

# Cody Interagency Dispatch Center Field Operations Guide 2016

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This packet is intended to familiarize you with this organization and the local operating procedures with the main focus being initial attack. Contained within this packet is information relating to:

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

- U.S. Forest Service
  - Shoshone National Forest
  - Bighorn National Forest
- Bureau of Land Management
  - Wind River/Big Horn Basin District
- National Park Service
  - Bighorn Canyon National Recreation Area
- Bureau of Indian Affairs
  - Wind River Agency
- Bighorn County
- Carbon County
- Fremont County
- Hot Springs County
- Johnson County
- Natrona County
- Park County
- Sheridan County
- Sweetwater County
- Washakie County
- Wyoming State Division of Forestry

# ORGANIZATION

## Cody Interagency Dispatch Center

| POSITION                              | NAME             | OFFICE PHONE |
|---------------------------------------|------------------|--------------|
| Dispatch Center Manager               | Cathy Hutton     | 578-5740     |
| Asst Dispatch Center Manager          | Nick Janota      | 578-5740     |
| Asst Dispatch Center Manager/Training | Katie Williamson | 578-5740     |
| Initial Attack Dispatcher             | Travis Braten    | 578-5740     |
| Initial Attack Dispatcher             | Josh Taylor      | 578-5740     |
| Initial Attack Dispatcher             | Vacant           | 578-5740     |

**Shoshone National Forest**

| <b>POSITION</b>                           | <b>LOCATION</b> | <b>NAME</b>     | <b>OFFICE PHONE</b> |
|---|-----------------|-----------------|---------------------|
| Forest Fire Mgt Officer                   | Cody            | Mark Giacoletto | 307-578-5123        |
| Asst Forest Fire Mgt Officer              | Cody            | Clint Dawson    | 307-578-5180        |
| Unit Admin<br>(Fire Business)             | Worland         | Wade Wyman      | 307-347-5203        |
| North Zone FMO<br>Watpiti/Clarks Fork RD  | Cody            | Tim Klukas      | 307-578-5206        |
| North Zone AFMO<br>Watpiti/Clarks Fork RD | Cody            | Tim Haas        | 307-578-5207        |
| Engine Foreman<br>E642/Sqd2               | Cody            | Hal Bromley     | 307-578-5210        |
| Engine Foreman<br>E643/Sqd3               | Cody            | Mike Woods      | 307-578-5214        |
| Engine Foreman<br>E644/Sqd4               | Cody            | Kory Skates     | 307-578-5209        |
| South Zone FMO Wind<br>River/Washakie RD  | Dubois          | Jay Slagowski   | 307-455-4156        |
| South Zone AFMO Wind<br>River/Washakie RD | Lander          | Andy McWilliams | 307-349-6560        |
| Engine Foreman<br>E631/Washakie IA        | Lander          | Jacob Binns     | 307-355-2176        |
| Engine Foreman<br>E651/Wind River IA      | Dubois          | Vacant          | 307-455-4159        |

**Bighorn National Forest**

| <b>POSITION</b>                         | <b>LOCATION</b> | <b>NAME</b>       | <b>OFFICE PHONE</b>       |
|---|-----------------|-------------------|---------------------------|
| Forest Fire Mgt Officer                 | Sheridan        | Jon Warder        | 307-674-2631              |
| Unit Admin<br>(Fire Business)           | Worland         | Wade Wyman        | 307-347-5203              |
| District FMO<br>Medicine Wheel RD       | Greybull        | Marvin Matthiesen | 307-548-5313              |
| District AFMO<br>Medicine Wheel RD      | Greybull        | Beau Kid          | 307-548-5312              |
| Engine Foreman<br>E641 (Shell)          | Greybull        | Joe Bocek         | 307-548-5324              |
| Crew Foreman<br>Shell IA                | Greybull        | Shawn Gettings    | 307-548-5321              |
| Interagency Hotshot Crew<br>Wyoming IHC | Greybull        | Matt Prentiss     | 307-765-4436 ext.<br>5361 |
| District FMO<br>Powder River RD         | Buffalo         | Curtis Rasmuson   | 307-684-4644              |
| Crew Foreman<br>Blacktooth Fire Module  | Buffalo         | Andy McWilliams   | 307-684-4643              |
| Engine Foreman<br>E611                  | Buffalo         | Jason Rodriguez   | 307-684-4645              |
| District FMO<br>Tongue River RD         | Sheridan        | Kevin Hillard     | 307-674-2691              |
| Crew Foreman<br>Big Goose HC            | Sheridan        | Janos Czaban      | 307-674-2618              |
| Engine Foreman<br>E661                  | Sheridan        | Eric Comstock     | 307-674-2626              |

**Wind River/Bighorn Basin Bureau of Land Management**

| <b>POSITION</b>  | <b>LOCATION</b> | <b>NAME</b>      | <b>OFFICE PHONE</b> |
|--|-----------------|------------------|---------------------|
| Fire Mgt Officer   | Worland         | Rich Zimmerlee   | 307-347-5188        |
| Unit Admin<br>(Fire Business)                              | Worland         | Wade Wyman       | 307-347-5203        |
| AFMO Operations  | Worland         | Aaron Thompson   | 307-332-8472        |
| AFMO Fuels   | Worland         | Rance Neighbors  | 307-347-5148        |
| Fuels Specialist   | Ft Washakie     | Cal Anacker      | 307-322-4408        |
| Engine Foreman<br>E3611                                    | Worland         | Sage Decker      | 307-347-5247        |
| Engine Foreman<br>E3411                                    | Worland         | Myles Richards   | 307-347-5293        |
| Devils Canyon HC<br>Superintendent                         | Worland         | Grif Cochran     | 307-347-5258        |
| Engine Foreman<br>E3621                                    | Cody            | Steve Williamson | 307-388-4692        |
| Fire Operations<br>Specialist (FOS)                        | Cody            | Vacant           |                     |
| Asst Fire Operations<br>Specialist/Engine Foreman<br>E3651 | Lander          | Heath Morgan     | 307-332-8489        |
| Engine Foreman<br>E3652                                    | Lander          | Joel Peters      | 307-332-8482        |

**Wind River Agency, Bureau of Indian Affairs**

| POSITIONS              | LOCATION     | NAME          | OFFICE PHONE |
|------------------------|--------------|---------------|--------------|
| Fire Mgt Officer       | Ft. Washakie | Bob Jones     | 307-332-4408 |
| Wildland Fire Ops Spec | Ft. Washakie | George Wells  | 307-332-4408 |
| Engine Foreman         | Ft. Washakie | VACANT        | 307-332-4408 |
| Fire Dispatcher        | Ft. Washakie | Juan Eder     | 307-332-4408 |
| Fuels Specialist       | Ft. Washakie | Cal Anacker   | 307-332-4408 |
| Fire Prevention Tech   | Ft. Washakie | Mike Lapointe | 307-332-4408 |

### **Line Officers**

|           |                  |              |
|-----------|------------------|--------------|
| BLM, WBD  | Kim Liebhauser   | 307-374-5243 |
| NPS, BIP  | Kevin Tillman    | 406-666-3304 |
| USFS, SHF | Joe Alexander    | 307-578-5187 |
| USFS, BHF | Bill Bass        | 307-674-2612 |
| BIA, WRA  | Eric Rhodenbaugh | 307-332-3719 |

### **County Fire Wardens**

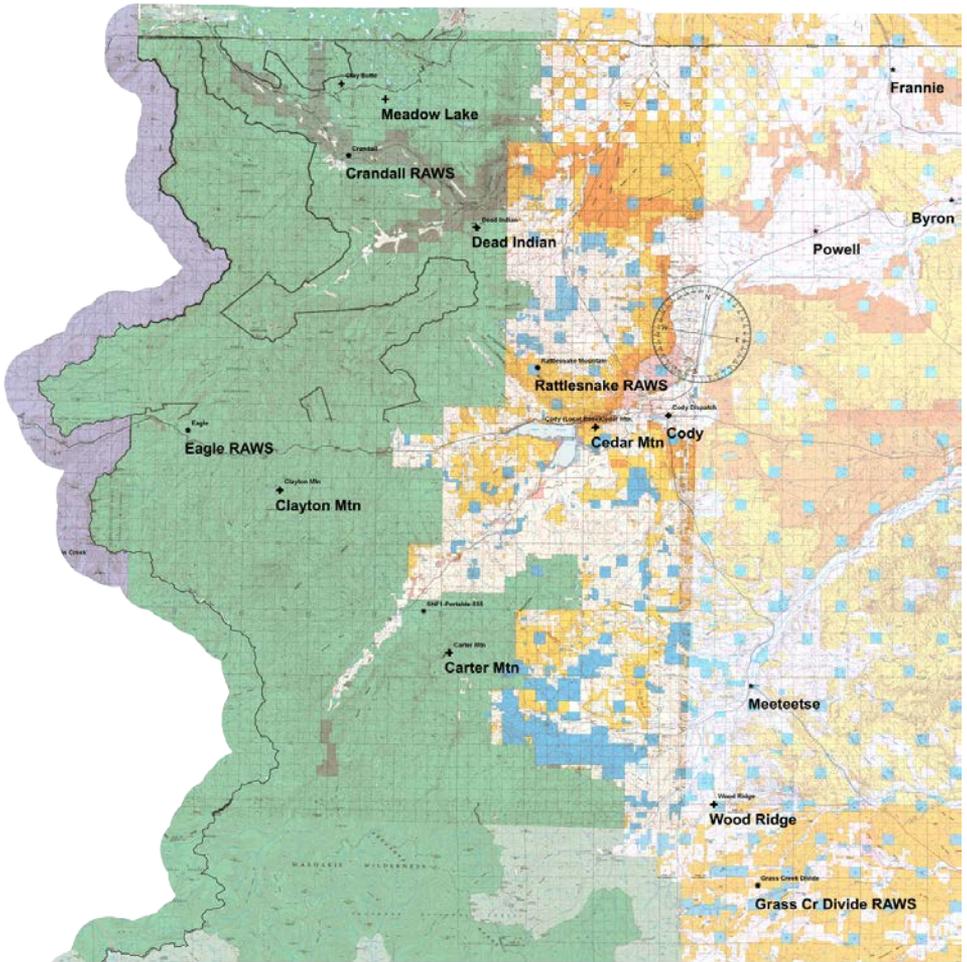
|                                |               |              |
|--------------------------------|---------------|--------------|
| Hot Springs County Fire Warden | Dion Robbins  | 307-431-2767 |
| Fremont County Fire Warden     | Craig Haslam  | 307-857-3030 |
| Park County Fire Warden        | Russ Wenke    | 307-527-8550 |
| Sheridan County Fire Warden    | Bill Biastoch | 307-752-9864 |
| Johnson County Fire Warden     | Rick Ferris   | 307-620-5973 |
| Washakie County Fire Warden    | Chris Kocher  | 307-347-6379 |
| Big Horn County Fire Warden    | Brent Godfrey | 307-272-2820 |

### **Wyoming State Forestry**

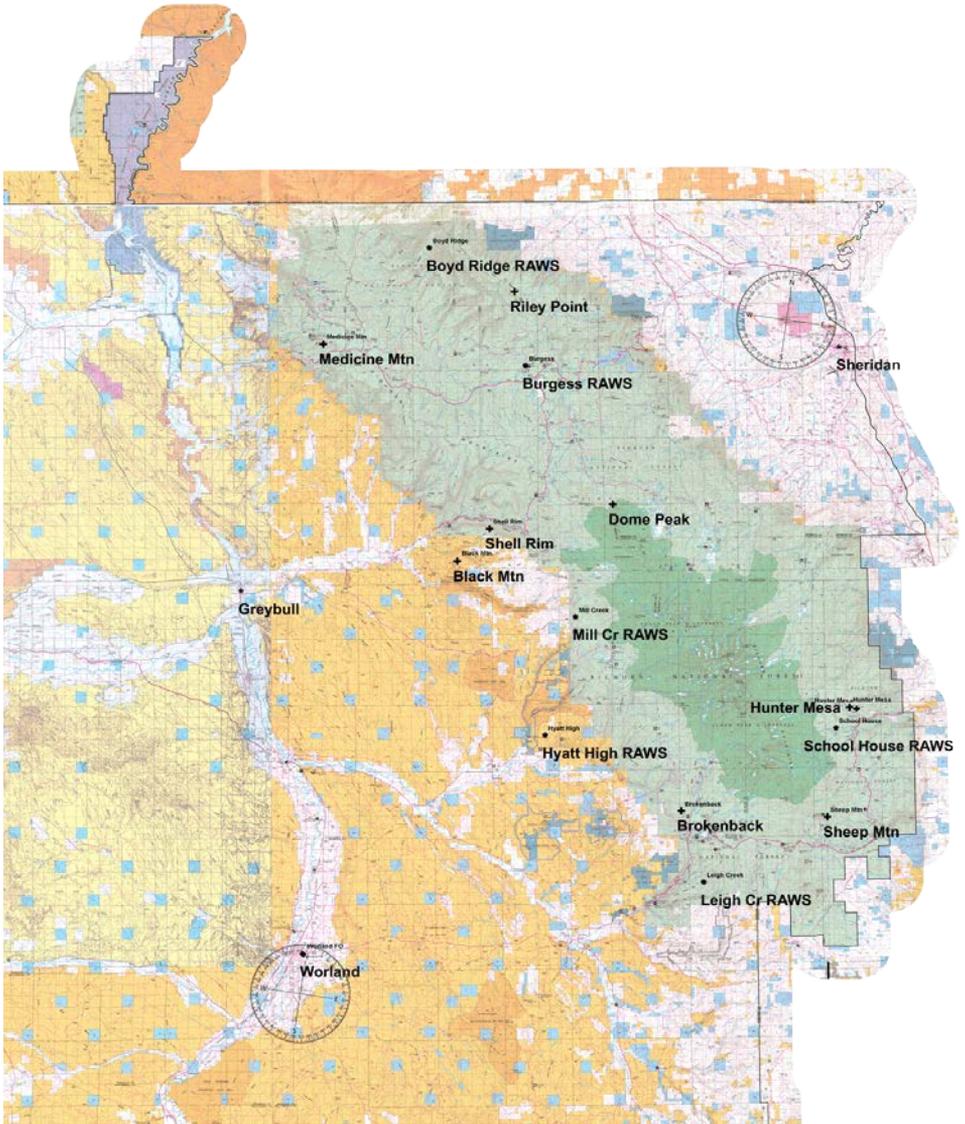
|                                   |                |              |
|-----------------------------------|----------------|--------------|
| District 3 Forester               | Josh Shroyer   | 307-856-8655 |
| District 5 Forester               | Kelly Norris   | 307-684-2752 |
| Assistant District Forester       | Brian Russell  | 307-856-8655 |
| Fire Management Officer           | Vacant         | 307-631-7333 |
| Assistant Fire Management Officer | Chris Fallbeck | 307-631-2594 |

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# NW corner of CDC Zone

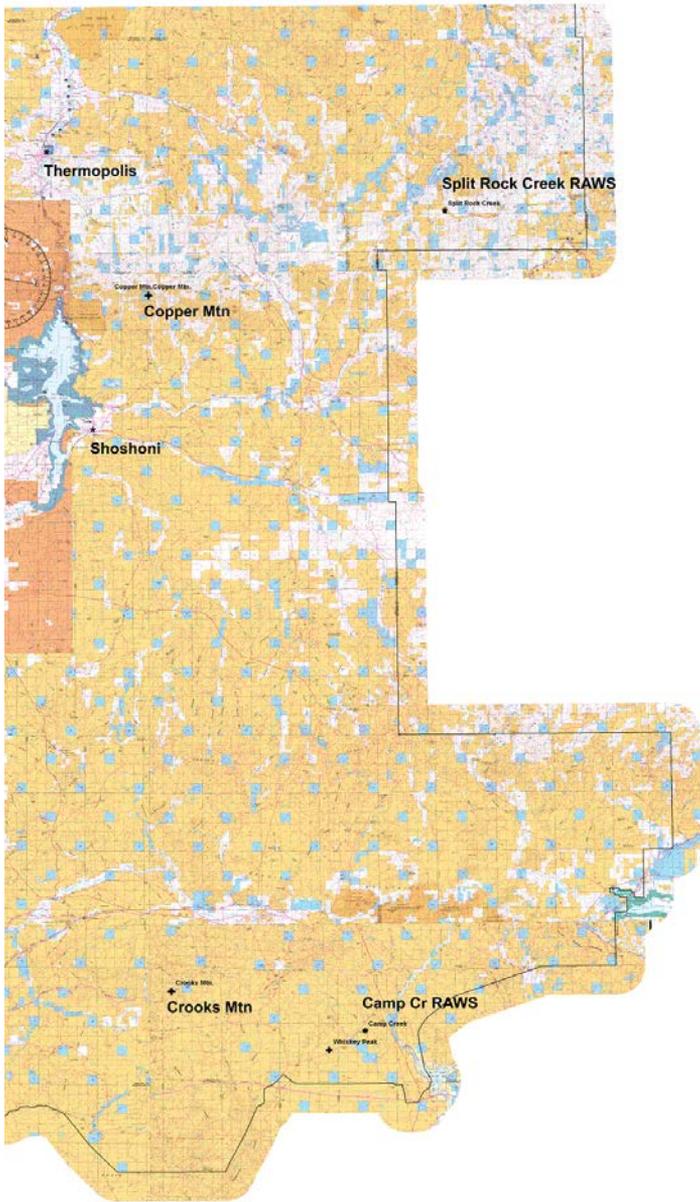


NE corner of CDC Zone





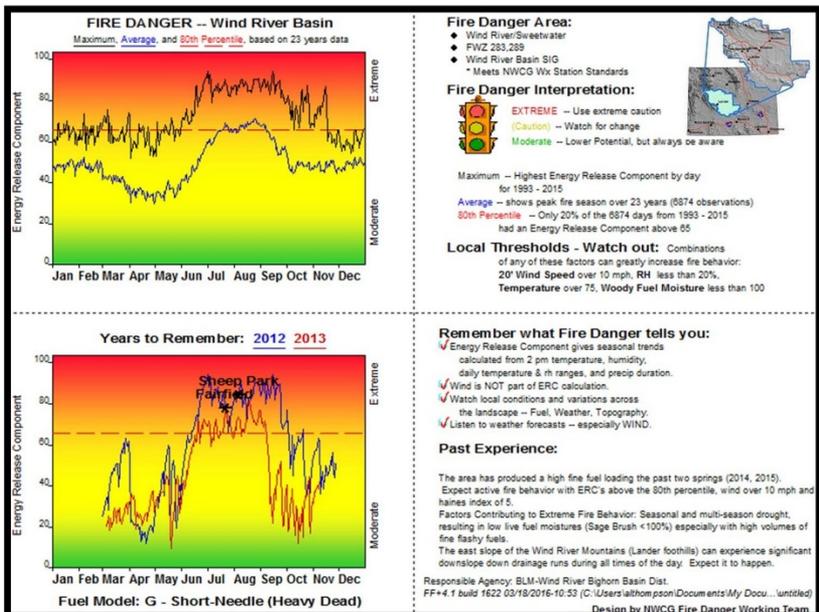
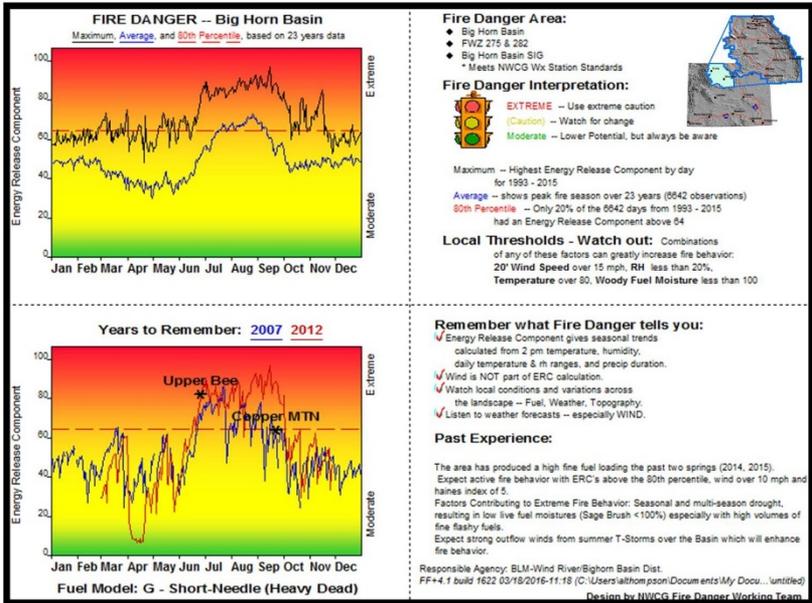
SW corner of CDC Zone



SE corner of CDC Zone

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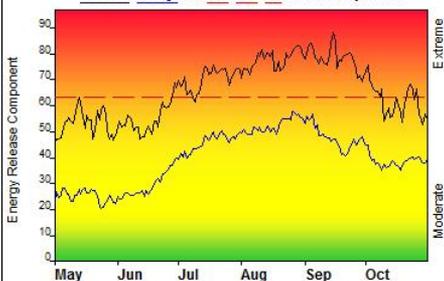
# BLM Pocket Cards 2016



# Bighorn National Forest Pocket Card 2016

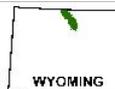
## FIRE DANGER -- Bighorn National Forest

Maximum, Average, and 90th Percentile, based on 27 years data



## Fire Danger Area:

- ◆ Spruce/fir/lodgepole
- ◆ Forecast Zone 284
- ◆ SIG - All SHF Stations
- ◆ Meets NWCG Wx Station Standards



## Fire Danger Interpretation:



- EXTREME** -- Use extreme caution
- (Caution)** -- Watch for change
- Moderate** -- Lower Potential, but always be aware

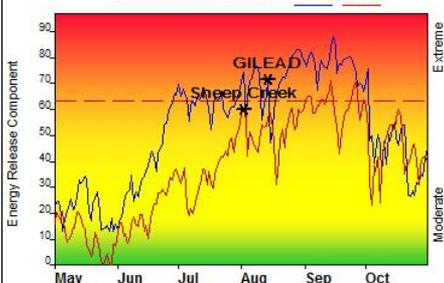
Maximum -- Highest Energy Release Component by day for 1989 - 2015.

Average -- shows peak fire season over 27 years (4687 observations)

90th Percentile -- Only 10% of the 4687 days from 1989 - 2015 had an Energy Release Component above 63

**Local Thresholds - Watch out:** Combinations of any of these factors can greatly increase fire behavior:  
 20' Wind Speed over 15 mph, RH less than 20%,  
 Temperature over 77, Energy Release Component over 60

## Years to Remember: [2012](#) [2015](#)



Fuel Model: G - Short-Needle (Heavy Dead)

## Remember what Fire Danger tells you:

- ✓ Energy Release Component gives seasonal trends calculated from 2 pm temperature, humidity, daily temperature & rh ranges, and precip duration.
- ✓ Wind is NOT part of ERC calculation.
- ✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.
- ✓ Listen to weather forecasts -- especially WIND.

## Past Experience:

- LCES is critical in all suppression operations, especially at high ERC's.
- With high ERC's, conditions are conducive to development of spot fires which will factor into and increase rate of spread.
- The likelihood of extreme fire behavior greatly increases when 1000 hour fuel moisture is 11% or less.
- Haines Index of 5 or greater is an indicator of possible extreme fire behavior and rapid fire growth.
- Drought greatly influences fire behavior in timber fuel models.
- Wind-throw, insect activity and disease has led to an increase of snags and 1000 hour fuel.

Responsible Agency: USFS

FF+4.1 build 1622 05/02/2016-13:18 (C:\Users\khillard\Documents\Fire\_Family\all)

Design by NWCG Fire Danger Working Team

# Shoshone National Forest Pocket Cards

## 2016

|  |  |
|--|--|
| <p><b>FIRE DANGER -- Shoshone North FDRA</b><br/>Maximum, Average, and 90th Percentile, based on 23 years data</p> <p>Energy Release Component</p> <p>Extreme</p> <p>Moderate</p> <p>Jun Jul Aug Sep Oct</p>                             | <p><b>Fire Danger Area:</b></p> <ul style="list-style-type: none"> <li>North Zone SHF/Heart Mtn</li> <li>FWZ 288/N. Absaroka Mtns</li> <li>Crandall/Eagle RAWS</li> <li>* Meets NWCG Wx Station Standards</li> </ul> <p><b>Fire Danger Interpretation:</b></p> <p><b>EXTREME</b> -- Use extreme caution<br/><b>(Caution)</b> -- Watch for change<br/><b>Moderate</b> -- Lower Potential, but always be aware</p> <p>Maximum -- Highest Energy Release Component by day for 1993 - 2015<br/>Average -- shows peak fire season over 23 years (3476 observations)<br/>90th Percentile -- Only 10% of the 3476 days from 1993 - 2015 had an Energy Release Component above 69</p> <p><b>Local Thresholds - Watch out:</b> Combinations of any of these factors can greatly increase fire behavior:<br/>20' Wind Speed over 15 mph, RH less than 13%,<br/>Temperature over 80, Energy Release Component over 61</p>   |
| <p><b>Years to Remember: 2008 2013</b></p> <p>Energy Release Component</p> <p>Extreme</p> <p>Moderate</p> <p>Jun Jul Aug Sep Oct</p> <p><b>GUNBARREL</b></p> <p><b>HARDLOCK</b></p> <p>Fuel Model: G - Short-Needle (Heavy Dead)</p>     | <p><b>Remember what Fire Danger tells you:</b></p> <ul style="list-style-type: none"> <li>✓ Energy Release Component gives seasonal trends calculated from 2 pm temperature, humidity, daily temperature &amp; rh ranges, and precip duration.</li> <li>✓ Wind is NOT part of ERC calculation.</li> <li>✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.</li> <li>✓ Listen to weather forecasts -- especially WIND.</li> </ul> <p><b>Past Experience:</b></p> <ul style="list-style-type: none"> <li>- Much of the FDRA contains beetle killed trees with varying amounts of fine fuels depending on species and time since death. Wildfires under moderate to dry conditions combined with beetle killed trees have a low probability of suppression success until weather moderates or fuels change.</li> <li>- A 100-hr fuel moisture less than 8% is a local threshold for fire growth.</li> <li>- Gunbarrel Fire started 7/26/2008 with significant growth August 3 and 24.</li> <li>- Hardlock Fire started 7/20/2013 with significant growth on August 20.</li> </ul> <p>Responsible Agency: USDA Forest Service<br/>FF+4.1 build 1622 04/18/2016-15:58 (C:\Workspace\FireFamilyPlus\INZ_Shoshone_Hourly)</p> <p>Design by NWCG Fire Danger Working Team</p>  |
| <p><b>FIRE DANGER -- Shoshone South FDRA</b><br/>Maximum, Average, and 90th Percentile, based on 28 years data</p> <p>Energy Release Component</p> <p>Extreme</p> <p>Moderate</p> <p>Jun Jul Aug Sep Oct</p>                             | <p><b>Fire Danger Area:</b></p> <ul style="list-style-type: none"> <li>South Zone SHF</li> <li>FWZ 288/Wind River Mtns</li> <li>Elkhorn/Anderson RAWS</li> <li>* Meets NWCG Wx Station Standards</li> </ul> <p><b>Fire Danger Interpretation:</b></p> <p><b>EXTREME</b> -- Use extreme caution<br/><b>(Caution)</b> -- Watch for change<br/><b>Moderate</b> -- Lower Potential, but always be aware</p> <p>Maximum -- Highest Energy Release Component by day for 1988 - 2015<br/>Average -- shows peak fire season over 28 years (4143 observations)<br/>90th Percentile -- Only 10% of the 4143 days from 1988 - 2015 had an Energy Release Component above 78</p> <p><b>Local Thresholds - Watch out:</b> Combinations of any of these factors can greatly increase fire behavior:<br/>20' Wind Speed over 15 mph, RH less than 13%,<br/>Temperature over 77, Energy Release Component over 71</p>  |
| <p><b>Years to Remember: 2011 2013</b></p> <p>Energy Release Component</p> <p>Extreme</p> <p>Moderate</p> <p>Jun Jul Aug Sep Oct</p> <p><b>NORTON POINT</b></p> <p><b>FAIRFIELD</b></p> <p>Fuel Model: G - Short-Needle (Heavy Dead)</p> | <p><b>Remember what Fire Danger tells you:</b></p> <ul style="list-style-type: none"> <li>✓ Energy Release Component gives seasonal trends calculated from 2 pm temperature, humidity, daily temperature &amp; rh ranges, and precip duration.</li> <li>✓ Wind is NOT part of ERC calculation.</li> <li>✓ Watch local conditions and variations across the landscape -- Fuel, Weather, Topography.</li> <li>✓ Listen to weather forecasts -- especially WIND.</li> </ul> <p><b>Past Experience:</b></p> <ul style="list-style-type: none"> <li>- Much of the FDRA contains beetle killed trees with varying amounts of fine fuels depending on species and time since death. Wildfires under moderate to dry conditions combined with beetle killed trees have a low probability of suppression success until weather moderates or fuels change.</li> <li>- 100 hr fuel moisture less than 8% is a local threshold for fire growth.</li> <li>- The Wind River Mtns from Dubois to Lander frequently have strong downslope winds.</li> <li>- Norton Pt Fire - started 7/23/2011 with significant growth 8/3/11.</li> <li>- Fairfield Fire - started 7/22/2013 with significant growth</li> </ul> <p>Responsible Agency: USDA Forest Service<br/>FF+4.1 build 1622 04/18/2016-15:55 (C:\Workspace\FireFamilyPlus\INZ_Shoshone_Hourly)</p> <p>Design by NWCG Fire Danger Working Team</p> |

# Dispatch Operations

## Expectations

- If you are a government employee (including hand/engine crews) you are expected to be self-sufficient and be on per diem. If this is a problem please see your supervisor immediately.
- AD rate employees are entitled to per diem. If you are not able to take care of your motel or meals notify your FMO so that arrangements can be made.
- AD rate employees will need the FMO to sign their time. The unit that did the hiring processes all time and travel. (i.e.: If you were hired by Big Bend National Park in Texas, then you need to take your documents to them for payment).
- If you are a field resource, be prepared to camp out (tent, sleeping bag, and personal gear bag)
- If you are staying in a motel, **you must take your belongings with you each day.** There is no guarantee you will be back to the same location every night. This is strictly dependent upon where the activity is occurring in the area. Make sure you let dispatch know what motel you are staying at for after hours dispatches.
- It is your responsibility to keep track of your time on an OF-288 and have the FMO sign prior to your release. Do not ask dispatch to sign your timesheets unless you are willing to give them a cut of your overtime ☹.
- Visiting resources need to check with the local FMO/Duty Officer upon arrival to determine the need for cleaning tanks or vehicles to prevent the spread of noxious weeds and invasive species.

## Initial Attack Operations/Protocol

- Resources will be dispatched using the "closest forces policy" which states that the nearest (in terms of response time) like resource will be dispatched regardless of agency affiliation.
- Initial Attack resources are to maintain communications with the dispatch center at all times. Check in with dispatch via the radio when leaving the station, changing locations, arrival on scene, and departure from scene, and when arrived back in station. Cell phone notification is permitted in those cases where the frequencies are busy.
- Report all fires/smoke to the dispatch center immediately and await further direction. A decision will be made based on set priorities, closest forces, Fire Management Plans, known prescribed fires, etc. **Self-dispatching will not be tolerated!**
- When reporting a fire or upon arrival at the scene of a fire, it is imperative to provide dispatch with an accurate legal or latitude/longitude in **degrees, minutes, seconds.** WGS 84 is the Datum standard for Dispatch.
- Before any suppression action is taken, dispatch will plot the fire and review the resource objectives. This will be relayed to resources prior to engaging. If a fire is a candidate that may be managed for resource objectives, dispatch will notify the duty officer for instructions regarding the management response. Notify dispatch if the fire is a WUI (Wildland Urban Interface Fire).
- All incidents are assigned an Incident Action Number. This IA number will be provided to the resources responding and will be used in communications referencing the fire (i.e.: "Engine 494 responding to IA 234". Do not say "we are enroute to the fire"). Be sure to include this number on all pertinent documentation related to the incident (i.e.: Size-up Cards, Unit Logs, etc.).

- Once on scene, ensure the Incident Commander is designated and clear to all resources. Inform dispatch of the IC and when any changes in command are made. As IC, you will name the fire using a geographic reference (provided the fire has not already been named by dispatch). This name will be relayed to dispatch to determine if the name is suitable (has not previously been used). At that point in time all communications will be done by identifying yourself as the "name of the fire" IC (i.e.: Pinyon Ridge IC).
- Remember, fire names must be a geographic reference. **Do not use numbers or names of landowners, etc.**
- No action is to be taken on the fire unless you have positive communications with dispatch. Cell phone communications, while not desirable, is acceptable until radio communication problems can be mitigated. If there is a need for a human repeater, assign a resource already on the fire or order one.
- Provide a size-up of the fire to dispatch utilizing the Cody Dispatch Incident Organizer. Use clear text so resources enroute understand the size-up. Use the incident organizer to document any hazards and how they were mitigated.
- Human caused fires require an investigation. Protect point of origin and notify dispatch. Dispatch will notify LEO and FMO.
- Notify dispatch of your intentions to stay out late or overnight by 1700, so staffing can be planned accordingly. Dispatchers have to follow the same work/rest guidelines as firefighters. Every effort will be made to accommodate but under rare circumstances it may not be possible to staff 24 hours. This will be negotiated on a case-by-case basis.
- Fire Weather is broadcast via the radio daily at 1000 and 1600. Dispatch will ask all resources (by area) to acknowledge hearing the weather.
- Red Flag Warnings/Watches will be read each day they occur. When Dispatch has finished reading the Red Flag Warning/Watch, units will be asked to acknowledge that they have copied and Dispatch will log each unit's acknowledgement.

### **Ordering**

- Order resources by type not by name requesting. For example, order a Type 4 engine, do not order E-414. Be specific in what you want (numbers, types, sizes, etc.) Be specific and realistic on the date and time resources/supplies are needed. Consolidate your orders the best you can to eliminate numerous trips to your fire. Give good directions to the reporting site. For requests that are unusual or unique provide justification. Strike Teams are not recognized by the dispatch system and those resources need to be ordered separately.
- For meals, plan on being self-sufficient for at least the first 24 hrs. When ordering meals, order at least a meal ahead (i.e.: in the morning order for dinner.) Don't forget to plan for incoming resources.

### **Aircraft**

- When ordering aircraft for your incident, **clearly state any threats** (primary residences, secondary residences, outbuildings, communication sites, resource concerns, etc.) **and estimate time fire would reach the identified threats.** This will determine resource allocation and assist with setting priorities.
- Aircraft assigned to your incident will flight follow with dispatch until positive communication is made with the incident. At that time the aircraft will flight follow locally with the incident. It is the IC's responsibility to notify dispatch when aircraft arrive on scene and are in contact. It is also the IC's responsibility to notify dispatch

when aircraft are departing the incident. This is extremely important when helicopters are leaving your incident and going to a dip site without a dip site manager. This will enable a smooth transition for handing off the flight following responsibilities.

- If several aircraft are assigned to your incident and it is expected to be a multi-day event, a TFR (Temporary Flight Restriction) should be ordered. If an order for a TFR is not received, dispatch will take the initiative and request a TFR if deemed necessary. The IC will be notified if this occurs.
- Immediately notify dispatch of any TFR intrusions. If possible provide the aircraft type, color, and tail number. You will also need to file a SAFECOM.

### **Demobilization**

- If at all possible notify dispatch in advance of the planned demob of resources on your fire to facilitate reassignments in a timely manner.
- Notify dispatch when resources are leaving the incident and provide an ETA to their destination. **This is very important when dealing with contract resources for payment purposes.**
- The IC is responsible for closing out with resources (signing shift tickets, timesheets, and completing inspections). If you need help doing this place an order for an EQTR (Equipment Time Recorder) or PTRC (Personnel Time Recorder).

| FY 2016 CODY DISPATCH AREA ESTABLISHED FIRECODE CHART (19Mar16) |   |  |   |  |
|---|---|--|---|--|
| CODING TYPE   | BLM<br>USFS code PD (1502)  | BIA<br>USFS code PA (1502)   | NPS<br>USFS code PP (1502)  | USFS<br>USFS code P_ xxxxi_ =Region #, xxxx = firecode)  |
| Fire Suppression  | See previous chart  | 1Firecode per fire<br>AF2001010.999900   | 1 Firecode per fire<br>PF2008P85.WW0000   | Override = USFS Incident Region and unit (P2 or P1, etc)<br>1 Firecode for A-D USFS fires unless reimb/bill)<br>Unique Firecode for E +, human, reimbursable/billable, or IMT 1, 2, or 3 fires<br><br>USFS Firecode preface with P2 (2 = Region #)<br>BLM fires - Firecode preface with PD<br>BIA fire - Firecode preface with PA<br>NPS fires - Firecode preface with PP<br>State/Pvt fires - Firecode preface with PN<br>Fed fires on non-NWCG lands - PF<br>Firecodes assigned by NICC - PW |
| Severity<br>(USFS only does not use Firecode)                   | See previous chart  | Severity Support<br>An Area support code is created,<br>1 for USFS and all DOI use<br>Firecode | Regional code assigned at the time of Severity request approval. An all a lph/numeric code.<br><br>IMR Severity Support:<br>IMR will assign as needed | Prior approval required<br>Region - S_1111 + Region/Unit override (L=Region)<br>National - S_9999 +Region/Unit override (L=Region)<br><br>Severity support to DOI code - override 1502<br>BIA.S70001<br>BLM.S70002<br>FWS.S70003<br>NPS.S70004   |
| Staging Code  | Use Unit Severity or Support Codes  | Use Unit Severity or Support Codes   | Use Unit Severity or Support Codes  | Regional FY16 Staging (Use by all Forests in that region)<br>Region/Unit override<br>DOI Code for R2 Staging<br><br>Prior RO approval required<br>BAER Assessment H_BAER + Regional override (L=Region)  |
| BAER  | See previous chart  | Stab. - the Firecode<br>NIFC approved<br>Rehab - NIFC PCAS#                                    | RO approval required<br>PF3208R85.RM0000 Rehab -<br>Region code   | BAER Implementation H_xxxx (notify ASC) (L=Region)<br>Firecode and Region/Unit override code<br>(If incident was originally coded as DOI and 1502 but USFS lands were involved and need rehab, use H_xxxx - Firecode + affected Region/Unit override code)   |
| AD/EFF Training/W/C   | See previous chart  | BIA-NIFC will assign for each BIA regional office  | NIC assigns for the NPS   | Regional - P_ WFSUAD (L=Region)<br>+ Regional override   |
| Misc Direction  | > USFS must always have an override code attached to fire time and travel.<br>>FEMA incidents - Firecode is not used by any agency. Federal agencies charge base 8 to operations code (USFS = WFSU account) and overtime is charged to the FEMA reimbursable code. (USFS - F code & the incident region and override) |  | USFS fires  | Regional override for all non-USFS fires or 1502 for all non-  |

FY 2016 CODY DISPATCH AREA ESTABLISHED FIRECODE CHART (19Mar16)

| CODING TYPE                        | BLM-WBD<br>USFS code PD (1502)  | USFS-BHF<br>USFS code P2 Firecode & Override 0202  | USFS-SHF<br>USFS code P2 Firecode & Override 0214  |
|------------------------------------|---|--|--|
| Fire Suppression                   | 1 Firecode per Fire<br>LF2000000 HU0000<br>LFSXXXX0000 (x=firecode)<br>LLWYR00000   | All A-D BHF fires - Firecode P2 EKT8 (0202)<br>Unique Firecode for E +, human, reimbursable/billable, or IMT 1, 2 or 3 fires<br><br>USFS Firecode preface with P2 (2 = Region #)<br>BLM fires - Firecode preface with PD<br>BIA fire - Firecode preface with PA<br>NPS fires - Firecode preface with PP<br>State/Pvt fires - Firecode preface with PN<br>Fed fires on non-NWCG lands - PF<br>Firecodes assigned by NICC - PW | All A-D SHF fires - Firecode P2 EKU8 (0214)<br>Unique Firecode for E +, human, reimbursable/billable, or IMT 1, 2 or 3 fires<br><br>USFS Firecode preface with P2 (2 = Region #)<br>BLM fires - Firecode preface with PD<br>BIA fire - Firecode preface with PA<br>NPS fires - Firecode preface with PP<br>State/Pvt fires - Firecode preface with PN<br>Fed fires on non-NWCG lands - PF<br>Firecodes assigned by NICC - PW |
| Support Order Codes                |   | BHF P2 EK4F (0202)<br>Region 2 FY16 Staging (Use by all R2 Forests)<br>P2 EK4R (0231)  | SHF P2 EK4S (0214)<br>Region 2 FY16 Staging (Use by all R2 Forests)<br>P2 EK4R (0231)  |
| False Alarm Response               | 1 Firecode per Fire   | BHF False Alarm<br>Use A-D BHF fires Firecode --P2 EKT8 (0202)   | SHF False Alarm<br>Use A-D SHF fires Firecode - P2 EKU8 (0214)   |
| Severity (Area or National Office) | Prior approval required<br>For WY State Office<br>LLWY9L0000<br>LF2100000-HT0000<br>LFSRDY/Q0000<br><br>(See list for other states)   | Prior approval required<br>Region 2 - S21111 (0202)<br>National - S29999 (0202)  | Prior approval required<br>Region 2 - S21111 (0214)<br>National - S29999 (0214)  |
| Assisting other DOI                | Use their Firecode #  | Severity support to DOI code - override 1502<br>BIA S70001<br>BLM S70002<br>FWS S70003<br>NPS S70004   | Severity support to DOI code - override 1502<br>BIA S70001<br>BLM S70002<br>FWS S70003<br>NPS S70004   |
| BLM Assist to FS                   | LLWYR00000<br>LF2000000-HT0000<br>LFSRDY00000   | Prior RO approval required<br>BAER Assessment H2BAER (0231)<br>DOI Code for BAER Assessment HTBAER (1502)  | Prior RO approval required<br>BAER Assessment H2BAER (0231)<br>DOI code for BAER Assessment HTBAER (1502)  |
| BAER                               | WSO approval required<br>Stabilization - the Firecode Rehab - State Code  | BAER Implementation H2xxxx (notify ASC)<br>Firecode and Region/Unit override code  | BAER Implementation H2xxxx (notify ASC)<br>Firecode and Region/Unit override code  |
| AD/EFF Training/WC                 | National Code<br>NPS/BLM/FWS  | Regional<br>WFSUAD (0231)  | Regional<br>WFSUAD (0231)  |
| Misc Direction                     | > USFS must always have an override code attached to fire time and travel. Use the override code of the incident region and unit for USFS fires or 1502 for all non-USFS fires<br>>FEMA incidents - Firecode is not used by any agency. Federal agencies charge base & to operations code (USFS = WFSU account) and overtime is charged to the FEMA reimbursable code. (USFS - F code & the incident region and override) |  |  |

## 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 zone are \$51 except Cody which is \$64)

| M & IE      | \$51 | \$64 |
|-------------|------|------|
| Breakfast   | 11   | 15   |
| Lunch       | 12   | 16   |
| Dinner      | 23   | 28   |
| Incidentals | 5    | 5    |

- Lodging Rates (excluding taxes):  
Cody, Wyoming  
\$102 Oct 1 - May 31  
\$139 Jun 1 - Sep 30

\$89 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.

## AVIATION PROCEDURES

All flight following will be handled through the Cody Dispatch Center for all tactical fire missions. **The standard 15-minute status check will be followed, NO EXCEPTIONS!** If aircraft are equipped (which all federal fire aircraft are required to have) with automated flight following, the 15-minute tracking will be done by computer with an "ops normal" check every 30 minutes unless otherwise negotiated with dispatch. The aircraft dispatcher and pilot must agree to which method of flight following will take place (radio check-ins or AFF). 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, or in case dispatch needs to cancel a mission, divert the aircraft to a higher priority incident, or relay other critical 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. To and from the tanker bases the dispatch center will flight follow using the National Flight Following frequency or automated flight following if available. **Emergency in-flight communications will utilize National Air Guard.** When using these frequencies, be sure to identify: **Cody Dispatch Flight Follow**, etc., as other dispatch centers in the area are using the same frequency and they may think you are calling them.

The flight following frequency is to be used only when transporting tactical aircraft from another area to our local area or vice-versa. As soon as feasible, switch all communications over to the identified tactical frequency. This could be a dedicated Air to Ground or the local radio net.

**Note: Incident Management Teams are required to request their own discrete tactical frequencies for their incident. The frequencies in appendices 1 and 2 are intended for the initial attack organization. These frequencies MAY be authorized for use in the interim, but will not be authorized for long-term use. 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.**

The Aviation Hazard Map is updated annually. You are encouraged to stop by the dispatch center and review the map prior to commencing flight operations if possible. Maps are also available to download onto tablets, ipads, etc. from the Cody Dispatch web site. Please go to: [http://gacc.nifc.gov/rmcc/dispatch\\_centers/r2cdc/dispatch/Aviation.htm](http://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/dispatch/Aviation.htm). Then go to the Aviation Hazards section.

Air Operations within the Rocky Mountain Area will operate utilizing the **Fire Traffic Area (FTA)** scheme. See the FTA Diagram at the end of this section.

**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 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 (See map on page 6). Radio relays are a viable option when encountering dead areas in the radio system.

**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.**

## Interagency Aerial Supervision Requirements

| <p>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 the incident. Federal policy dictates additional requirements as listed below.</p> |                                  |                                  |
|--|----------------------------------|----------------------------------|
| Situation  | Lead/ATCO/ASM                    | ATGS                             |
| Airtanker not IA rated.  | Required                         | ****                             |
| MAFFS  | MAFFS endorsed<br>Lead/ASM       | ****                             |
| VLAT   | VLAT endorsed<br>Lead/ASM        | ****                             |
| When requested by airtankers, ATGS, Lead, ATCO, or ASM   | Required                         | Required                         |
| Foreign Government airtankers.   | Required if no<br>ATGS           | Required if no<br>Lead/ATCO/ASM  |
| Multi-engine airtanker:<br>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<br>ATGS           | Required if no<br>Lead/ATCO/ASM  |
| Single engine airtanker (SEAT):<br>SEATs are required to be "on the ground" by $\frac{1}{2}$ hour after sunset.  | See level 2 SEAT<br>requirements | See level 2 SEAT<br>requirements |
| Level 2 SEAT requirements:<br>Level 2 rated SEAT operating over an incident with more than one other tactical aircraft on scene.   | Required if no<br>ATGS           | Required if no<br>Lead/ATCO/ASM  |
| Retardant drops in congested/urban interface areas.  | Order                            | May use if no<br>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.

## RMA Helicopter Ordering Guide Help Sheet

Type = Type of Helicopter by ICS Type I, II, III (1, 2, 3)

Make/Model - Self Explanatory

HOG E (Hover Out of Ground Effect) @ 8000' = This is the average payload in pounds that the model helicopter can carry at 8000' elevation with a temperature of 25 degrees Celsius, (77 degrees Fahrenheit).

Passenger Capability @ 8000' = the number of passengers on average the model ship can carry at 8000' elevation, out of ground effect.

Module needed Standard = the Manager and crew needed as a module if the ship is a standard category helicopter.

Module needed Restricted = Only a Manager, no crewpersons, required on all restricted category helicopters.

Bucket gallons @ 8000' = Number of gallons on average the model helicopter can carry at 8000' elevation.

The chart gives a good representation of helicopter model capabilities, these are averages and not exact. The two red lines show a break when going to a different type helicopter, might be more effective depending on the elevation. For example, if the fire is at 8000' on a 25 degree Celsius day, a B-205-A-1++ would be more effective than the S-61N. the B-205-A-1++ can carry an average payload of 2196 pounds, and 244 gallons of water. This is more than the S-61N can carry with an average of 1899 pounds, and 183 gallons of water.

The chart titled Helicopter Ordering guide 8000 is sorted by performance of *type* - highest to lowest given the altitude of 8000' and a temperature of 25 degrees C (Celsius), (77 degrees Fahrenheit). It gives a quick view of what model of helicopter would provide good performance.

## HELICOPTER ORDERING GUIDE 8000'

| Type   | Commo        | Make/Model   | Average HOGE Payload @ 8000 @ 25-C | Passenger Capability @ 8000 | Module Needed Standard | Module Needed Restricted | Bucket Gallons @ 8000 |
|--|--------------|--------------|------------------------------------|-----------------------------|------------------------|--------------------------|-----------------------|
| 1  | Chinook      | BV-234       | 14,145                             | N/A                         |                        | Mgr. Only                | 1640                  |
| 1  | Sky Crane    | S-64-E       | 8,883                              | N/A                         |                        | Mgr. Only                | 1014                  |
| 1  | Sky Crane    | CH-54A       | 7,698                              | N/A                         |                        | Mgr. Only                | 880                   |
| 1  | Sky Crane    | CH-54B       | 6,912                              | N/A                         |                        | Mgr. Only                | 785                   |
| 1  |              | S-61V        | 6,880                              | N/A                         |                        | Mgr. Only                | 783                   |
| 1  | Fire Hawk    | S-70         | 5,696                              | N/A                         |                        | Mgr. Only                | 649                   |
| 1  |              | KMAX         | 4,614                              | N/A                         |                        | Mgr. Only                | 513                   |
| 1  | Puma         | AS-330-J     | 3,657                              | 18                          | Manager & 4            | Mgr. Only                | 395                   |
| 1  |              | S-61R        | 3,631                              | N/A                         |                        | Mgr. Only                | 392                   |
| 1  | Super Puma   | AS-332-L     | 3,415                              | 17                          | Manager & 4            | Mgr. Only                | 250                   |
| 1  |              | BV-107-II    | 3,325                              | N/A                         |                        | Mgr. Only                | 353                   |
| 1  |              | KV-107-II    | 3,231                              | N/A                         |                        | Mgr. Only                | 352                   |
| 1  |              | S-61A        | 3,222                              | N/A                         |                        | Mgr. Only                | 343                   |
| 1  |              | S-61L        | 2,707                              | N/A                         |                        | Mgr. Only                | 280                   |
| Below this line, type 2 performance may be better than type 1, consider ordering type 2. |              |              |                                    |                             |                        |                          |                       |
| 1  |              | S-61N        | 1,899                              | N/A                         |                        | Mgr. Only                | 183                   |
| 1  |              | H-43         | 1,173                              | N/A                         |                        | Mgr. Only                | 121                   |
| Type   |              |              |                                    |                             |                        |                          |                       |
| 2  |              | B-214-B      | 2,630                              | 13                          | Manager & 3            | Mgr. Only                | 296                   |
| 2  | Super 205    | B-205-A-1++  | 2,196                              | 9                           | Manager & 3            | Mgr. Only                | 244                   |
| 2  |              | B-UH-IH-703  | 2,196                              | N/A                         |                        | Mgr. Only                | 244                   |
| 2  |              | B-212-HP     | 1,743                              | 8                           | Manager & 3            | Mgr. Only                | 189                   |
| 2  |              | B-UH-1H-CB   | 1,307                              | N/A                         |                        | Mgr. Only                | 137                   |
| 2  |              | B-212        | 1,304                              | 6                           | Manager & 3            | Mgr. Only                | 136                   |
| 2  |              | B-U/TH-1L-IK | 1,208                              | N/A                         |                        | Mgr. Only                | 126                   |
| 2  |              | B-UH-1F      | 1,207                              | N/A                         |                        | Mgr. Only                | 126                   |
| 2  |              | B-412-EP-9   | 1,070                              | 5                           | Manager & 3            | Mgr. Only                | 108                   |
| 2  |              | B-205-A-1+   | 957                                | 4                           | Manager & 3            | Mgr. Only                | 95                    |
| Below this line, type 3 performance may be better than type 2, consider ordering type 3. |              |              |                                    |                             |                        |                          |                       |
| 2  |              | B-UH-1B-13   | 825                                | N/A                         |                        | Mgr. Only                | 80                    |
| 2  |              | B-UH-1B      | 825                                | N/A                         |                        | Mgr. Only                | 80                    |
| 2  |              | B-412        | 803                                | 4                           | Manager & 3            | Mgr. Only                | 76                    |
| 2  |              | S-58-T       | 650                                | 3                           | Manager & 3            | Mgr. Only                | 57                    |
| 2  |              | B-205-A-1    | 599                                | 2                           | Manager & 3            | Mgr. Only                | 52                    |
| 2  |              | S-58-E       | 473                                | 2                           | Manager & 3            | Mgr. Only                | 38                    |
| 2  |              | B-UH-1H      | 0                                  | N/A                         |                        | Mgr. Only                | -                     |
| 2  |              | B-204-B      | 0                                  | N/A                         | Manager & 3            | Mgr. Only                | -                     |
| Type   |              |              |                                    |                             |                        |                          |                       |
| 3  | Lama         | SA-315B      | 1300                               | 4                           | Manager & 2            | Mgr. Only                | 135                   |
| 3  |              | BH-407       | 977                                | 4                           | Manager & 2            | Mgr. Only                | 101                   |
| 3  |              | BH 206L4     | 875                                | 4                           | Manager & 2            | Mgr. Only                | 96                    |
| 3  | Alouette III | SA 316 B     | 825                                | 4                           | Manager & 2            | Mgr. Only                | 91                    |
| 3  | Long Ranger  | B-206-L3     | 777                                | 3                           | Manager & 2            | Mgr. Only                | 84                    |
| 3  | Astar B2     | AS 350 B2    | 641                                | 3                           | Manager & 2            | Mgr. Only                | 68                    |
| 3  | Jet Ranger   | Bell 206-III | 380                                | 2                           | Manager & 2            | Mgr. Only                | 35                    |
| 3  | Astar        | AS-350-BA    | 350                                | 2                           | Manager & 2            | Mgr. Only                | 35                    |

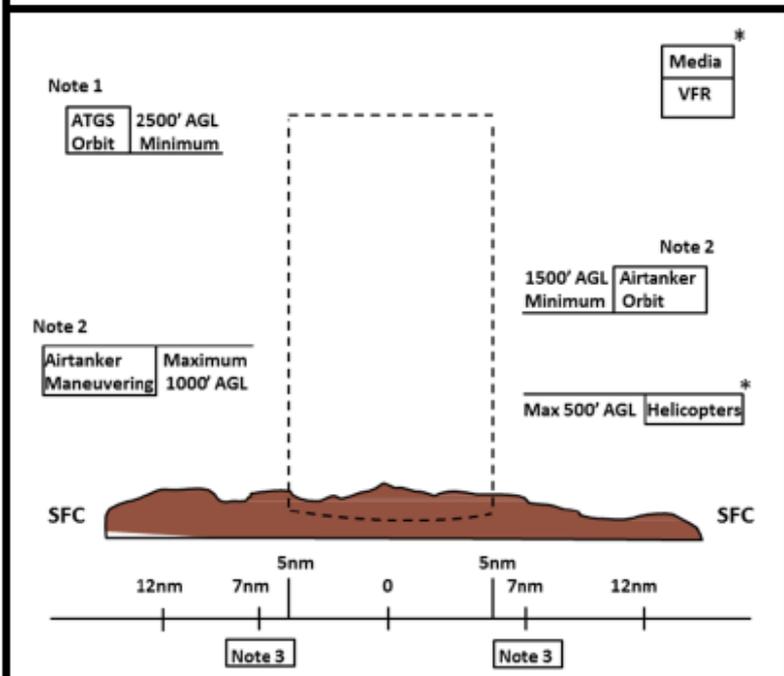
## Fire Traffic Area (FTA) 01 May 2013

**\*\*\* 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<br>As Assigned | Air Guard<br>168.625 Tx Tone 110.9 | Air To Air<br>As Assigned | National Flight Following<br>168.650 Tone 110.9 TX and RX |
|-------------------------------|------------------------------------|---------------------------|---|



**National Interagency Airspace:** <http://airspacecoordination.org>

## Incident Airspace Reminders

### Fire Traffic Area (FTA)

- The FTA is a communication protocol for firefighting agencies. It does not pertain to other aircraft that have legal access granted by the FAA within a specific TFR.
- The FTA should not be confused with a TFR, which is a legal restriction established by the Federal Aviation Administration to restrict aviation traffic while the other is a communication tool establishing protocol within firefighting agencies.
  - Participating aircraft must adhere to TFR policies as established by the FAA.
  - For example, if the TFR boundary of a polygon exceeds the 12-mile initial contact ring, clearance will still be required in order to enter the TFR.
  - If the TFR boundary is within the 12-mile ring, proceed with standard FTA communication procedures.

### Temporary Flight Restriction (TFR)

- All assigned/ordered aircraft must obtain clearance into or the incident TFR by the on scene aerial supervision or the official in charge of the on-scene emergency response activities.
- Aircraft not assigned to the incident must stay clear the TFR unless communication is established with the controlling entity (ATGS, ASM, Leadplane, etc.) and authorization is given to enter/transit the TFR.
- The first responding aircraft, typically on extended attack incidents, must have reasonable assurance that there are no other aircraft in the TFR by making blind calls on the TFR frequency and double checking with ground personnel (IC, OPS, or Helibase).
- There may be multiple aircraft operations areas within a single TFR.
- Remember - Non-Incident aircraft may enter the TFR under the following conditions:
  - The aircraft is carrying **law enforcement officials**.
  - The aircraft is 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.
- A ROSS order or Aircraft Dispatch Form is not a clearance into a TFR.

Further Information: *Interagency Aerial Supervision Guide*, PMS 505

# CODY DISPATCH CENTER RADIO COMMUNICATIONS PLAN 2016

DATE  
PREPARED:  
03/19/16

## BASIC RADIO CHANNEL UTILIZATION

All Frequencies are Narrow Band unless otherwise noted

**\*Monitored by Cody Dispatch**

**\*\*Frequencies are subject to change without notice - this listing is current as of 19Mar16**

| SYSTEM                                   | FUNCTION                  | RX<br>FREQ           | RX<br>CG | TX<br>FREQ | TX<br>CG | TX<br>NAC | REMARKS                     |                         |
|--|---------------------------|----------------------|----------|------------|----------|-----------|-----------------------------|-------------------------|
| BLM - Wind River Big Horn Basin District | Cody/Worland/Lander Base* | 168.5250             |          | 168.5250   |          |           | Cody/Worland/Lander Area    |                         |
|  | 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 Tac   | 154.2800             |          | 154.2800   |          |           |                             |                         |
|  | Fire 1                    | 166.6375             |          | 166.6375   |          |           |                             |                         |
|  | Fire 2                    | 166.8250             |          | 166.8250   |          |           |                             |                         |
|  | Warland Portable*         | 168.5250             |          | 172.4375   |          | 167.9     |                             |                         |
| Shoshone National Forest                 | North Direct (Cody) *     | 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. Clarks Fork  |                         |
|  | 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 & Greybull River |                         |
|  | Wood Ridge*               | 170.5000             |          | 164.1000   |          | 103.5     | Greybull District           |                         |
|  | NZ Portable*              | 172.3250             |          | 164.8250   |          | 114.8     |                             |                         |
|  | Clarks Frk Direct*        | 172.3250             |          | 172.3250   |          | 110.9     |                             |                         |
|  | 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                       |                         |
|  |                           | Lava Mountain*       | 172.3750 |            | 164.8750 |           | 103.5                       | West end of Dubois Area |
| 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 Washakie Dist. |                         |
|  | 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     |                             |                         |
|  | Wark #2                   | 168.6125             |          | 168.6125   |          |           |                             |                         |
|  | VFire 21 Mutual Aid Tac   | 154.2800             |          | 154.2800   |          |           |                             |                         |
|  | SHF Fire Tac              | 168.7500             |          | 168.7500   |          |           |                             |                         |
|  | R2 Fire Tac               | 168.6750             |          | 168.6750   |          |           |                             |                         |

# CODY DISPATCH CENTER RADIO COMMUNICATIONS PLAN 2016

DATE  
PREPARED:  
03/19/16

## BASIC RADIO CHANNEL UTILIZATION

All Frequencies are Narrow Band unless otherwise noted

**\*Monitored by Cody Dispatch**

**\*\*Frequencies are subject to change without notice - this listing is current as of 19Mar16**

| SYSTEM                    | FUNCTION                 | RX<br>FREQ | RX<br>CG | TX<br>FREQ | TX<br>CG | TX<br>NAC | REMARKS   |
|---------------------------|--------------------------|------------|----------|------------|----------|-----------|---|
| Bighorn National Forest   | NE Direct (Sheridan) *   | 171.7875   | 110.9    | 171.7875   | 110.9    |           | Sheridan Area<br>North/East side BHF  |
|                           | Dome Peak*               | 171.7875   | 110.9    | 164.1500   | 167.9    |           |   |
|                           | Riley Point*             | 171.7875   | 110.9    | 164.1500   | 156.7    |           |   |
|                           | NE Portable*             | 171.7875   | 110.9    | 164.1500   | 103.5    |           |   |
|                           | South Direct (Buffalo) * | 169.9250   | 110.9    | 169.9250   | 110.9    |           | Buffalo Area<br>South/East side BHF<br>South end of BHF<br>South/West side of BHF |
|                           | 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 (Lovell) *     | 170.5250   | 110.9    | 170.5250   | 110.9    |           | Lovell Area<br>North/West side of BHF<br>West side of BHF                         |
|                           | Medicine Mountain*       | 170.5250   | 110.9    | 164.1250   | 156.7    |           |   |
|                           | Shell Rim*               | 170.5250   | 110.9    | 164.1250   | 123.0    |           |   |
|                           | NW Portable*             | 170.5250   | 110.9    | 164.1250   | 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 Mountain    | 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        | 165.5875   | 118.8    | 164.8000   | 118.8    |           |   |
| Fire Gache Ops (FF)       | 172.5000                 | 103.5      | 172.5000 | 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   |          |           |   |

# CODY DISPATCH CENTER RADIO COMMUNICATIONS PLAN 2016

DATE  
PREPARED:  
03/19/16

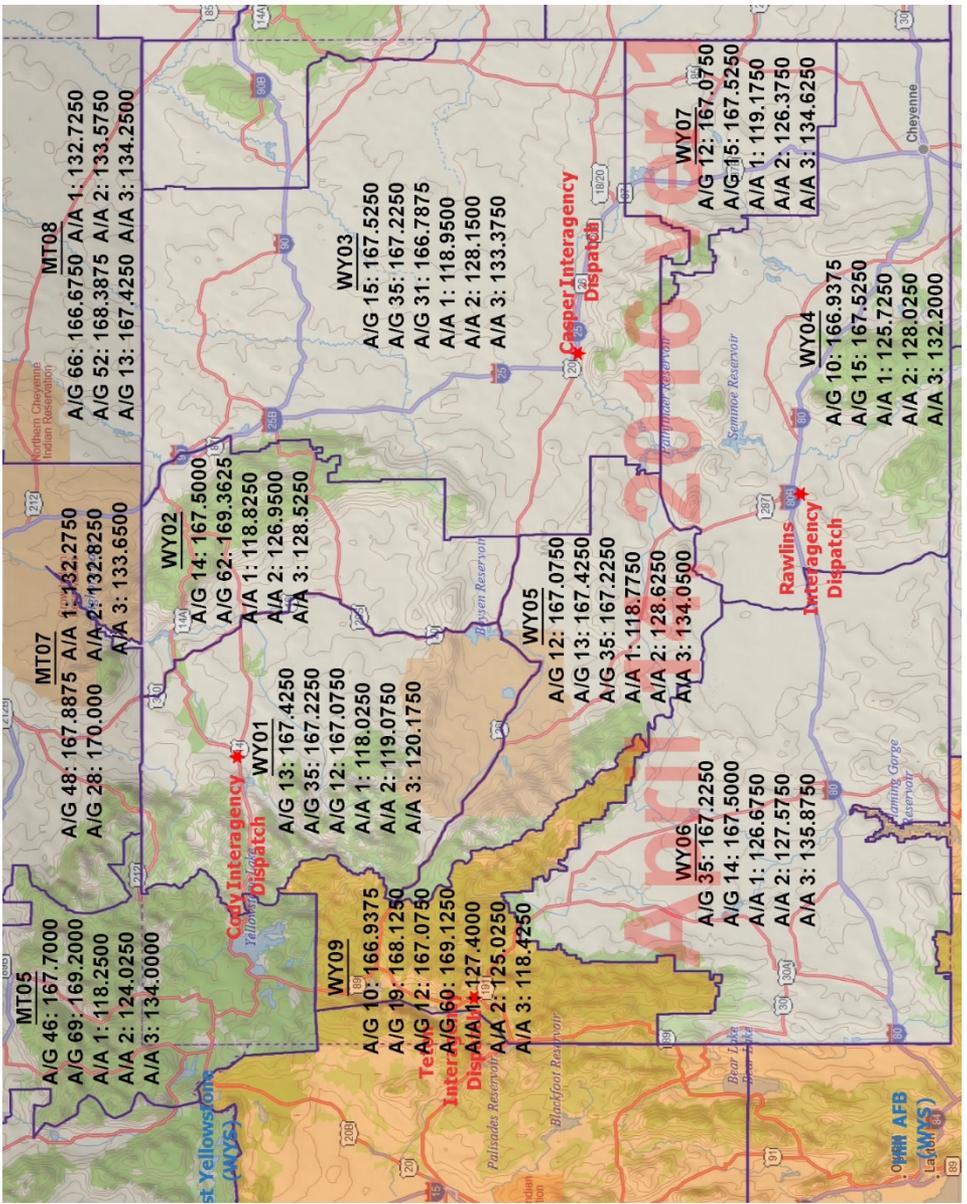
## BASIC RADIO CHANNEL UTILIZATION

All Frequencies are Narrow Band unless otherwise noted

**\*Monitored by Cody Dispatch**

**\*\*Frequencies are subject to change without notice - this listing is current as of 12Apr16**

| SYSTEM                                    | FUNCTION  | RX<br>FREQ   | RX<br>CG | TX<br>FREQ   | TX<br>CG | TX<br>NAC   | REMARKS  |
|---|---|--|----------|--|----------|---|--|
| Park County Fire                          | PCFDR#2 Direct - Cody<br>PCFDR#2 Repeater - Cody<br>PCFDR#3 Net - Meeteetse   | 155.8950<br>155.8950<br>154.2500   |          | 155.8950<br>153.8750<br>154.2500   |          | 100.0   |  |
| Other County and<br>Federal/State         | Big Horn Co<br>Fremont Co Fire Tac 1<br>Fremont Co Fire Rptr - Limestone<br>Fremont Co Fire Rptr - Copper<br>Fremont Co Fire Tac 2<br>Hot Springs Co<br>Tensleep Fire Tac<br>Worland Fire<br>VFire21<br>VMed28<br>WY State Mutual Aid LAW | 154.7250<br>154.3550<br>155.1150<br>155.1150<br>154.4000<br>154.4150<br>155.9400<br>154.2050<br>154.2800<br>155.3400<br>154.8750 |          | 155.8500<br>154.3550<br>155.7750<br>155.7750<br>154.4000<br>150.8050<br>155.9400<br>154.2050<br>154.2800<br>155.3400<br>154.8750 |          | 100.0<br><br>123.0<br>107.2<br><br>107.2<br><br><br><br>156.7 | <br><br><br><br><br><br><br><br><br><br>State wide on scene medic        |
| NIFC Tac #1<br>NIFC Tac #2<br>NIFC Tac #3 | Tactical #1<br>Tactical #2<br>Tactical #3   | 168.0500<br>168.2000<br>168.6000   |          | 168.0500<br>168.2000<br>168.6000   |          |   | Assigned by Dispatch to<br>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   |
| National Interagency                      | Zone 1 Air to Air 1<br>Zone 1 Air to Air 2<br>Zone 1 Air to Air 3   | 118.0250<br>119.0750<br>120.1750   |          | 118.0250<br>119.0750<br>120.1750   |          |   | E of YNP, W of Hwy<br>20/16/310, S of MT/WY<br>stateline, N of Hwy 26    |
| National Interagency                      | Zone 2 Air to Air 1<br>Zone 2 Air to Air 2<br>Zone 2 Air to Air 3   | 118.8250<br>126.9500<br>128.5250   |          | 118.8250<br>126.9500<br>128.5250   |          |   | E of Hwy 20/16/310, W of<br>I25, S of MT/WY stateline,<br>N of Hwy 20/26 |
| National Interagency                      | Zone 5 Air to Air 1<br>Zone 5 Air to Air 2<br>Zone 5 Air to Air 3   | 118.7750<br>128.6250<br>134.0500   |          | 118.7750<br>128.6250<br>134.0500   |          |   | E of YNP, S of Hwy 20/26 -<br>see map                                    |
| National Interagency                      | Zone 1 Air to Ground 12<br>Zone 1 Air to Ground 13<br>Zone 1 Air to Ground 35   | 167.0750<br>167.4250<br>167.2250   |          | 167.0750<br>167.4250<br>167.2250   |          |   | E of YNP, W of Hwy<br>20/16/310, S of MT/WY<br>stateline, N of Hwy 26    |
| National Interagency                      | Zone 2 Air to Ground 14<br>Zone 2 Air to Ground 62  | 167.5000<br>169.3625   |          | 167.5000<br>169.3625   |          |   | E of Hwy 20/16/310, W of<br>I25, S of MT/WY stateline,<br>N of Hwy 20/26 |
| National Interagency                      | Zone 5 Air to Ground 12<br>Zone 5 Air to Ground 13<br>Zone 5 Air to Ground 35   | 167.0750<br>167.4250<br>167.2250   |          | 167.0750<br>167.4250<br>167.2250   |          |   | E of YNP, S of Hwy 20/26 -<br>see map                                    |



For Emergency Medivac use VMED28 RX/TX 155.3400 TX Tone 156.7



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## INCIDENT MANAGEMENT TEAMS

### Type 3 IMTs

Type 3 IMTs incidents can range from a relatively small to a rather complex organization. Orders from the Type 3 organization are placed with Expanded Dispatch (if one is in place) via cell phone. In the absence of an Expanded Dispatch all ordering will be done through regular dispatch, but still via cell phone where possible. Dispatch will assist the type 3 organization with logistics, plans, etc. However, that does not mean these positions should not be ordered and filled when needed.

The intelligence dispatcher will be in close contact with the IC for completion of the ICS 209 for submission to RMACC by the designated time. This process is extremely important in that priorities are set throughout the region based upon the information in this document.

It is imperative for payment purposes that all non-federal resources are tracked and information relayed to dispatch concerning arrival at incident and release from incident. All paper work should be completed prior to release (timesheets/shift tickets signed, inspections done, etc)

### Type 1 and 2 IMTs

#### Ordering

Utilization of the Resource Ordering and Status System (ROSS) at the incident by Type I and Type II Incident Management teams is encouraged. See expanded phone numbers under Dispatch Operations.

All tactical aircraft will be ordered through the Aircraft Dispatcher in Initial Attack. It is preferred that the Aircraft Dispatcher deals directly with Air Operations. This alleviates confusion on aircraft types, capabilities, availability, and priorities. This process will enable dispatch to meet the needs of the team more efficiently.

Any requests deemed by the Dispatch Center Manager or Expanded Dispatch Supervisor to be out of the ordinary, excessive, or unreasonable will be submitted to the line officer or their representative for approval prior to ordering. In such instances, justification may need to be submitted for documentation.

**Name Requests** are the exception rather than the rule. They normally do not adhere to the most cost effective and timely mobilization of resources. If it is determined that a name request is necessary, the person requesting the resource **MUST** contact the "Name requested resource" in advance of placing the request with dispatch to confirm their availability (not just personal, but supervisor's as well), unit identifier, and contact phone number(s). This information must accompany the Name Request. If the resource being name requested has not been made available in ROSS or with their local dispatch center, they need to do so immediately or the order will not go through\*.

\*Depending on circumstances, an available name request may not be honored or filled depending on local, geographic, or national incident and resource allocation priorities.

## Intelligence

The ICS-209 will be input into the system by the team. If this is not possible (unable to connect, no logon, etc) contact the Center Manager at Cody Dispatch and a process will be worked out. If it is determined that Cody Dispatch will submit the ICS 209 for the team it must be into dispatch by 1700 for transmittal to the Rocky Mountain Area Coordination Center.

Incident Action Plans will be submitted to the Cody Dispatch Center each day for dissemination throughout the support organization (buying team, expanded dispatch, cache, etc) or posted to website for retrieval.

Maps of the incident will be provided to the Cody Dispatch Center when significant changes have occurred in perimeter.

### IMT/Dispatch Briefing Checklists

Dispatch will provide:

- ✓ Copy of all resource orders or access to ROSS
- ✓ Aircraft Info Sheets w/ Frequencies and TFR's
- ✓ Briefing Guide
- ✓ CDC Mobilization Guide (contains directories)
- ✓ County AOP (copy)
- ✓ Aviation Hazard Map
- ✓ Aviation Plan
- ✓ Expanded Dispatch Plan
- ✓ Medical Plans

Home Unit will provide:

- ✓ Unit Fire Management Plan, Unit maps and Topographical maps

IMT will provide:

- ✓ Cell Phone numbers for team members

## 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 ambulance - request a Life flight ambulance!**

- 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 back up resources will use Air Guard RX/TX 168.6250, TX tone 110.9**

## INFORMATION REQUIRED FOR ALL MEDIVACS

### 1. CONTACT DISPATCH:

Ex: "Cody Dispatch," your last name "with emergency traffic"

### 2. INCIDENT STATUS:

Provide incident summary and command structure

|                                 |  |  |
|---------------------------------|--|--|
| <b>Nature of injury/illness</b> |  | Describe the injury (Ex: broken leg with bleeding)     |
| Incident Name:                  |  | Geographic name + "Medical" (Ex: Trout Meadow Medical) |
| Incident Commander:             |  | Name of IC   |
| Patient Care:                   |  | Name of care provider (Ex: EMT Smith)                  |

### 3. Initial Patient Assessment:

|   |                              |  |         |
|---|------------------------------|--|---------|
| Number of patients:                             | Male/Female                  | Age:                                   | Weight: |
| Conscious?                                      | <input type="checkbox"/> Yes | <input type="checkbox"/> No = Medevac! |         |
| Breathing?                                      | <input type="checkbox"/> Yes | <input type="checkbox"/> No = Medevac! |         |
| Mechanism of injury:<br>What caused the injury? |                              |  |         |
| Lat/Long (Datum NAD83)                          |                              |  |         |

### 4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY:

| SEVERITY  | TRANSPORT PRIORITY  |
|---|---|
| <input type="checkbox"/> <b>URGENT – RED</b> life threatening injury or illness<br>Ex: Unconscious, difficulty breathing, bleeding severely, 2 <sup>nd</sup> -3 <sup>rd</sup> degree burns more than 4 palm sizes, heat stroke, disoriented | Ambulance or MEDEVAC helicopter. Evacuation need is <b>IMMEDIATE</b>                        |
| <input type="checkbox"/> <b>PRIORITY – YELLOW</b> Serious injury or illness<br>Ex: Significant trauma, not able to walk, 2 <sup>nd</sup> -3 <sup>rd</sup> degree burns 1-2 palm sizes   | Ambulance or consider air transport if at remote location. Evacuation may be <b>DELAYED</b> |
| <input type="checkbox"/> <b>ROUTINE – GREEN</b> Not a life threatening injury or illness. Ex: Sprains, strains, minor heat related illness  | Non-Emergency. Evacuation considered <b>Routine of Convenience</b>                          |

### 5. TRANSPORT PLAN:

|   |   |                                      |                                |
|---|---|--------------------------------------|--------------------------------|
| <b>Air Transport:</b> (Agency Aircraft Preferred) |   |                                      |                                |
| <input type="checkbox"/> Helispot                 | <input type="checkbox"/> Short-haul/Hoist | <input type="checkbox"/> Life Flight | <input type="checkbox"/> Other |
| <b>Ground transport:</b>                          |   |                                      |                                |
| <input type="checkbox"/> Self-Extract             | <input type="checkbox"/> Carry-Out        | <input type="checkbox"/> Ambulance   | <input type="checkbox"/> Other |

### 6. ADDITIONAL RESOURCES/EQUIPMENT NEEDS:

|   |                                      |  |
|---|--------------------------------------|--|
| <input type="checkbox"/> Paramedic/EMT(s)   | <input type="checkbox"/> Crew(s)     | <input type="checkbox"/> SKED/Backboard/Collar |
| <input type="checkbox"/> Burn Sheet(s)  | <input type="checkbox"/> Oxygen      | <input type="checkbox"/> Trauma Bag            |
| <input type="checkbox"/> Medication(s)  | <input type="checkbox"/> IV/Fluid(s) | <input type="checkbox"/> Cardiac Monitor/AED   |
| <input type="checkbox"/> <b>Other (e.g. splints, rope rescue, wheeled litter)</b> |                                      |  |

### 7. COMMUNICATIONS:

| Function      | Channel Name/Number | Receive (Rx) | Tone/NAC* | Transmit (Tx) | Tone/NAC* |
|---------------|---------------------|--------------|-----------|---------------|-----------|
| Ex: Command   | Forest Rpt Ch 2     | 168.3250     | 110.9     | 171.4325      | 110.9     |
| COMMAND       |                     |              |           |               |           |
| AIR-TO-GROUND |                     |              |           |               |           |
| TACTICAL      |                     |              |           |               |           |

\*(NAC for digital radios)

### 8. EVACUATION LOCATION:

|  |  |
|--|--|
| Lat/Long (Datum NAD83)<br>Ex: N 40° 42.45' x W 123° 03.24' |  |
| Patient's ETA to Evacuation Location:                      |  |
| Helispot/Extraction Size and Hazards                       |  |

### 9. CONTINGENCY:

|  |
|--|
| Consideration: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead |
|--|

#### REMEMBER:

- Confirm ETAs of resources ordered
- Act according to your level of training
- Be Alert, Keep Calm, Think Clearly, Act Decisively

## Helicopter Ambulance Services

| Location & ID             | Facility                                       | Phone Number  | Call Sign         | Type A/C         | Lat/Long                | Comments                                  |
|---------------------------|--|---|-------------------|------------------|-------------------------|---|
| Belgrade, MT              | Reach Air Medical                              | 877-554-9111  | Reach 24          | Agusta A109E     | 45°46.700<br>111°09.100 | 24 Hours                                  |
| Billings, MT              | St. Vincent's Help Flight                      | 800-538-4357  | Help Flight 1     | EC 135           | 45°47.780<br>108°31.160 | 24 Hours<br>15,000 ft max                 |
| Casper, WY                | Air Methods                                    | 800-806-9158  | WYO Life Flight 1 | Bell 407         | 42°54.466<br>106°27.865 | 24 Hours                                  |
| Cheyenne, WY (Warren AFB) | Military Assistance to Traffic & Safety "MAST" | Operations<br>307-773-2001<br>Command<br>307-773-3921 | Blade Helicopter  | UH-1N            | 41°08.000<br>104°52.000 | 24 Hours<br>Request<br>MAST<br>Helicopter |
| Cody, WY                  | Reach Air Medical                              | 877-554-9111  | Reach 28          | AS350B3 "A-Star" | 44°31.217<br>109°01.417 | 24 Hours                                  |
| Driggs, ID                | Air Idaho Rescue                               | 800-247-4324  | Air 1             | Bell 407         | 43°44.561<br>111°05.806 | 24 Hours                                  |
| Rexburg, ID               | Life Flight Network                            | 800-237-0911  | Life Flight 87    | Agusta 119       | 43°50.035<br>111°48.307 | 24 Hours                                  |
| Riverton, WY              | Guardian Flight                                | 855-291-8989  | Guardian 1        | AS350B3 "A-Star" | 43°03.850<br>108°27.580 | 24 Hours<br>No S&R                        |
| Riverton, WY              | Classic Lifeguard                              | 800-444-9223  | Lifeguard 5       | Bell 407         | 43°03.850<br>108°27.580 | 24 Hours<br>S&R<br>Capable                |
| Sheridan, WY              | Air Methods                                    | 800-806-9158  | WYO Life Flight 3 | Bell 407         | 44°48.400<br>106°58.500 | 24 Hours                                  |

## Interagency Contract Helicopters

| Location                        | AGENCY                                     | Phone Number                            | Call Sign        | Type A/C         | Lat/Long                | Comments                  |
|---------------------------------|--|---|------------------|------------------|-------------------------|---------------------------|
| Duncan Helibase<br>Glenrock, WY | Wyoming State Helitack                     | 800-295-9952<br>Casper Dispatch         | H-6SG            | Bell 206 L4      | 42°45.800<br>105°49.000 | Contract<br>5/4-10/3      |
| Billings, MT                    | BIA  | 888-256-3473<br>Billings Dispatch       | H-8MC            | AS350B3 "A-Star" | 45°48.460<br>108°32.573 | Contract<br>6/15-<br>9/22 |
| Jackson, WY                     | Teton Helitack<br><b>*Short Haul</b>       | 307-739-3630<br>Teton Dispatch          | H-35HX<br>H-38HX | AS350B3 "A-Star" | 41°48.300<br>107°12.000 | Contract<br>6/1-10/24     |
| Mammoth, WY                     | Yellowstone Helitack<br><b>*Short Haul</b> | 307-344-2181<br>Yellowstone<br>Dispatch | H-9TA            | AS350B3 "A-Star" | 44°58.200<br>110°41.500 | Contract<br>6/15-<br>9/30 |
| Rawlins, WY                     | Rawlins Helitack                           | 800-295-9953<br>Rawlins Dispatch        | H-32HX           | AS350B3 "A-Star" | 41°48.300<br>107°12.000 | Contract<br>6/14-9/11     |
| Crow Agency, MT                 | Crow Helitack                              | 406-638-2247<br>Crow Agency<br>Dispatch | H-30HX           | AS350B3 "A-Star" | 45°36.394<br>107°27.281 | Contract<br>6/20-<br>9/12 |

## Cody Dispatch Zone Hospitals & Ambulance Services

**VMED28 RX/TX 155.3400, TX Tone 156.7**

| City   | Hospital                              | Phone  | Helipad Coordinates                          | Helipad   |
|--|---------------------------------------|--|--|---|
| Basin/<br>Greybull                                   | South Big Horn Co. Hospital           | 307-568-3311<br>(Main 24 hr line)                            | 44°26.000<br>108°03.000                      | Land on lawn to the E, N, or W of hospital<br>*Level 5 Trauma   |
| Bear Lodge<br>- Burgess<br><b>Ambulance<br/>only</b> |                                       | 307-655-2444<br>307-752-2444<br>307-752-5444<br>307-752-8444 |  | <b>Ambulance</b> - Not always staffed -<br>Can talk to FS on Dome Peak<br>Repeater                        |
| Billings   | St. Vincent's Hospital                | 406-237-4116 ER<br>406-657-7000                              | 45°47.800<br>108°31.200                      | Roof of hospital<br>*Level 2 Regional Trauma Center   |
| Buffalo  | Johnson County Healthcare Center      | 307-684-6166 ER<br>307-684-5521                              | 44°22.865<br>106°43.308<br>(BYG coordinates) | Land at Johnson County Airport (BYG), patient will need transport to the hospital.<br>*Level 5 Trauma     |
| Casper   | Wyoming Medical Center                | 307-577-7201 ER  | 42°50.800<br>106°18.500                      | Roof of hospital<br>*Level 2 Regional Trauma Center   |
| Cody   | West Park Hospital                    | 307-527-2000 ER<br>307-527-7501                              | 44°31.600<br>109°04.400                      | N side of hospital<br>*Level 3 Trauma   |
| Jackson  | St. John's Hospital                   | 307-733-3636<br>(Main 24 hr line)                            | 43°28.900<br>110°44.900                      | On the roof, S side of hospital<br>*Level 3 Trauma  |
| Lander   | Sage West Health Care                 | 307-335-6395 ER<br>307-332-4420<br>(Main 24 hr line)         | 42°49.300<br>108°43.600                      | Helipad at the hospital<br>*Level 3 Trauma  |
| Lovell   | North Big Horn Co. Hospital           | 307-548-5200<br>(Main 24 hr line)                            | 44°49.600<br>108°23.500                      | E of hospital on front lawn<br>*Level 5 Trauma  |
| Powell   | Powell Valley Health Care             | 307-754-1175 ER<br>307-754-2267<br>(Main 24 hr line)         | 44°45.400<br>108°46.300                      | W side of hospital<br>*Level 4 Trauma   |
| Riverton   | Sage West Health Care                 | 307-857-3420 ER  | 43°02.100<br>108°25.100                      | E side of hospital<br>*Level 4 Trauma   |
| Sheridan   | Memorial Hospital of Sheridan County  | 307-672-1100 ER<br>307-672-1000<br>(Main 24 hr line)         | 44°48.400<br>106°58.500                      | SE side in front of emergency department (45'X45')<br>*Level 3 Trauma                                     |
| Thermopolis  | Hot Springs County Memorial Hospital  | 307-864-3121<br>(Main 24 hr line)                            | 43°42.800<br>108°23.400                      | Land at Hot Springs County Airport (HSG), patient will need transport to the hospital.<br>*Level 4 Trauma |
| Worland  | Banner Health Washakie Medical Center | 307-347-6973 ER<br>307-347-3221<br>(Main 24 hr line)         | 43°57.900<br>107°57.000                      | Land at Worland Municipal Airport (WRL), patient will need transport to the hospital.<br>*Level 4 Trauma  |

### 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<br>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              |

*CDC Mobilization Guide*



*CDC Zone Incident Organizer (pdf)*



*CDC Zone Incident Organizer (for mobile devices)*



*Cody Interagency Dispatch Center web site*



*CDC Zone Geo-Referenced Maps (password protected)*



*CDC Aviation Briefing Guide*

