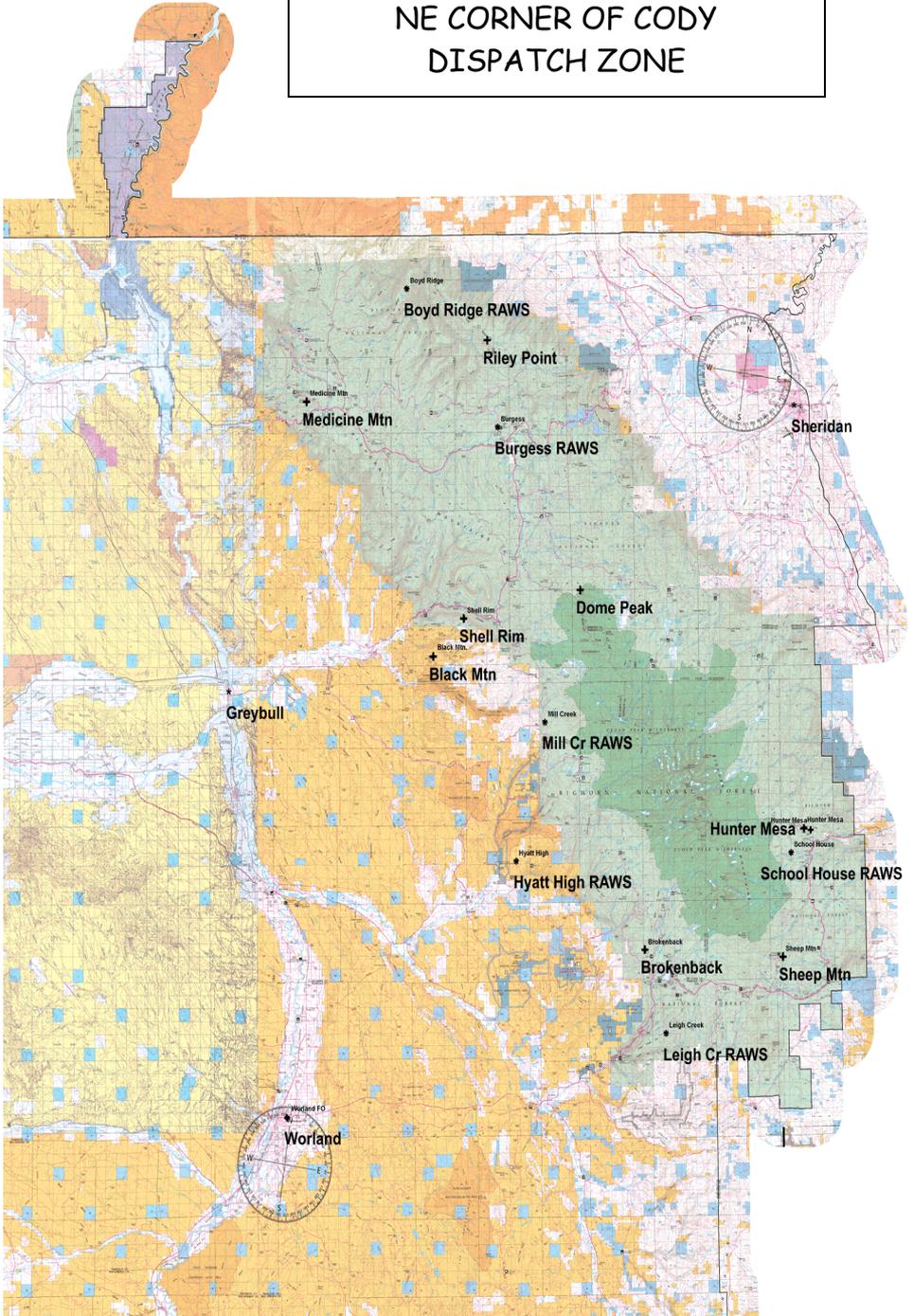
### Wyoming State Division of Forestry

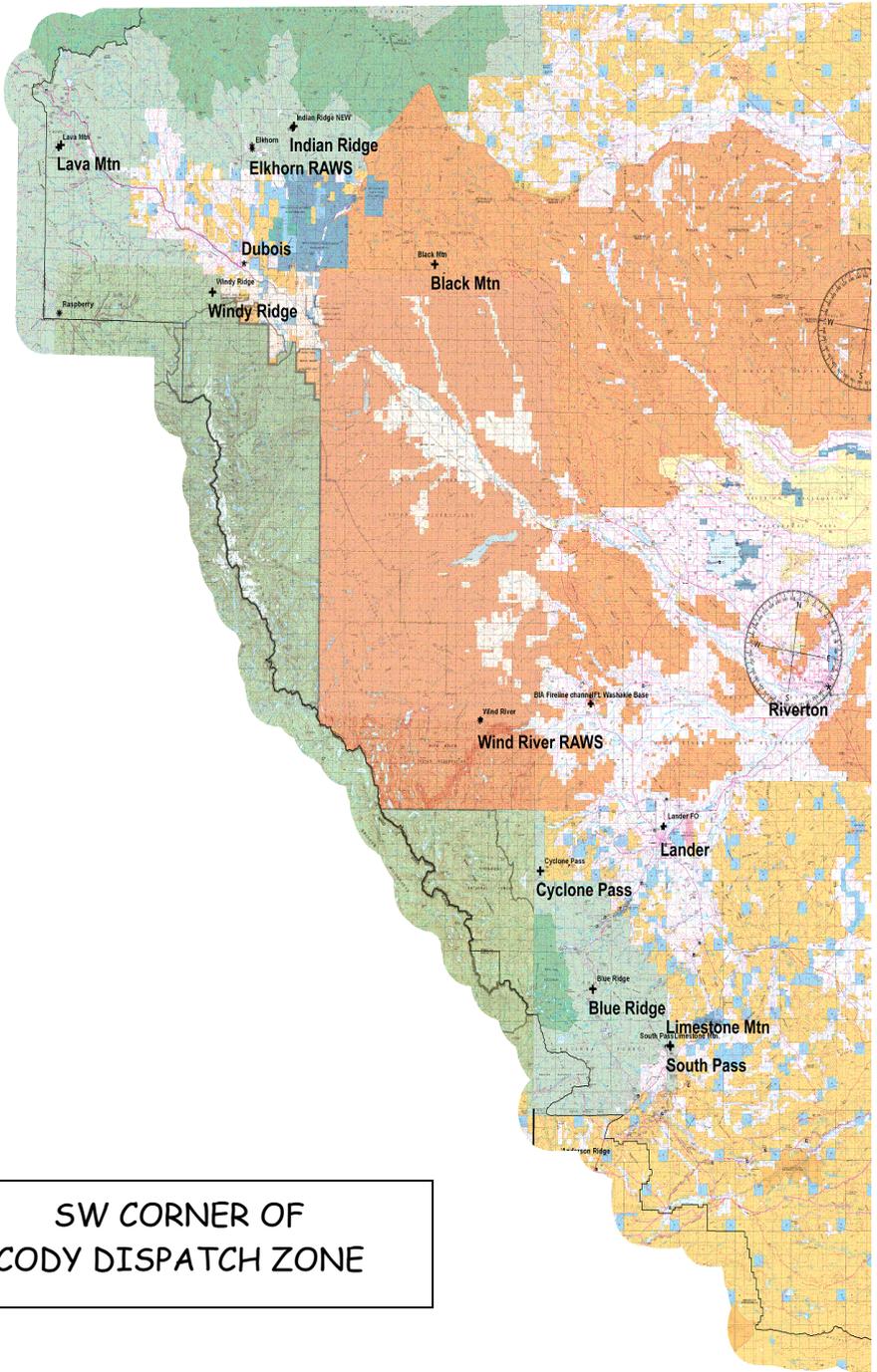
FMO	Anthony Schultz	307-286-6315
AFMO/Aviation Manager	Chris Fallbeck	307-631-2594
District Forester - Riverton	Josh Shroyer	307-851-1482
District Forester - Sheridan	Kelly Norris	307-620-2295
Duty Officer		307-777-5566

# NW CORNER OF CODY DISPATCH ZONE

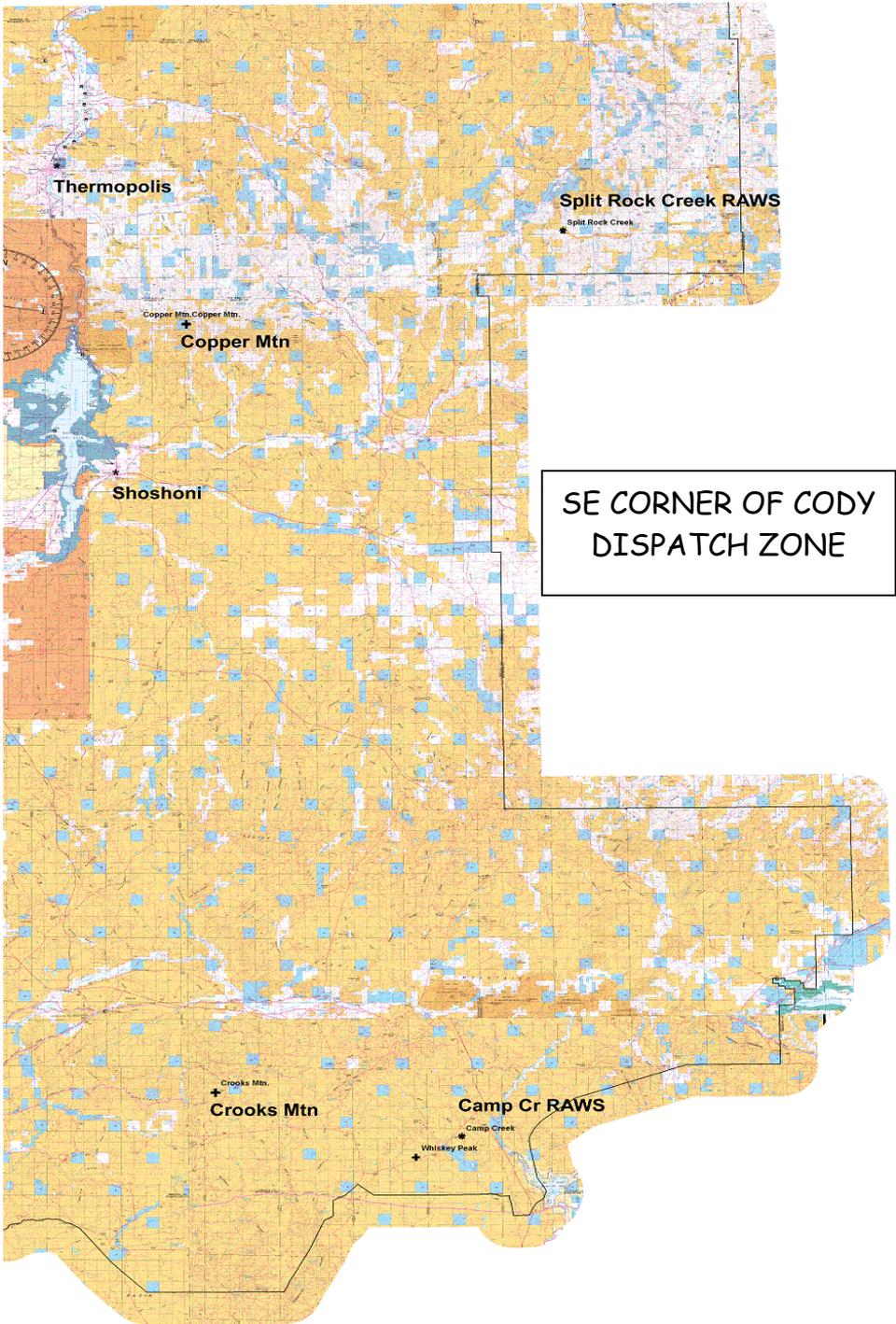


# NE CORNER OF CODY DISPATCH ZONE





SW CORNER OF  
CODY DISPATCH ZONE



# OPERATIONS

## AVIATION OPERATIONS

Aviation assets in Northwest Wyoming are dispatched out of the Cody Interagency Dispatch Center (CDC). Aviation resources will be dispatched based upon the "Closest Forces Policy", regardless of agency affiliation.

Dispatch Center is operational 7 days a week during fire season.

Normal operating hours: 0730-1800

**Location:** 2501 Wright Bros Dr. Cody, WY 82414

### **CDC Contact Phone Numbers:**

Aircraft Desk	307-578-5750
Dispatch Center (24 hrs.)	800-295-9954 307-578-5740
Fire Fax	307-578-5759
Email	<a href="mailto:wycdc@firenet.gov">wycdc@firenet.gov</a>

Aircraft hours of operations: 0900-1800 (pre-flights completed and ready to fly at 0900), hours could be extended on either end by management.

**A copy of all Aircraft Daily Cost sheets MUST be submitted to the UAO for all fire and non-fire flights. Submit costs to: [hqillila@blm.gov](mailto:hqillila@blm.gov)**

Aircraft managers must call into Cody Dispatch every morning and evening upon going in service and out of service. Information on status should be relayed at that time, such as upcoming pilot/crew swaps, mandatory days off, scheduled maintenance due on aircraft, needs, issues, etc. Cody Dispatch MUST be notified immediately of any maintenance or mechanical issues that take the aircraft out of service.

Morning briefing will consist of:

- 1) Weather
- 2) Resource line up
- 3) Scheduled Missions
- 4) Outstanding Requests
- 5) Upcoming Events (Ex. ATGS swap out)
- 6) Changes/Updates (EX. TFR updates)
- 7) Misc. (Questions, Comments, Concerns)

All personnel must be prepared to stay at a different location than where they originated from. This means taking your jammies with you every day!

You are expected to be self-sufficient and on per diem. If this is a problem contact the Aviation Manger/Dispatch Center immediately so arrangements can be made.

Upon demobilization or reassignment, a flight plan is required by dispatch. This should include all legs of the flight; identify type of flight following, if FAA flight plan has also been filed, manifest of personnel on board, and travel information for any support/chase vehicles.

**SAFECOM:** It is expected that a Safecom will be filed to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause an aviation related mishap. Notify the Aircraft Desk or Unit Aviation Officer on any Safecom submittals.

### **INITIAL RESPONSE OPERATIONS/PROTOCOL**

- All orders for aviation assets will come through the Cody Interagency Dispatch Center
- Information concerning the assignment will be relayed to the appropriate Aircraft Manager by the Aircraft Dispatcher
- All aircraft and crews are expected to be IA ready and in the air within 15 minutes of notification of assignment
- The Aircraft Manager will provide an estimated off time for the aircraft
- The pilot/manager will contact the dispatch center once in the air and provide flight information as appropriate (ie: ETE, FOB, SOB)
- The IA (Incident Action) number will be used in communications (referencing the fire) until the fire has been named.
- While enroute to an incident, do not deviate to check out another smoke - there may already be aircraft over that incident or responding to it - notify dispatch of the smoke and only go there if directed to do so by dispatch
- If you are the first resource on scene - provide a size-up to dispatch as soon as possible

**•Do not use any catchment type (reservoir or pond) water source without prior approval from the AFMO, FMO, or Dispatch unless it is a life safety issue. Make sure you document such decisions. If you spot a good water source and would like to use it, provide dispatch with the location (lat/long). Dispatch will contact the appropriate jurisdictional fire authority for permission.**

## Wyoming Dispatch Centers' Border Pilot Briefing

The boundary between adjacent dispatch centers has the potential for conflicted airspace when more than one dispatch center dispatches aviation resources to the common corridor. The common corridor, for purposes of airspace de-confliction, is defined as the area 5 statute miles on either side of the boundary line. Cody Interagency Dispatch Center shares boundaries with:

- Billings Interagency Dispatch Center to the Northeast
- Casper Interagency Dispatch Center to the South & East
- Bozeman Interagency Dispatch Center to the Northwest
- Teton Dispatch Center to the West
- Yellowstone Dispatch Center to the West-Northwest

To provide better aircraft coordination and safety along Wyoming dispatch centers' borders, the following will be followed:

- When flying in the areas near dispatch center and state line borders and you see a smoke column:
  - DO NOT divert to the smoke.
    - There may be other aircraft responding or enroute to the area.
- Contact the dispatch center you are currently flight following with BEFORE either crossing the border or entering within the 12nm Fire Traffic Area (FTA) limit for that column.
  - Cody Dispatch will contact the dispatch center responsible for that area and acquire information to ensure there are no aircraft present and your services are needed or desired. Also, as applicable, they will provide both the center and you (the aircraft) with necessary contact and response information.

### WEATHER/TOPOGRAPHY

The Cody Interagency Dispatch Zone (CDC Zone) is situated in the northwest quadrant of Wyoming. The CDC Zone is 15,238,113 acres and roughly covers 190 miles north to south and 140 miles east to west. The western part of CDC Zone reaches parts of the continental divide on the leeward side of the Absaroka's, Beartooth, and Wind River Mountains. The southern end of the CDC Zone extends from South Pass into the edges of the Great Divide Basin. The eastern edge extends up from the Rattlesnake Mountains and across the foothills of the Bighorn Mountains. The central to northern portions of the CDC Zone make up the Bighorn Basin which is bound by all of the mountain ranges mentioned along with the Owl Creek Mountains.

To access the Cody Interagency Dispatch Center's fire weather forecasts click on

[http://gacc.nifc.gov/rmcc/dispatch\\_centers/r2cdc/predictive/weather/weather.htm](http://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/predictive/weather/weather.htm)

### **Wind River/Big Horn Basin District**

Aviation operations in the Wind River/Big Horn Basin District are typically conducted over a variety of terrain with elevations ranging from 5,000 feet to 12,000 feet above sea level. Typically, climate conditions range from hot, dry summers to cold winters with heavy snowfall. Afternoon thunderstorms develop frequently and suddenly during the summer months. Parts of Wyoming are known for the extreme wind conditions that persist for several days or weeks during certain times of the year. The interaction of strong wind and mountain topography can create extreme hazards for all aircraft operations. Decreased aircraft performance due to high Density Altitude is a critical consideration when utilizing specific makes and models of aircraft, and when briefing pilots and aircrews.

- BLM WX Zones include: Worland BLM 282, 287; Lander BLM 283, 289; Cody BLM 275, 276. Use the Riverton WFO discussion.

### **Bighorn National Forest**

The 1.1 million acre Bighorn National Forest contains the Cloud Peak Wilderness Area which covers about 120,000 acres, and combined with additional road less areas, approximately 60% of the Forest is considered remote. Elevations range from 4,400 feet near Sheridan to over 13,300 feet on Cloud Peak. The mountains typically have cooler temperatures and stronger winds than the adjacent lowlands where most airports are located. Strong winds frequently form and are channeled where mountain ranges block the movement of high and low pressure systems creating strong pressure gradients. Significant thermal variations and temperature gradients form between the mountains and valleys creating significant hazards to aviation that include turbulence, lee-side mountain wave and rotor conditions, occasional severe thunderstorms, and high density altitude conditions.

- Bighorn NF WX Zone consists of 284 using the Billings WFO discussion.

### **Shoshone National Forest**

The 2.4 million acre Shoshone National Forest contains five Wilderness Areas which cover 1,378,440 acres, or about 57% of the Forest. A portion of the Forest lies along the east side of the Continental Divide in the Wind River and Absaroka Mountains. Elevations range from 4,600 feet near Cody to over 13,800 feet on Gannet Peak in the Wind River Range. The mountains typically have cooler temperatures and stronger winds than the adjacent lowlands where most airports are located. Strong winds frequently form and are channeled where mountain ranges block the movement of high and low pressure systems creating strong pressure gradients. Significant thermal variations and temperature gradients form between the mountains and valleys creating significant hazards to aviation that include turbulence, lee-side mountain wave and rotor conditions, occasional severe thunderstorms, and high density altitude conditions.

**Note:** Carter Mountain (SW of Cody) and Clayton (W of Cody) are prone to

unexpected high winds that can prevent a helicopter from being restarted once it has shut down. There have been situations in the past where a restart was not possible due to the influence of the wind on the rotor angle. The result was a damaged helicopter and stranded personnel. For operations on Carter Mountain and Clayton Mountain, shut down of the helicopter will not be permitted.

- Shoshone NF WX Zones include: 286, 288 using the Riverton WFO discussion.

## **HAZARDS**

There are several high tension power lines and numerous oil rigs scattered throughout the area. With the influx of oil and gas activity there are more aircraft, mainly helicopters associated with this activity, flying in the area. You must be very diligent in "See and Avoid" strategy.

There are few MTRs, SUAs, or other military operations within our dispatch area. However, there are military aircraft that do pass through at low levels and have in the past checked out smoke columns. The Aircraft Dispatcher will contact the military to de-conflict airspace whenever aircraft are operating in or near military airspace.

### **MTR**

IFR499 Segments IFR499 SK - IFR499 M1

IFR473 Segments IFR473 P - IFR473J

There are events that typically take place throughout the fire season such as hang gliding, hot air balloons, gliders, and VIP visits.

The Aviation Hazard Map is updated annually. You are encouraged to either stop by the dispatch center to review the map prior to commencing flight operations and/or the local Unit Aviation Manager/Officer will provide you with a copy.

### **AIRSPACE:**

<http://airspacecoordination.org/index.html>

The only place to find *all* TFR's posted graphically 7 days a week (during fire season). Contact dispatch for daily updates.

[http://tfr.faa.gov/tfr\\_map\\_ims/html/reg/scale3/tile\\_2\\_2.html](http://tfr.faa.gov/tfr_map_ims/html/reg/scale3/tile_2_2.html)

## **FLIGHT FOLLOWING PROCEDURES**

All flight following will be handled through the Cody Dispatch Center for all tactical fire missions. **The standard 15-minute check-in period will be followed, NO EXCEPTIONS!**

If aircraft are equipped with automated flight following (AFF), then the 15-minute tracking will be done by computer with a verbal "ops normal" check every 30 minutes, unless otherwise negotiated with dispatch.

Pilots must monitor at least one predetermined radio frequency as an alternate means of flight following in the event the AFF system fails in the aircraft or in dispatch. This is critical in case dispatch needs to cancel a mission, divert the aircraft to a higher priority incident, or relay other important information regarding hazardous weather, TFRs, etc.

Regardless of AFF being used, radio communications must be maintained with all aircraft which the dispatcher has agreed to flight follow. All aviation resources will flight follow using the National Flight Following frequency or a local designated command/repeater frequency.

Upon arrival over an incident, all aviation resources are expected to switch from NFF to the local designated command/repeater frequency for size up, tactical operations, additional resource needs, etc. Air to Ground communications will be used for aviation resources talking to on scene resources.

**While on an incident, communications will be maintained with dispatch at all times. If communications cannot be established and maintained, resources will disengage, unless otherwise approved by the Fire Management Officer or Duty Officer.**

**Emergency in-flight communications will utilize National Air Guard.** When using these frequencies, be sure to identify: **Cody Dispatch**, etc., as other dispatch centers in the area are using the same frequency and they may think you are calling them.

Air Operations within the Rocky Mountain Area will operate utilizing the **Fire Traffic Area (FTA)** scheme.

**All aviation incidents and accidents will be reported to the dispatch center immediately to ensure the proper procedures are implemented.** A Safecom will be required and a copy provided to the Unit Aviation Officer and/or Aircraft Dispatcher within 24 hours of the incident.

Cody Interagency Dispatch Center utilizes BLM and USFS radio systems for communications. Regardless of the jurisdiction of an incident, any of the repeaters may be used to communicate with dispatch. Radio relays are a viable option when encountering dead areas in the radio system.

## **FLIGHT PLANNING:**

The DOI Flight Request/Schedule Form (9400-1a) has been adopted as the national interagency standard dispatch form for all **point to point** flights. This form **MUST** be completed by the Flight Manager and/or the Aircraft Dispatcher and submitted to RMCC prior to aircraft departure.

For point to point flights, flight manager and/or pilot has the option to file FAA, NICC, or Agency flight following.

- **FAA** flight following requires the pilot to file a flight plan with the appropriate FAA facility. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan/flight following will be used (IFR vs VRF).
  - IFR plans are automatically provided FAA flight following.
  - VFR plans may or may not be provided FAA flight following depending on the Air Traffic Control Center.
- **NICC** will resource track all aircraft crossing Geographic Area boundaries, which have been ordered through NICC on aircraft orders, flight requests, and/or IA smokejumper orders.
  - On any flight requiring stops en-route to a destination, the Pilot or Flight Manager shall contact NICC at (800) 994-6312. Aircraft support vehicles should contact NICC at fuel stops.
  - The Pilot or Flight Manager will notify NICC of any route changes or delays exceeding 30 minutes.
- **Agency** flight following may require coordination with adjoining dispatch centers in the flight path, to assure the dispatch center will be staffed and available to assist in SAR and overdue/missing aircraft. The originating dispatch center will remain staffed until the aircraft has transferred through a documented, positive handoff.

If an aircraft misses a scheduled check in and is deemed overdue or missing, the Cody Interagency Dispatch Center will implement the Interagency Aviation Mishap Response Plan.

## AGENCY HELISPOTS

<b>BIGHORN NF</b>				
Big Goose WC	44 36.100	107 12.850	7723 ft	T53N/R86W/S1
Burgess RS	44 47.428	107 31.933	7935 ft	T56N/R89W/S36
Hunter Mesa WC	44 20.133	106 57.117	8070 ft	T50N/R84W/S3
Porcupine RS	44 49.766	107 50.900	8835 ft	T56N/R91W/S18
Shell RS	44 32.983	107 30.500	7650 ft	T53N/R88W/S19
TYRELL WC	44 11.233	107 15.000	8358 ft	T49N/R86W/S30

<b>SHOSHONE NF</b>				
Crandall (NZ)	44 50.800	109 38.000	6522 ft	T56N/R106W/S9
Double Cabin (NZ)	43 48.300	109 33.600	8070 ft	T44N/R106W/S3
Horse Creek GS (SZ)	43 40.500	109 38.600	8454 ft	T43N/R107W/S24
Sinks Canyon (SZ)	42 44.200	108 50.000	6850 ft	T32N/R100W/S19
South Fork RS (NZ)	44 09.416	109 36.016	6364 ft	T48N/R106W/S4
Sunlight (NZ)	44 43.600	109 33.500	6919 ft	T55N/R105W/S19
Wapiti RS (NZ)	44 27.816	109 35.133	5902 ft	T52N/R106W/S15
Union Pass (SZ)	43 33.866	109 49.066	8340 ft	T42N/R108W/S33

<b>WIND RIVER AGENCY</b>				
WRA Helibase	43 00.350	108 53.100	5568 ft	T1S/R1W/S4

## SEAT BASES/AIRPORTS

Several airports are used in support of wildland fires in this area. There is an established SEAT Base at Greybull (GEY) and Riverton (RIW) ran by the Wind River/Bighorn Basin District - BLM. Contact the WBD Duty Officer for activation at 307-347-3473

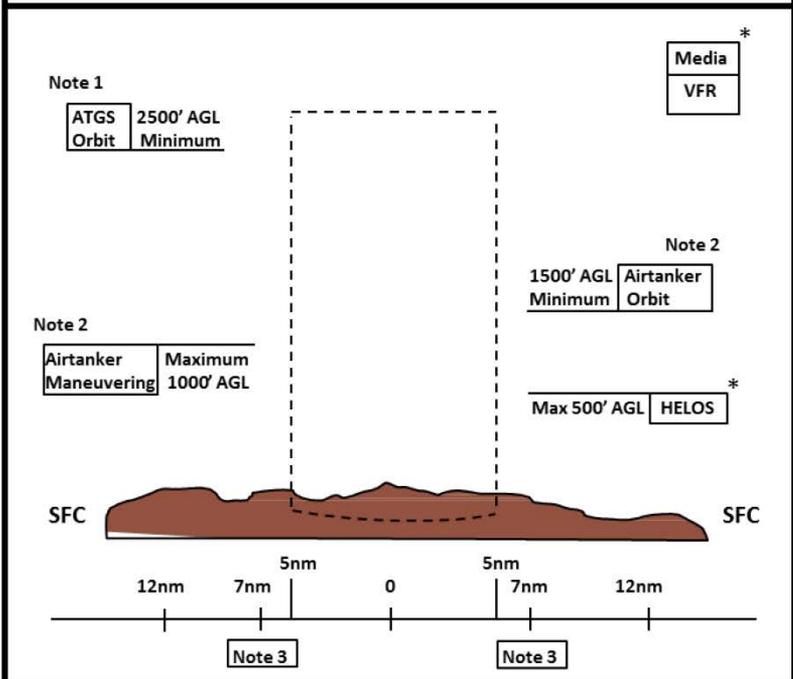
## Fire Traffic Area (FTA) 09 Dec 2015

**\*\*\* 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.



**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.

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

**\* Media:** Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

Airtanker Base As Assigned	Air Guard 168.625 Tx Tone 110.9	Air to Air As Assigned	National Flight Following 168.650 Tone 110.9 TX and RX
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**National Interagency Airspace: <http://airspacecoordination.org>**

## Incident Aerial Supervision Requirements Rocky Mountain Area

### Interagency Aerial Supervision Requirements

When aerial supervision resources are co-located with retardant aircraft, they should be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations. Incidents with 3 or more aircraft over/assigned to them should have aerial supervision over/assigned to the incident. Federal policy dictates additional requirements as listed below.		
Situation	Lead /ATCO/ASM	ATGS
Airtanker not IA rated	Required	****
MAFFS	Required	****
VLAT	Required	****
When requested by airtanker, ATGS, Lead, ATCO, or ASM	Required	Required
Foreign Government airtankers	Required if no ATGS	Required if no Lead/ATCO/ASM
Multi-engine airtanker: Retardant drops conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to sunset to 30 minutes after sunset.	Required if no ATGS	Required if no Lead/ATCO/ASM
Single engine airtanker (SEAT): SEATS are required to be "on the ground" by $\frac{1}{2}$ hour after sunset.	See level 2 SEAT requirements	See level 2 SEAT requirements
Level 2 SEAT requirements: Level 2 rated SEAT operating over an incident with more than one other tactical aircraft on scene.	Required if no ATGS	Required if no Lead/ATCO/ASM
Retardant drops in congested/urban interface areas.	Order	May use if no Lead/ATCO/ASM
Periods of marginal weather, poor visibility, or turbulence.	Order	Order

NOTE: Aerial Supervision Modules may act as either a Lead Plane or ATGS depending on incident requirements and other regional/national priorities.

### Incident Management Teams

Aviation resources assigned to large and/or extended attack fires in the Cody Dispatch Zone will report to the Incident Commander, Operations, and/or Air Operations. The AOB, ASGS, ATGS, and/or Helibase Manager will coordinate with the aircraft dispatcher on missions, outstanding requests, crew swaps, frequency changes, TFR updates, and hours of operation.

Cody Dispatch will flight follow all tactical aircraft to and from the incident. Once on scene, the aviation resources become the responsibility of the Incident Management Team.

In the event of an initial attack, responding aviation resources will flight follow with the dispatch center. The IC/OPS/AOBD and aircraft dispatcher will coordinate on available initial attack aviation resources.

At the end of each shift, the AOBD or designated incident aviation point of contact, will contact the aircraft desk to confirm all aircraft have landed for the evening.

AOBD will collect aircraft costs and submit to finance.

**Note: Incident Management Teams are required to request their own discrete tactical frequencies for their incident. Unless mutually agreed upon during the Delegation of Authority, the Dispatch Office will flight follow all tactical aircraft to and from the incident. Once on scene, the aviation resources become the responsibility of the Incident Management Team.**

### **Aerial Delivery Policy – CH 12 Redbook**

Contact the local unit aviation officer if you have additional questions about the following:

- Avoid aerial application of all wildland fire chemicals within 300 feet of waterways.
- Additional mapped avoidance areas may be designated by individual agencies..
- Whenever practical, as determined by the fire incident commander, use water or other less toxic wildland fire chemical suppressants for direct attack or less toxic approved fire retardants in areas occupied by threatened, endangered, proposed, candidate or sensitive species (TEPCS) or their designated critical habitats.

### **Preventing Spread of Aquatic Invasive Organisms**

Contact the local Aviation Officer for best practices when decontaminating buckets or tanks.

Firefighter and public safety is still the first priority, but aquatic invasive plants and animals pose a risk to both the environment and to firefighting equipment. The following guidelines were developed to help avoid the spread of aquatic invasive species:

- Avoid contacting mud and aquatic plants in any body of water.
- Avoid transferring water between drainages or between unconnected waters within the same drainage. Avoid dumping water directly from one stream or lake into another.

- Avoid sucking organic and bottom material into water intakes when drafting or dipping from streams or ponds.
- Avoid obtaining water from multiple sources during a single operational period unless drafting/dipping equipment is sanitized between sources.

If contamination of gear with raw or mud/plants is unavoidable make sure all equipment that comes into contact with raw water is sanitized.

- Establish sanitation areas where there is no potential for runoff into waterways, storm drains, or sensitive habitats.

Refer to the following Wyoming Game and Fish website to learn more about decontaminating equipment.

[https://wgfd.wyo.gov/WGFD/media/content/PDF/Fishing/AIS\\_FIREEQUIPMENT.pdf](https://wgfd.wyo.gov/WGFD/media/content/PDF/Fishing/AIS_FIREEQUIPMENT.pdf)

## **PAYMENT**

Forest Service Payment - Aviation Business System (ABS)

<http://www.fs.fed.us/business/abs/>

DOI Payment - OAS 23E

<https://www.doi.gov/aviation/aqd/ams>

## **GUIDES & MANUALS**

Interagency Standards for Fire & Aviation Operations (Redbook)

[http://www.nifc.gov/policies/pol\\_ref\\_redbook.html](http://www.nifc.gov/policies/pol_ref_redbook.html)

DOI Field Reference Guide for Aviation Users

[http://www.doi.gov/aviation/library/guides\\_index.cfm](http://www.doi.gov/aviation/library/guides_index.cfm)

Forest Service 5700 Manual - Aviation Management

[http://www.fs.fed.us/fire/aviation/av\\_library/](http://www.fs.fed.us/fire/aviation/av_library/)

Interagency Helicopter Operations Guide (IHOG)

[http://www.fs.fed.us/fire/aviation/av\\_library/](http://www.fs.fed.us/fire/aviation/av_library/)

Interagency Aerial Supervision Guide (IASG)

[http://www.fs.fed.us/fire/aviation/av\\_library/](http://www.fs.fed.us/fire/aviation/av_library/)

Interagency Single Engine Air Tanker Operations Guide (ISOG)

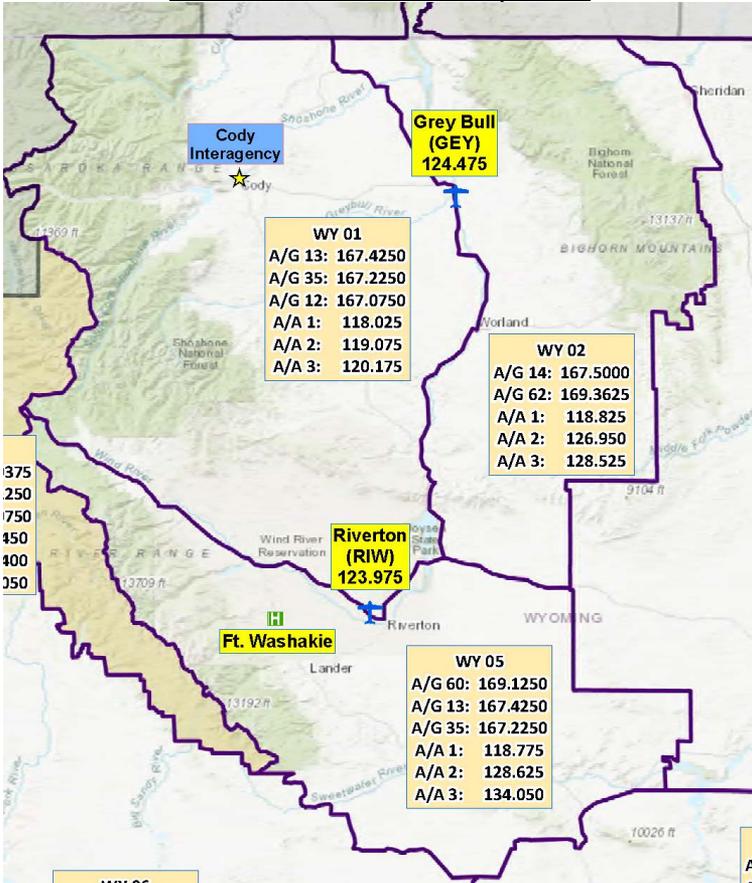
[http://www.fs.fed.us/fire/aviation/av\\_library/](http://www.fs.fed.us/fire/aviation/av_library/)

Interagency Smokejumper Operations Guide (ISMOG)

[http://www.fs.fed.us/fire/aviation/av\\_library/](http://www.fs.fed.us/fire/aviation/av_library/)

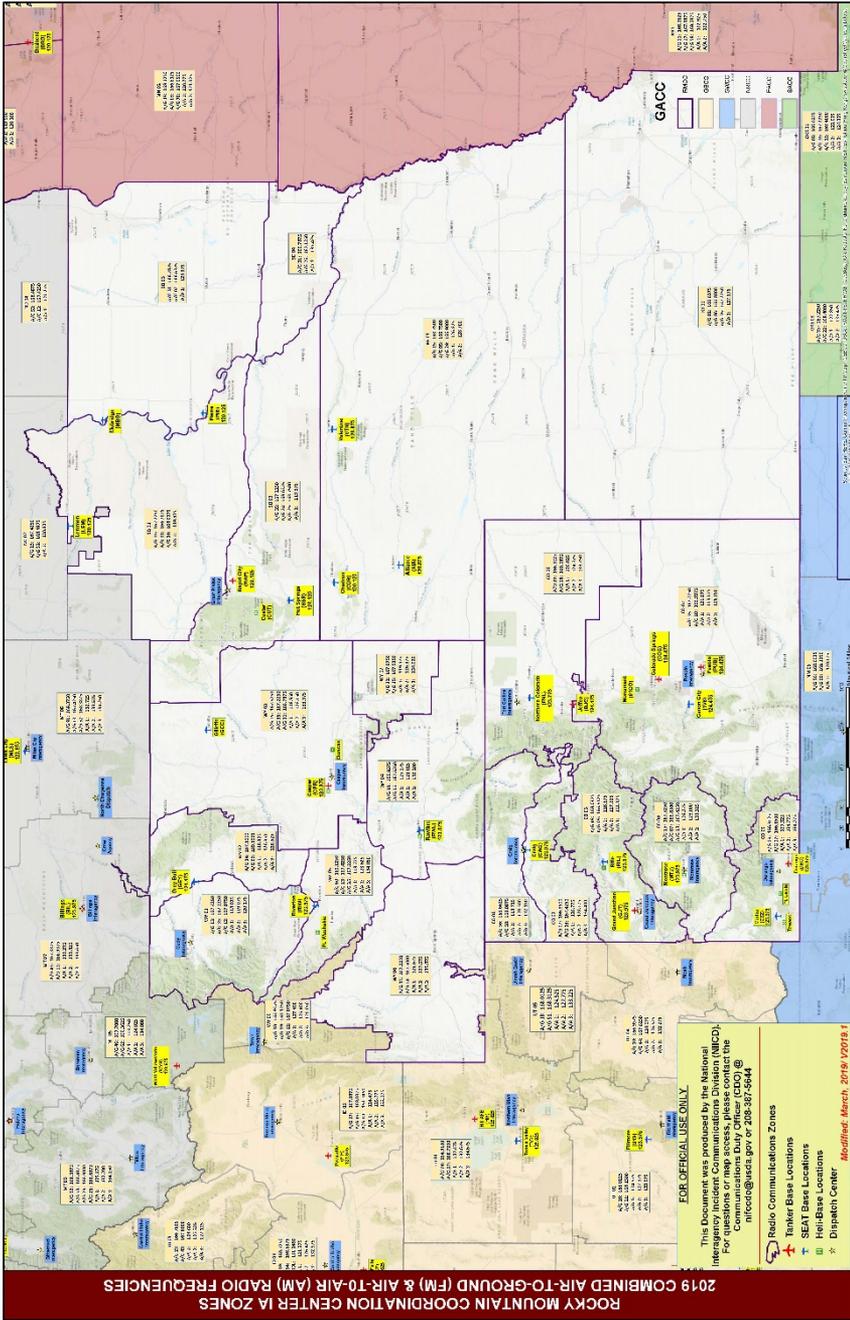
# Communications:

## Controlled Unclassified Information (CUI)//BASIC CDC area A/G & A/A Map 2019



**Note:** The Cody Interagency Dispatch Center will assign the incident Air to Air and Air to Ground frequencies.

# Rocky Mountain Area A/G & A/A Map 2019



**CODY DISPATCH CENTER RADIO COMMUNICATIONS PLAN  
2019**

**BASIC RADIO CHANNEL UTILIZATION**

All Frequencies are Narrow Band unless otherwise noted

**Controlled Unclassified Information (CUI)//BASIC**

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	REMARKS
BLM - Wind River Big Horn Basin District	Cody/Worland/Lander	168.5250		168.5250		Cody/Worland/Lander
	Cedar Mountain	168.5250		172.4375	123.0	Cody Area
	Copper Mountain	168.5250		172.4375	131.8	Worland/Lander
	Black Mountain	168.5250		172.4375	110.9	Worland
	Limestone	168.5250		172.4375	136.5	Lander
	Crooks Mountain	168.5250		172.4375	146.2	Lander
	VFire 21 Mutual Aid	154.2800		154.2800		
	Fire 1	166.6375		166.6375		
	Fire 2	166.8250		166.8250		
	Worland Portable	168.5250		172.4375	167.9	
Shoshone National Forest	North Zone Direct	170.5000		170.5000	110.9	Cody Area
	Dead Indian	170.5000		164.1000	156.7	Sunlight Basin
	Sunlight (non-fire)	172.3250		164.8250	146.2	Sunlight Rec
	Meadow Lake	170.5000		164.1000	123.0	Beartooth Mtn.
	Beartooth (non-fire)	172.3250		164.8250	136.5	Beartooth Rec
	Clayton	170.5000		164.1000	131.8	North Fork
	Carter Mountain	170.5000		164.1000	146.2	South Fork &
	Wood Ridge	170.5000		164.1000	103.5	Greybull River
	NZ Portable	172.3250		164.8250	114.8	
WR = Wind River	WR Direct (Dubois)	172.3750		172.3750	110.9	Dubois Area
	Indian Ridge	172.3750		164.8750	146.2	North of Dubois
	WR Black Mountain	172.3750		164.8750	131.8	Worland/Lander
	Windy Ridge	172.3750		164.8750	110.9	West end of Dubois
	Lava Mountain	172.3750		164.8750	103.5	
	WR Portable	172.3750		164.8750	114.8	
WK = Washakie	WK Direct (Lander)	172.3250		172.3250	110.9	Lander Area
	WK Black Mountain	172.3250		164.8250	131.8	North end of district
	Cyclone Pass	172.3250		164.8250	156.7	
	South Pass	172.3250		164.8250	123.0	
	Blue Ridge	172.3250		164.8250	167.9	
	WK Portable	172.3250		164.8250	114.8	
	Work #1	168.6125		168.6125		
	VFire 21 Mutual Aid	154.2800		154.2800		
	SHF Fire Tac	168.7500		168.7500		
	R2 Fire Tac	168.6750		168.6750		

**Controlled Unclassified Information (CUI)//BASIC**

**CODY DISPATCH CENTER RADIO COMMUNICATIONS PLAN  
2019**

**BASIC RADIO CHANNEL UTILIZATION**

All Frequencies are Narrow Band unless otherwise noted

**Controlled Unclassified Information (CUI)//BASIC**

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	REMARKS
Bighorn National Forest	NE Direct	170.4750	110.9	170.4750	110.9	Sheridan Area North/East
	Dome Peak	170.4750	110.9	164.1500	167.9	
	Dry Fork	170.4750	110.9	164.1500	156.7	
	NE Portable	170.4750	110.9	164.1500	103.5	
	South Direct	169.9250	110.9	169.9250	110.9	Buffalo Area South/East side South end South/West side
	Hunter Mesa	169.9250	110.9	164.9375	131.8	
	Sheep Mountain	169.9250	110.9	164.9375	192.8	
	Brokenback	169.9250	110.9	164.9375	107.2	
	South Portable	169.9250	110.9	164.9375	103.5	
	NW Direct	170.5250	110.9	170.5250	110.9	Lovell Area North/West West side
	Medicine Mountain	170.5250	110.9	162.6125	156.7	
	Shell Rim	170.5250	110.9	162.6125	123.0	
	NW Portable	170.5250	110.9	162.6125	103.5	
	Work 1	163.7125	110.9	163.7125	110.9	
Work 2	168.6125	110.9	168.6125	110.9		
BH Fire Tac	166.5500			166.5500		
R2 Fire Tac	168.6750			168.6750		
Bighorn Canyon NRA	NPS Wapa North	170.3875	131.8	166.3000	131.8	
	NPS Medicine Mtn	169.5500	131.8	164.2500	131.8	
	NPS South Direct	169.5500	131.8	169.5500	131.8	
Yellowstone National Park	Lamar Direct	166.3750	192.8	166.3750	192.8	
	Lamar	166.3750	192.8	166.9750	192.8	
	North Direct	166.3250	167.9	166.3250	167.9	
	North - Washburn	166.3250	167.9	166.9250	167.9	
	South Direct	165.5875	110.9	165.5875	110.9	
	South - Sheridan	165.5875	110.9	164.8000	110.9	
	Top Notch - South Fire Cache Ops (FF)	165.5875 172.5000	118.8 103.5	164.8000 172.5000	118.8 103.5	
BIA Wind River Agency	BIA Direct	172.1125		172.1750		
	Black Mountain	172.1125		165.1750	107.2	
	Boysen Peak	172.1125		165.1750	118.8	
	Signal Hill	172.1125		165.1750	110.9	
	BIA Fire Tac	166.7250		166.7250		
BIA Crow Agency	Wolf Mountain Rptr	166.2750		167.1250	107.2	
	Pryor Mountain Rptr	166.2750		167.1250	114.8	
	Fire Net 1	166.2750		166.2750		

**Controlled Unclassified Information (CUI)//BASIC**

**CODY DISPATCH CENTER RADIO COMMUNICATIONS PLAN  
2019**

**BASIC RADIO CHANNEL UTILIZATION**

All Frequencies are Narrow Band unless otherwise noted

**Controlled Unclassified Information (CUI)//BASIC**

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	REMARKS
Park County Fire	PCFD#2 PCFD#2 Rptr PCFD#3	155.8950 155.8950 154.2500		155.8950 153.8750 154.2500	100.0	Cody Cody Meeteetse
Other County and Federal/State	Big Horn Co Fremont Co Tac1 Fremont Co Rptr Fremont Co Rptr Fremont Co Tac2 Hot Springs Co Tensleep Tac Worland Fire VFire21 VMed28 WY State	154.7250 154.3550 155.1150 155.1150 154.4000 154.4150 155.9400 154.2050 154.2800 155.3400 154.8750		155.8500 154.3550 155.7750 155.7750 154.4000 150.8050 155.9400 154.2050 154.2800 155.3400 154.8750	100.0  123.0 107.2  107.2   156.7	Limestone Cooper       State wide medivac Mutual Aid Law
NIFC Tac #1 NIFC Tac #2 NIFC Tac #3	Tactical #1 Tactical #2 Tactical #3	168.0500 168.2000 168.6000		168.0500 168.2000 168.6000		Assigned by Dispatch to Incident
National Interagency	National Flight Following	168.6500	110.9	168.6500	110.9	Dispatch
National Interagency	Air Guard	168.6250		168.6250	110.9	Aircraft Emergency

**Controlled Unclassified Information (CUI)//BASIC**

# Meals/Lodging

## Restaurant Rules

These rules apply to personnel or crews that need meals provided by local procurement because they are not self-sufficient.

- Bring receipt back to local procurement office that set up your meals with names of personnel or Crew Name written on it (legibly) or copy of manifest attached.
- No Alcohol can be purchased!
- No in room movies or meals are to be charged to your room.
- Meal Limits (all towns in our unit are \$55 except Cody which is \$71)

M & IE	\$55	\$71
Breakfast	13	17
Lunch	14	18
Dinner	23	31
Incidentals	5	5

- Lodging Rates (excluding taxes):

Cody, Wyoming

\$115 Oct 1 - May 31

\$172 June 1-Sept 30

\$94 for all other communities within our unit

For other locations reference this website:

<http://www.gsa.gov/portal/content/104877>

**Remember: You are a reflection of this organization while working here. Be respectful and courteous in and around the communities. We depend on these vendors to provide services to you!**

## MOTELS

### Cody

AmericInn Lodge & Suites	307-587-7716
Best Western Sunset Motor Inn	307-587-4265
Holiday Inn	307-587-5555
Comfort Inn	307-587-5556
Buffalo Bill's Irma Hotel	307-587-4221
The Cody	307-587-5915
Kings Inn Cody	307-527-6604
Super 8	307-527-6214
KOA Campground	307-587-2369
Ponderosa Campground	307-587-9203

### Thermopolis

Best Western The Plaza Hotel	307-864-2939
Days Inn	307-864-3131

### Buffalo

Comfort Inn	307-684-9564
Holiday Inn Express	307-684-9900
Buffalo Inn	307-684-7000
Quality Inn	307-684-2256

### Riverton

Rodeway Inn & Suites	307-856-2900
Hoilday Inn	307-856-8100
Paintbrush Motel	307-856-9238
Comfort Inn	307-856-8900

### Lander

The Inn at Lander	307-332-2847
Frontier Lodge	307-332-2300
Pronghorn Lodge	307-332-3940
Holiday Inn	307-332-4005

### Sheridan

Best Western Sheridan Center	307-674-7421
Days Inn	307-672-2888
Hampton Inn & Suites	307-673-2734
Quality Inn	307-672-5098

### Powell

Super 8	307-754-7231
Lamplighter Inn	307-754-2226
Park Motel	307-754-2233

### Worland

Comfort Inn	307-347-9898
Super 8	307-347-9236

Ask for the government rate - some rates change daily (ie: Cody) depending on local events.

See previous page for per diem information.

## EMERGENCY PROCEDURES

### NOTIFY CODY DISPATCH IMMEDIATELY CONCERNING ANY MEDICAL EMERGENCY

- Cody Dispatch will clear the frequency until the emergency is resolved
- Stay calm and provide information to Dispatch concerning the nature of the injury(s) and patient(s) information.
  - Number of patients
  - Location of patients
  - Type, or extent, of injury(s) - vitals, time of injury
  - Age and gender of patient(s)
  - Type of medical personnel on scene

**DO NOT SAY THE VICTIM'S NAME OVER THE RADIO!**

Call for an ambulance to respond.

If there is a question in your mind whether it should be a ground ambulance or a Life Flight - request a Life Flight!

- Recommend type of medical response (Life Flight, ground ambulance, etc)
- Maintain communication with Dispatch for updates and to receive ETA's for assistance

Information on the following form will need to be gathered for all Medivacs.

Dispatch will go through the information with the reporting party, completing as much of the information as possible. As additional information is known, it will be passed to responding personnel in transit.

**\*In the event a Life Flight is ordered, resources will establish contact with the medical helicopter using the frequency VMED28 RX/TX 155.3400, TX tone 156.7**

If contact cannot be established with the medivac helicopter, as a backup resources will use Air Guard RX/TX 168.6250, TX tone 110.9

**INFORMATION REQUIRED FOR ALL MEDIVACS**

**MEDICAL PLAN (ICS 206 WF)**

Controlled Unclassified Information//Basic

Medical Incident Report																													
<p><b>FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.</b></p> <p><b>FOR A MEDICAL EMERGENCY: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.</b></p>																													
<p><b>Use the following items to communicate situation to communications/dispatch.</b></p>																													
<p><b>1. CONTACT COMMUNICATIONS / DISPATCH</b> (Verify correct frequency prior to starting report)  <i>Ex: "Communications, Div. Alpha, Stand-by for Emergency Traffic."</i></p> <p><b>2. INCIDENT STATUS:</b> Provide incident summary (including number of patients) and command structure.  <i>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."</i></p>																													
Severity of Emergency / Transport Priority	<input type="checkbox"/> <b>RED / PRIORITY 1</b> Life or limb threatening injury or illness. Evacuation need is IMMEDIATE <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2<sup>o</sup> – 3<sup>o</sup> burns more than 4 palm sizes, heat stroke, disoriented.</i> <input type="checkbox"/> <b>YELLOW / PRIORITY 2</b> Serious Injury or illness. Evacuation may be DELAYED if necessary. <i>Ex: Significant trauma, unable to walk, 2<sup>o</sup> – 3<sup>o</sup> burns not more than 1-3 palm sizes.</i> <input type="checkbox"/> <b>GREEN / PRIORITY 3</b> Minor Injury or illness. Non-Emergency transport <i>Ex: Sprains, strains, minor heat-related illness.</i>																												
Nature of Injury or Illness & Mechanism of Injury				<i>Brief Summary of Injury or Illness (Ex: Unconscious, Struck by Falling Tree)</i>																									
Transport Request	<i>Air Ambulance / Short Haul/Hoist Ground Ambulance / Other</i>																												
Patient Location	<i>Descriptive Location &amp; Lat. / Long. (WGS84)</i>																												
Incident Name	<i>Geographic Name + "Medical" (Ex: Trout Meadow Medical)</i>																												
On-Scene Incident Commander	<i>Name of on-scene IC of Incident within an Incident (Ex: TFLD Jones)</i>																												
Patient Care	<i>Name of Care Provider (Ex: EMT Smith)</i>																												
<p><b>3. INITIAL PATIENT ASSESSMENT:</b> Complete this section for each patient as applicable (start with the most severe patient)</p>																													
<p>Patient Assessment: See IRPG page 106</p>																													
<p>Treatment:</p>																													
<p><b>4. TRANSPORT PLAN:</b></p>																													
<p>Evacuation Location (if different): (Descriptive Location (drop point, intersection, etc.) or Lat. / Long.) Patient's ETA to Evacuation Location:</p>																													
<p>Helispot / Extraction Site Size and Hazards:</p>																													
<p><b>5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:</b></p> <p><i>Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication</i></p>																													
<p><b>6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Function</th> <th style="width: 20%;">Channel Name/Number</th> <th style="width: 15%;">Receive (RX)</th> <th style="width: 15%;">Tone/NAC *</th> <th style="width: 15%;">Transmit (TX)</th> <th style="width: 20%;">Tone/NAC *</th> </tr> </thead> <tbody> <tr> <td>COMMAND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>AIR-TO-GRND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TACTICAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *	COMMAND						AIR-TO-GRND						TACTICAL					
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<p><b>7. CONTINGENCY: Considerations:</b> If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.</p>																													
<p><b>8. ADDITIONAL INFORMATION:</b> Updates/Changes, etc.</p>																													
<p><b>REMEMBER:</b> Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.</p>																													

## Helicopter Ambulance Services

Location & ID	Facility	Phone Number	Call Sign	Type A/C	Lat/Long	Comments
Belgrade, MT	Reach Air Medical	877-5544-9111 800-252-5050	Reach 24	Agusta A109E (145 knots/ 166 mph)	45°46.700 111°09.100	24 Hours
Billings, MT MT25	St. Vincent's Help Flight	800-538-4357	Help Flight 1	EC 135 (119 knots/ 137 mph)	45°47.780 108°31.160	24 Hours 15,000 ft max
Casper, WY WY57	Air Methods	800-806-9158	WYO Life Flight 1	Bell 407 (115 knots/ 132 mph)	42°54.466 106°27.865	24 Hours
Cheyenne, WY (Warren AFB) FEW	Military Assistance to Traffic & Safety "MAST"	Operations 307-773-2001 Command 307-773-5891 307-773-3921	Blade Helicopter	UH-1 (110 knots/ 127 mph)	41°08.000 104°52.000	24 Hours Request MAST Helicopter
Cody, WY COD	Guardian Flight	855-291-8989	Guardian 2	AS350B3 "A-Star" (120 knots/ 138 mph)	44°31.217 109°01.417	24 Hours
Driggs, ID DIJ	Air Idaho Rescue	800-247-4324	Air 1	Bell 407&"A-Star" (115 knots/ 132 mph)	43°44.561 111°05.806	24 Hours
Rexburg, ID RXE	Life Flight Network	800-237-0911	Life Flight 87	Agusta 119 (126 knots/ 145 mph)	43°50.035 111°48.307	24 Hours
Riverton, WY RIW	Guardian Flight	855-291-8989	Guardian 3	AS350B3 "A-Star" (120 knots/ 138 mph)	43°03.850 108°27.580	24 Hours No S&R
Riverton, WY RIW	Classic Lifeguard	800-444-9223	Classic 5	Bell 407 (115 knots/ 132 mph)	43°03.850 108°27.580	24 Hours S&R Capable
Yellowstone, MT - WYS	Air Idaho Rescue	800-247-4324	Air Idaho 3	AS350B3 "A-Star" (120 knots/138 mph)	44°41.303 111°07.058	24 Hours
Sheridan, WY	Medical Air Rescue	888-690-3800		H103 (fancy A-Star)	44°48.400 106°58.50	In place mid june possibly

## Fixed Wing Services

Billings, MT MT25	St. Vincent's Help Flight	800-538-4357	Help Flight 2	King Air	45°47.780 108°31.160	24 Hours 15,000 ft max
Casper, WY WY57	Air Methods	800-806-9158	WYO Life Flight 2	Pilatus PC12	42°54.466 106°27.865	24 Hours
Worland, WY WRL	Guardian Flight	855-291-8989	Guardian	King Air C90 *No radio in this aircraft	43°57.900 107°57.000	24 Hours
Lander, WY LND	Guardian Flight	855-291-8989	Guardian	King Air C90 *No radio in this aircraft	42°48.935 108°43.695	24 Hours
Lander, WY LND	Classic Lifeguard	800-444-9223	Classic 51	King Air	43°03.850 108°27.580	24 Hours S&R Capable

## Cody Dispatch Zone Hospitals & Ambulance Services

**V MED28 RX/TX 155.3400, TX Tone 156.7**

City	Hospital	Frequency	Phone	Helipad Coordinates	Helipad
Basin/ Greybull	South Big Horn Co. Hospital	155.340	307-568-3311 (Main 24 hr line)	44°26.000 108°03.000	Land on lawn to the E, N, or W of hospital *Level 5 Trauma
Bear Lodge - Burgess	<b>Ambulance only</b>		307-752-2444 307-752-4444 307-752-5444 307-752-8444		<b>Ambulance</b> - Not always staffed - Can talk to FS on Dome Peak Repeater
Billings	St. Vincent's Healthcare	155.340	406-237-4116 ER 406-657-7000 Main	45°47.800 108°31.200	Roof of hospital *Level 2 Regional Trauma Center
Buffalo	Johnson County Healthcare Center	155.340	307-684-6166 ER 307-684-5521 Main	BYG 44°22.865 106°43.308 Helipad 44°21.100 106°42.200	Fixed Wing Land at Johnson County Airport (BYG), patient will need transport to the hospital. Heli- Land S. of Hospital, New Pad *Level 5 Trauma
Casper	Wyoming Medical Center	155.340	307-577-7201 ER	42°50.800 106°18.500	Roof of hospital *Level 2 Regional Trauma Center
Cody	Cody Regional Health	155.340	307-578-2000 ER 307-527-7501	44°31.600 109°04.400	N side of hospital *Level 2 Trauma
Jackson	St. John's Medical Center	155.340	307-733-3636 (Main 24 hr line)	43°28.900 110°44.900	On the roof, S side of hospital *Level 3 Trauma
Lander	Sage West Health Care	155.340	307-335-6395 ER 307-332-4420 (Main 24 hr line)	42°49.300 108°43.600	Helipad at the hospital *Level 4 Trauma
Lovell	North Big Horn Co. Hospital	155.340	307-548-5200 (Main 24 hr line)	44°49.600 108°23.500	E of hospital on front lawn *Level 5 Trauma
Powell	Powell Valley Health Care	155.340	307-754-1175 ER 307-754-2267 (Main 24 hr line)	44°45.400 108°46.300	W side of hospital *Level 4 Trauma
Riverton	Sage West Health Care	155.340	307-857-3420 ER	43°02.100 108°25.100	E side of hospital *Level 4 Trauma
Sheridan	Memorial Hospital of Sheridan County	155.340	307-672-1100 ER 307-672-1000 (Main 24 hr line)	44°48.400 106°58.500	SE side in front of emergency department (45'x45') *Level 3 Trauma
Thermopolis	Hot Springs County Memorial Hospital	155.340	307-864-3121 (Main 24 hr line)	HSG 43°42.800 108°23.400 HOX FD 43°38.600 108°13.600	Fixed Wing: Land at Hot Springs County Airport (HSG) Helipad: Land W of Hot Springs Fire Department building. Patient will need transport to hospital from either location *Level 4 Trauma
Worland	Banner Health Washakie Medical Center	155.340 150.000 WYOLIN K FREQ	307-347-6973 ER 307-347-3221 (Main 24 hr line)	WRL 43°57.900 107°57.000 Helipad 44°00.500 107°56.600	Land at Worland Municipal Airport (WRL), patient need transport to hospital. Helipad outside ER, SE of Hospital

					*Level 4 Trauma, Community Care
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### Regional Burn Centers

State	City	Hospital	Phone	Address
Colorado	Aurora	University of Colorado Hospital Burn Trauma Center	720-848-7583	12605 East 16 <sup>th</sup> Ave.
Colorado	Greeley	Western States Burn Center North Colorado	970-350-6305 970-352-4121	1801 16 <sup>th</sup> St
Utah	Salt Lake City	University of Utah Hospital Burn Center	801-581-2700	50 North Medical Dr

### Interagency Contract Helicopters

Location	AGENCY	Phone Number	Call Sign	Type A/C	Lat/Long	Comments
Duncan Helibase Glenrock, WY	Wyoming State Helitack	800-295-9952 Casper Dispatch	H-2TJ	Bell 206 L4	42°45.800 105°49.000	Contract 5/12-10/1
Jackson, WY	Teton Helitack *Short Haul	307-739-3630 Teton Dispatch	H-35HX H-38HX	AS350B3 "A-Star"	41°48.300 107°12.000	Contract 6/4-10/1
Mammoth, WY	Yellowstone Helitack *Short Haul	307-344-2181 Yellowstone Dispatch	H-173BH	AS350B3 "A-Star"	44°58.200 110°41.500	Contract 6/1-9/30
Rawlins, WY	Rawlins Helitack	800-295-9952 Casper Dispatch	H-172BH	AS350B3 "A-Star"	41°48.300 107°12.000	Contract 6/10-9/7