

2025 INCOMING RESOURCES AVIATION BRIEFING GUIDE



3777 Airport Parkway
Casper, WY 82604
Phone: 1-800-295-9952/3 or 307-233-1140/1
Fax: 307-233-1167

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

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GENERAL

ORGANIZATION

The service area for Casper Interagency Dispatch Center is comprised of four federal agencies, BLM, USFS, NPS, USFWS, and 17 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 Casper Interagency Dispatch Center (CPC) provides support for the following units:

- Bureau of Land Management
 - High Plains District (HPD)
 - High Desert District (HDD)
- U.S. Forest Service
 - Medicine Bow-Routt National Forest & Thunder Basin National Grassland (MRF)
- National Park Service
 - Fort Laramie National Monument (NPS)
- U.S. Fish and Wildlife Service
- Albany County (ALX)
- Campbell County (CMX)
- Carbon County (CAX)
- Converse County (COX)
- Fremont County (FRX)
- Goshen County (GOX)
- Johnson County (JOX)
- Laramie County (LAX)
- Lincoln County (LIX)
- Natrona County (NAX)
- Niobrara County (NIX)
- Platte County (PLX)
- Sheridan County (SHX)
- Sublette County (SUX)
- Sweetwater County (SWX)
- Uinta County (UIX)
- Weston County (WEX)
- Wyoming State Forestry Division (WYS) – Casper Zone (CPS)

AVIATION CONTACTS

Local CPC Aviation Managers

HPD Aviation Manager	Scott McConchie	307-710-1094	rmcconch@blm.gov
HDD Aviation Manager	Scott McConchie	307-710-1094	rmcconch@blm.gov
MRF Aviation Officer	Dan Sebern	970-625-0392	daniel.sebern@usda.gov
WYS Aviation Manager & AFMO	Chris Fallbeck	307-631-2594	chris.fallbeck@wyo.gov

State & Regional Aviation Contacts

BLM-WY State Aviation Manager	Greg Reser	307-350-2202	greser@blm.gov
USFS Regional Aviation Officer	Clark Hammond	720-305-8841	clark.hammond@usda.gov
USFS Regional Aviation Safety Manager	Kevin Merrill	605-222-3883	Kevin.merrill@usda.gov
USFS Regional HOS	Nate Alexander	406-491-0878	nathan.alexander@usda.gov
USFS Regional FW Program Manager	Dennis Fogel	208-993-0211	dennis.fogel@usda.gov
NPS Regional Aviation Manager	Justin Jager	303-969-2657 928-266-5672	justin_jager@nps.gov

High Plains District

BLM FMO	Craig Short	307-262-2840	cshort@blm.gov
BLM AFMO	Curtis Rasmuson	307-763-0474	crasmuson@blm.gov

High Desert District

BLM FMO	Mark Randall	307-231-9092	mrandall@blm.gov
BLM AFMO	Mike Wengert	307-231-6054	mwengert@blm.gov

Medicine Bow-Routt NF & Thunder Basin NG

USFS FMO	Jay Miller	307-399-1422	jay.w.miller@usda.gov
USFS AFMO	Jeramy Dietz	307-760-6165	jeramy.dietz@usda.gov

Fort Laramie National Monument

Superintendent	Mark Davison	307-837-2221 Ext. 3004	mark_davison@nps.gov
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Wyoming State Forestry Division

FMO	Jerod DeLay	307-286-6315	jerod.delay@wyo.gov
Duty Officer Phone		307-777-5566	

Dispatch Contacts

Casper Dispatch
wycpc@firenet.gov

800-295-9952

Geographic Area Coordination Center

Rocky Mountain Coordination Center
cormc@firenet.gov

Center Manager	Travis Hartsburg	303-445-4300
Aircraft	Alex Weitz	303-445-4300

Neighboring Dispatch Centers

Billings Interagency Dispatch Center mtbdc@firenet.gov	406-896-2911
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Cody Interagency Dispatch wycdc@firenet.gov	307-578-5740
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Eastern Idaho Interagency Fire Center ideic@firenet.gov	208-524-7600
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Northern Colorado Interagency Dispatch concc@firenet.gov	970-295-6800
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Great Plains Interagency Dispatch sdgpc@firenet.gov	605-399-3160
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Miles City Interagency Dispatch mtmcc@firenet.gov	406-233-2900
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Northern Utah Interagency Fire Center utnuc@firenet.gov	801-495-7600
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Teton Interagency Dispatch wytde@firenet.gov	307-739-3630
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Uintah Basin Interagency Fire Center utubc@firenet.gov	435-789-7021
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OPERATIONS

AVIATION OPERATIONS

Aviation assets in the Casper Dispatch Zone are dispatched out of the Casper Interagency Dispatch Center (CPC). 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: 3777 Airport Parkway, Casper, WY 82604

CPC Contact Phone Numbers:

Dispatch Center (24 hrs.)	800-295-9952/3 or 307-233-1140/1
Fax	307-233-1167
Email	wycpc@firenet.gov

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 Aircraft Dispatcher and Aviation Manager for all fire and non-fire flights. Submit costs to: wycpc@firenet.gov and the Aviation Manager for the District you are assigned to.

Aircraft managers must call into Casper 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. Casper Dispatch MUST be notified immediately of any maintenance or mechanical issues that take the aircraft out of service.

All personnel must be prepared to stay at a different location than where they originated from.

You are expected to be self-sufficient and on per diem. If this is a problem, contact the Aviation Manager/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 Casper 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 (i.e.: 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 incident commander or dispatch if no ground resources on scene.

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. Casper Interagency Dispatch Center shares boundaries with:

- Miles City Interagency Dispatch Center to the North
- Great Plains Interagency Dispatch Center to the East
- Northern Colorado Interagency Dispatch Center, and Uintah Basin Interagency Fire Center to the South
- Northern Utah Interagency Dispatch Center and East Idaho Interagency Dispatch Center to the West
- Teton Interagency Dispatch Center and Cody Interagency Dispatch Center to the 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.
 - Casper 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 Casper Interagency Dispatch Zone (CPC Zone) is situated roughly in the eastern 1/3 and southern 1/3 of Wyoming.

To access the Casper Interagency Dispatch Center's fire weather forecasts:

https://gacc.nifc.gov/rmcc/dispatch_centers/r2cpc/weather.htm

Aviation operations in the Casper Dispatch Zone are typically conducted over a variety of terrain with elevations ranging from 4,000 feet to 11,000 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.

HAZARDS

There are several high-tension power lines, wind farms, 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 some MTRs, MOAs, SUAs, or other military operations within our dispatch area. Military aircraft 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.

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

AVIATION HAZARD MAPS / OTHER MAPS

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. Or visit:

<https://www.frames.gov/fire-ops-maps/wyoming>

AIRSPACE

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

<https://tfr.faa.gov/tfr3/?page=list>



NWCG Fire Traffic Area (FTA)

NWCG Standards for Aerial Supervision, PMS 505,

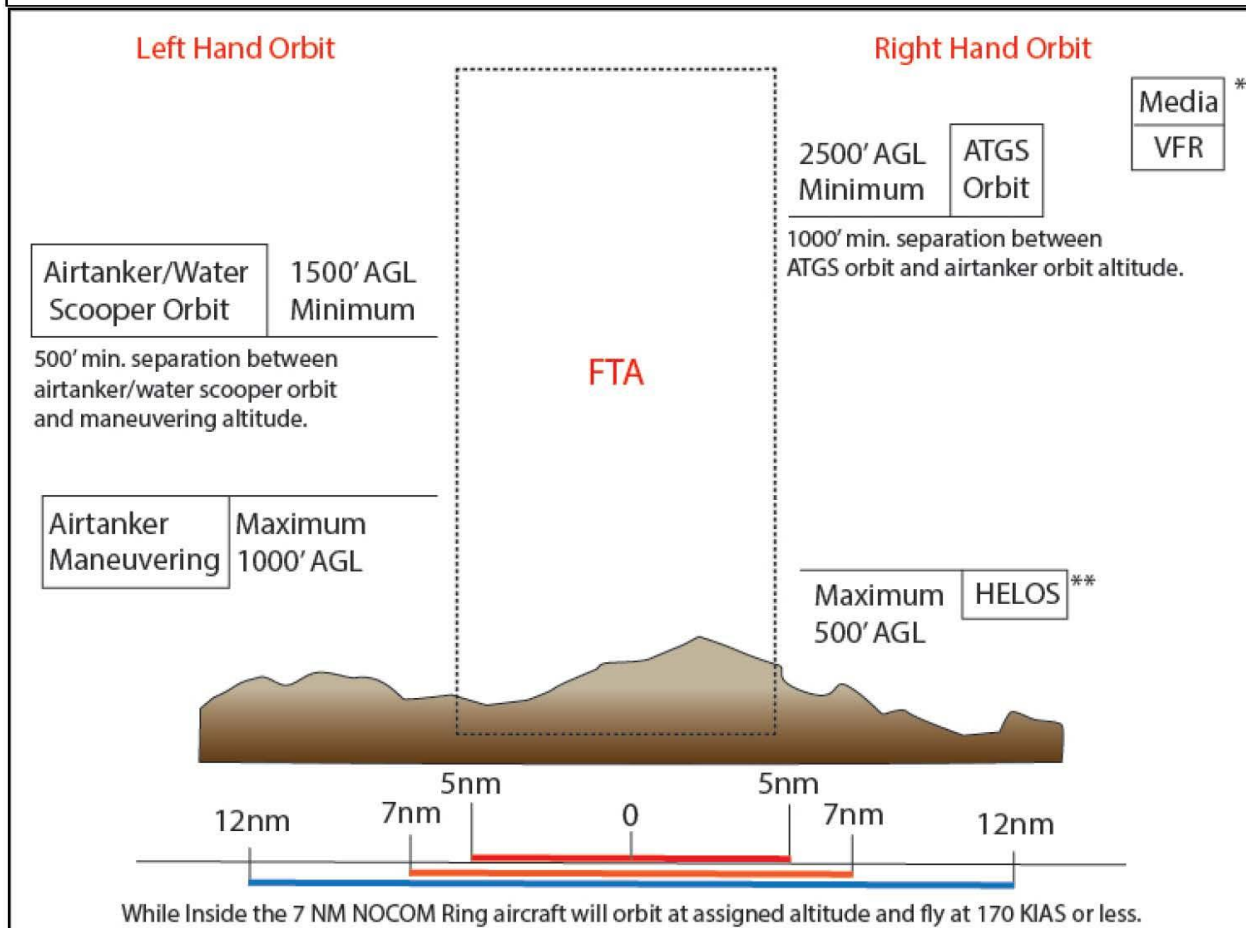
<https://www.nwcg.gov/publications/505>

Clearance is required to enter the FTA

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

No Radio Contact: Hold a minimum of 7 nm from the incident.

Note: Airtanker maneuvering altitude determines minimum airtanker and ATGS orbit altitudes. Assigned altitudes may be higher and will be stated as MSL.



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

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

Airtanker Base As Assigned	Air Guard 168.625 Tx Tone 110.9	Air to Air As Assigned	National Flight Following 168.650 Tone 110.9 TX and RX
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FLIGHT FOLLOWING PROCEDURES

All flight following will be handled through the Casper Dispatch Center for all tactical fire missions utilizing AFF and positive radio communications.

Utilizing AFF, 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 **Casper 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.

Casper 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. Please communicate to Casper Dispatch the location of dead areas so the location can be shared with the Radio Shop and mitigated in the future with radio program expansion.

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 enroute 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 Casper Interagency Dispatch Center will implement the Interagency Aviation Mishap Response Plan.

AIRTANKER BASES, HELIBASES, AND AIRPORTS

Several airports are used in support of wildland fires in this area. There are established Air Tanker Bases at Casper (CPR) and Rock Springs (RKS). Contact Casper Interagency Dispatch Center for activation of SEAT Bases.

The High Desert District Helitack Crew and Exclusive Use Helicopter are based out of the Rawlins Airport (RWL).

The Wyoming State Helitack operates out of the Duncan Helibase. This location can accommodate a total of two type 3 helicopters or one Type 3 and one Type 2. Road access prohibits Type 1 support vehicle from use. Use must be preapproved by the WSFD Fire Duty Officer.

INTERAGENCY AERIAL SUPERVISION REQUIREMENTS

Note: Deviations from this table may be authorized by the agencies through local mitigations.

SITUATION	HLCO	ASM / LPIL	ATGS / ASM
Three or more manned aircraft over an incident or when mixed type and kind aircraft are over the incident working at the same time.	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
If manned and unmanned aircraft are operating within the same working area/area of operation (WA/AO). <i>(If only UAS, no aerial supervision is required.)</i>	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
Fixed-Wing Low-Level Operations in Low Light conditions.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Airtanker not IA Rated/ MAFFS/VLAT.	N/A	REQUIRED	N/A
Muti-Engine Amphibious Water Scooping Aircraft not IA carded.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Level 2 SEAT / Single-Engine Scooper operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Foreign Government Aircraft.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Congested Area Flight Operations.	ORDERED	ORDERED	REQUIRED
Periods of marginal weather, poor visibility, or turbulence.	REQUIRED IF NO ATGS/ASM / LPIL	REQUIRED	REQUIRED
Active Duty (Non-National Guard) Military Helicopter Operations.	ORDERED	N/A	REQUIRED IF NO HLCO
When requested by airtanker, helicopters, ATGS, LPIL, or ASM.	REQUIRED	REQUIRED	REQUIRED

****ASM can perform all ATGS missions however, an ATGS is required when requested by ASM.**

AERIAL DELIVERY POLICY – REDBOOK CHAPTER 12

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/fishing-boating/aquatic-invasive-species-prevention>

All Misapplication of retardant must be reported to the Aviation Manager with 24 hours.

INCIDENT MANAGEMENT TEAMS

Aviation resources assigned to large and/or extended attack fires in the Casper Dispatch Zone will report to the Incident Commander, Operations, and/or Air Operations. The AOBD, 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.

Casper 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.

Wyoming Military Department Aircraft Ordering:

For availability and ordering of any Wyoming Military Department assets, UH-60s for hoist or bucket operations, Incident Commanders must contact the WY State Forestry Fire Duty Officer first to initiate the process.

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.

PAYMENT

Forest Service Payment - Aviation Business System (ABS)

apps.fs.usda.gov/ibs

DOI Payment – OAS 23E

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

GUIDES & MANUALS

Aviation Handbooks, Guides, Standards and Booklets are located in the Interagency Aviation Training Library

<https://www.iat.gov/library.asp>

Aviation Policy and Reference are located at the IAT Policy & References link

<https://www.iat.gov/policy.asp>

Some quick links:

Interagency Standards for Fire & Aviation Operations (Redbook)

<https://www.nifc.gov/standards/guides/red-book>

Forest Service 5700 Manual – Aviation Management

https://www.iat.gov/docs/FSM_5700_FSH_5709.16_Policy_In_One_Doc.pdf

NWCG Standards for Helicopter Operations (NSHO)

<https://www.nwcg.gov/publications/510>

NWCG Standards for Aerial Supervision

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

NWCG Standards for Airtanker Base Operations

<https://www.nwcg.gov/publications/508>



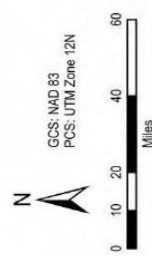
- BLM Radio Repeater
- ▭ Dispatch Zone Boundary
- ▭ BLM District Boundary

BLM Wyoming Tone Guard	
T1	110.9
T2	123.0
T3	131.8
T4	136.5
T5	146.2
T6	156.7
T7	167.9
T8	103.5
T9	100.0
T10	107.2
T11	114.8
T12	127.3
T13	141.3
T14	151.4
T15	162.2
T16	192.8

Wyoming Standard A/G Frequency
for Air Ambulance/AirMed Evacs
on Wildland Fire Incidents = "VMEID28"

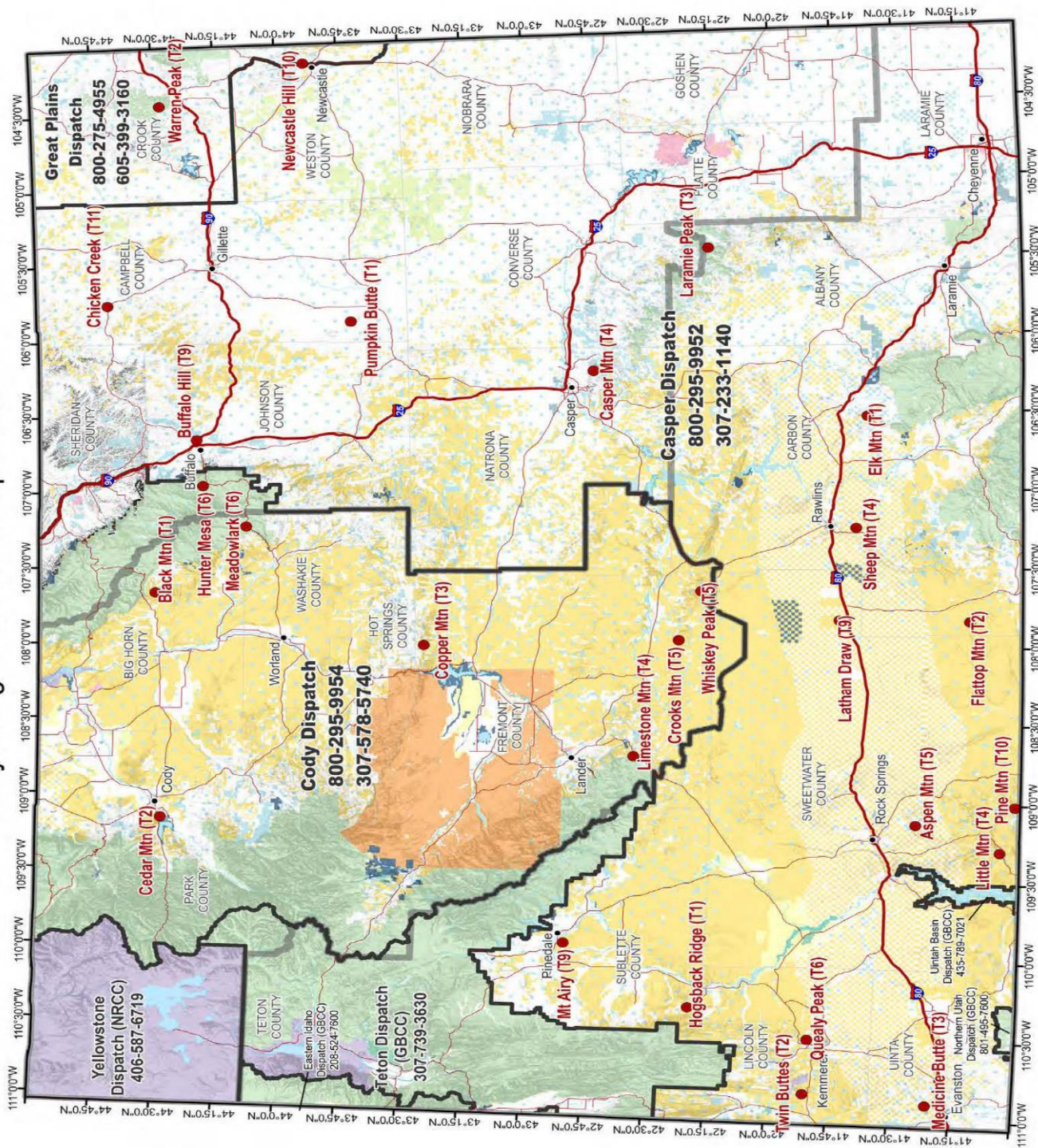
Rx 155.3400
Tx 155.3400
Tx CTCSS 156.7
*Excluding Yellowstone N.P.
Current as of 2023/03/07

For Official Use Only:
FOIA Release Exempt,
Data to be protected as
Controlled Unclassified Info (CUI)



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with these data. The user assumes all liability for any and all uses of these data and bears all responsibility in determining whether these data are fit for the user's intended purpose.
2/18/2024, 10:00am

Wyoming BLM Radio Repeaters



Wyoming BIA, NPS, and USFS Radio Repeaters



- NPS Radio Repeater
- USFS Radio Repeater
- BIA Radio Repeater
- Dispatch Zone Boundary
- BLM District Boundary

Wyoming Standard A/G Frequency
for Air Ambulance/AirMed Evacs
on Wildland Fire Incidents = "VMEED28"
Rx 155.3400
Tx 155.3400

*Excluding Yellowstone N.P.
Current as of 2023/03/07

For Official Use Only:
FOIA Release Exempt,
Data to be protected as
Controlled Unclassified Info (CUI)

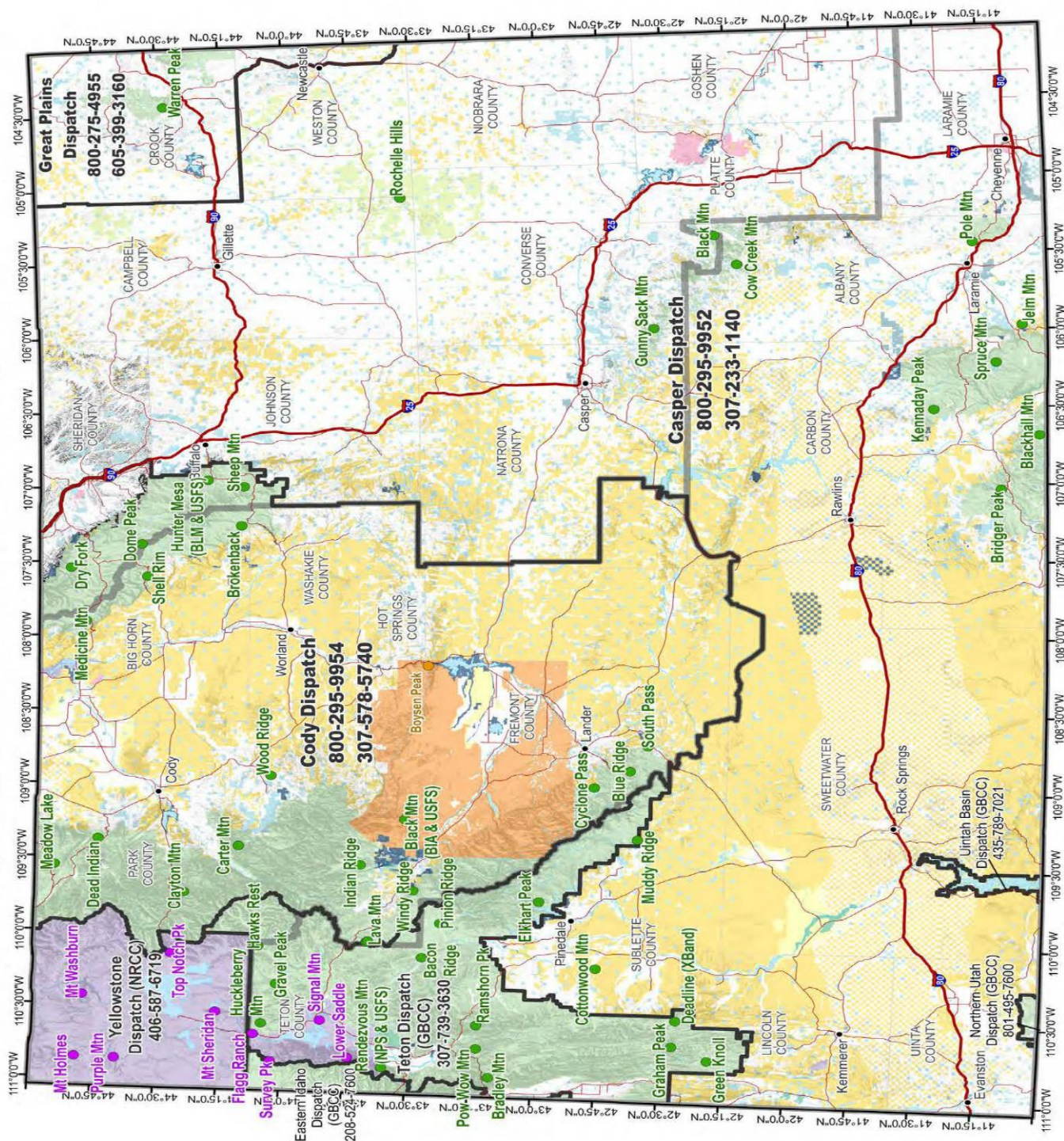


GCS: NAD 83
PSC: UTM Zone 12N



Map accuracy is based on the best available data. The user assumes the entire risk associated with the use of these data and bears all responsibility for any errors or omissions. The user is not to be held liable for any errors or omissions.

2/16/2024, version 1



RADIO COMMUNICATIONS PLAN				WY-HDD Group 7		Date Prepared: 3/10/2025		All frequencies are NARROW BANDED. All frequencies are ANALOG, unless otherwise noted.		User
Ch #	Channel Name	Function	Rawlins		RX Freq	RX Tone	TX Freq	Tx Tone	Remarks	Select Tones
1	Fire 1	BLM Tac	166.6375		166.6375		166.6375			1 110.9
2	Fire 2	BLM Tac	166.8250		166.8250		166.8250			2 123.0
3	Fire 3	BLM Tac	167.1250		167.1250		167.1250			3 131.8
4	V/FIRE21	Mutual Aid Tac/FERN	154.2800		154.2800		154.2800	156.7	Previously called FERN	4 136.5
5	HDD East RPT	HDD East Rpt Net.	172.5875		172.5875		164.2500	See Below	Use HDD East Rpt. Pick List	5 146.2
6	Med Bow West Rpt	USFS RPT	171.7875	110.9	171.7875	110.9	164.1500	See Below	Use Med Bow West Rpt. Pick List (Saratoga Base)	6 156.7
7	Med Bow East Rpt	USFS RPT	171.5000	110.9	171.5000	110.9	164.0000	See Below	Use Med Bow East Rpt. Pick List (Laramie Base)	7 167.9
8	Med Bow North Rpt	USFS RPT	173.7625	110.9	173.7625	110.9	164.8000	See Below	Use Med Bow North Rpt. Pick List (Douglas Base)	8 103.5
9	Albany Co. Jelrn Rpt	Co. Road & Bridge RPT	155.7600	114.8	155.7600	114.8	155.1450	114.8	Albany Co. Jelrn Rpt Dedicated Tone (114.8)	9 100
10	Carbon County Fire	Local Dispatch	155.8050	100.00	155.8050	100.00	155.8050	100.0		10 107.2
11	Med Bow Tac	USFS Tac	166.5500		166.5500		166.5500		Med Bow Tac	11 114.8
12	A/G 10	Air to Ground	166.9375		166.9375		166.9375		IA Zone WY04	12 127.3
13	A/G 15	Air to Ground	167.5250		167.5250		167.5250		IA Zone WY04 & WY07	13 141.3
14	BLM HDDF	HDD Fire Dispatch	TRNK		TRNK		TRNK		HDD Fire WyoLink Trunking Talkgroup	14 151.4
15	VMED28	VMED28	155.3400		155.3400		155.3400	156.7	Dedicated PL Tone - Air Ambulance/Med Evac/Life Flight Operations in WY	15 162.2
16	Air Guard	Emergency Hailing Aircraft	168.6250		168.6250		168.6250	110.9	Dedicated PL Tone	16
17	VMED28	AirAmbulance	155.3400		155.3400		155.3400	156.7	Must be accessed through the radio menu	
18	Air Guard	Emergency Hailing Aircraft	168.6250		168.6250		168.6250	110.9	Must be accessed through the radio menu	
HDD East Rpt. Tone Guard Pick List CH 5			Med Bow West Rpt.		Med Bow East Rpt.		Med Bow North Rpt.			
1 - Elk Mtn (110.9)			Tone Guard Pick List CH 6		Tone Guard Pick List CH 7		Tone Guard Pick List CH 8			
2 - Flattop (123.0)			3 - Blackhall Mtn. (131.8)		4 - Jelrn Mtn. (136.5)		6 - Gunny Sack Mtn. (156.7)			
3 - Laramie Pk. (131.8)			11 - Kennaday Peak (107.2)		5 - Pole Mtn (146.2)		7 - Cow Creek Mtn. (167.9)			
4 - Sheep Mtn. (136.5)			12 - Bridger Peak (114.8)		6 - Spruce Mtn. (156.7)		8 - Black Mtn.(103.5)			
5 - Whiskey Peak (146.2)										
6 -										

KNG Rad1

Rx155.3

KNG Radios in ALL Zones:
 VMED28 = CH17
 Rx155.3400 Tx155.3400
 (Tx Tone 156.7)
AIR GUARD - CH18
 Rx168.6250 Tx168.6250
 (Tx Tone 110.9)

RADIO COMMUNICATIONS PLAN				WY-HDD Group 9		Date Prepared: 3/10/2025		All frequencies are NARROW BANDED. All frequencies are ANALOG, unless otherwise noted.	
Rock Springs				Rock Springs		Rock Springs		Rock Springs	
Ch #	Channel Name	Function	RX Freq	RX Tone	TX Freq	Tx Tone	Remarks	#	User Select Tones
1	Fire 1	BLM Tac	166.6375		166.6375			1	110.9
2	Fire 2	BLM Tac	166.8250		166.8250			2	123.0
3	Fire 3	BLM Tac	167.1250		167.1250			3	131.8
4	VFIRE21	Mutual Aid Tac/FERN	154.2800		154.2800	156.7	Previously called FERN	4	136.5
5	HDD West RPT	HDD-BLM RPT	171.7500		164.7250	See Below	Use HDD West Rpt. Pick List	5	146.2
6	HDD East RPT	HDD-BLM RPT	172.5875		164.2500	See Below	Use HDD East Rpt. Pick List	6	156.7
7	SCFD Tac	Local Tactical	153.9650		153.9650			7	167.9
8	FD 1 Tac 2	Local Tactical	155.8725		155.8725			8	103.5
9	BLM Goslin (Vernal)	Vernal BLM RPT	172.6250		164.9500	110.9	Dedicated PL Tone	9	100
10	Ashley NF East Park	Ashley NF	172.2250		164.8000	103.5	Dedicated PL Tone	10	107.2
11	UT Tac 1	TAC	166.2375		166.2375			11	114.8
12	A/G 35	Air to Ground	167.2250		167.2250		IA Zone WY06	12	127.3
13	A/G 14	Air to Ground	167.5000		167.5000		IA Zone WY06	13	141.3
14	BLM HDDF	HDD Fire Dispatch	TRNK		TRNK		HDD Fire WyoLink Trunking Talkgroup	14	151.4
15	VMED28	VMED28	155.3400		155.3400	156.7	Dedicated PL Tone - Air Ambulance/Med Evac/Life Flight Operations in WY	15	162.2
16	Air Guard	Air Guard	168.6250		168.6250	110.9	Dedicated PL Tone	16	
17	VMED28	AirAmbulance	155.3400		155.3400	156.7	Must be accessed through the radio menu		
18	Air Guard	Emergency Hailing Aircraft	168.6250		168.6250	110.9	Must be accessed through the radio menu		
HDD West Rpt. Tone Guard Pick List CH 6			HDD East Rpt. Tone Guard Pick List CH 5						
1 - Hogs Back (110.9)			7 - Portable Rpt 1 (167.9)			7 -Portable Rpt 1 (167.9)			
2 - Twin Buttes (123.0)			8 - Portable Rpt 2 (103.5)			8 -Portable Rpt 2 (103.5)			
3 - Medicine Butte (Evanston) (131.8)			9 - Mt. Airy (100.0)			9-Latham Draw (100.0)			
4 - Little Mountain (136.5)			10 - Pine Mountain (107.2)						
5 - Aspen Mountain (146.2)									
6 - Qualey Peak (156.7)									
KNG Radio									
Rx155.3									

KNG Radios in ALL Zones:
 VMED28 = CH17
 Rx155.3400 Tx155.3400
 (Tx Tone 156.7)
 AIR GUARD - CH18
 Rx168.6250 Tx168.6250
 (Tx Tone 110.9)

RADIO COMMUNICATIONS PLAN				BLM-WY Group 30 MED BOW Travel		Date Prepared: 3/10/2025		All frequencies are NARROW BANDED. All frequencies are ANALOG, unless otherwise noted.	
Ch #	Channel Name	Function	RX Freq	RX Tone	TX Freq	Tx Tone	Remarks	#	User Select Tones
1	WORK 1	Wide Area	163.7125		163.7125		MBRTB Work (Wide Area)	1	
2	MB TAC	Fire TAC	166.5500		166.5500		Med Bow Fire TAC	2	
3	BLKHAL M	F.S. RPTR	171.7875	110.9	164.1500	131.8	Blackhall Repeater MedBow	3	
4	KENNADAY	F.S. RPTR	171.7875	110.9	164.1500	107.2	Kennaday Peak Repeater	4	
5	BRIDGER	F.S. RPTR	171.7875	110.9	164.1500	114.8	Bridger Peak Repeater	5	
6	SPRUCE	F.S. RPTR	171.5000	110.9	164.0000	156.7	Spruce MT Repeater	6	
7	POLE MT	F.S. RPTR	171.5000	110.9	164.0000	146.2	Pole Mt Repeater	7	
8	JELM MB	F.S. RPTR	171.5000	110.9	164.0000	136.5	Jelm Mtn Repeater (MB)	8	
9	SW PORT	F.S. SOA	171.7875	110.9	164.1500	100.0	Southwest Portable Repeater	9	
10	ENCP FR	Rural Fire	154.0550	131.8	154.0550	131.8	Rural Fire Encampment Fire	10	
11	SRTGA FR	Rural Fire	154.4450	100	154.4450	100.0	Rural Fire Saratoga Fire	11	
12	VMED28	Medevac	155.3400		155.3400	156.7	Air Ambulance / Air Medevac	12	
13	VFIRE 21	VFIRE	154.2800		154.2800	156.7	Rural Fire Assistance	13	
14	A/G 10	WY Air to Ground	166.9375		166.9375		IA Zone WY04	14	
15	A/G 15	WY Air to Ground	167.5250		167.5250		IA Zone WY03, WY04, WY07	15	
16	Air Guard	Air Guard	168.6250		168.6250	110.9	Dedicatd PL Tone	16	
								17	

KNG Radios in ALL Zones:
 VMED28 = CH17
 Rx155.3400 Tx155.3400
 (Tx Tone 156.7)
 AIR GUARD - CH18
 Rx168.6250 Tx168.6250
 (Tx Tone 110.9)

RADIO COMMUNICATIONS PLAN				WY-HPD Group 18		Date Prepared: 3/10/2025		All frequencies are NARROW BANDED. All frequencies are ANALOG, unless otherwise noted.		User Select Tones
Ch #	Channel Name	Function	RX Freq	RX Tone	TX Freq	Tx Tone	Remarks	#		
1	Fire 1	BLM Tac	166.6375		166.6375			1	110.9	
2	Fire 3	BLM Tac	167.1250		167.1250			2	123.0	
3	VFIRE21	Mutual Aid Tac/FERN	154.2800		154.2800	156.7	Previously called FERN	3	131.8	
4	HPD-BLM RPT	Command RPT	172.6750		166.4250	See Below	Use HPD-BLM Repeat Pick List	4	136.5	
5	Platte Fire Tac	Platte Co Tac	155.8050		155.8050			5	146.2	
6	MBNF N. RPT	USFS Repeater	173.7625	110.9	164.8000	See Below	Use Med Bow North Rpt. Pick List (Douglas Base)	6	156.7	
7	MBNF WRK 1	USFS Work	163.7125		163.7125			7	167.9	
8	MBNF Fire Tac	USFS Fire Tac	166.5500		166.5500			8	103.5	
9	Goshen S	Goshen South Tac	154.2050	100.0	154.2050			9	100	
10	Goshen N	Goshen North Tac	155.8050	107.2	155.8050			10	107.2	
11	Platte RPT	Platte Command	153.8450	162.2	158.8200	162.2	Platte Repeat Dedicated Tone (162.2)	11	114.8	
12	Niobrara	Niobrara Command	153.9800		156.0150	141.3	Niobrara Dedicated Tone (141.3)	12	127.3	
13	WSF Direct	WSF Command	151.2950		151.2950			13	141.3	
14	A/G 12	Air to Ground	167.0750		167.0750		IA Zone WY07	14	151.4	
15	A/G 15	Air to Ground	167.5250		167.5250		IA Zone WY07	15	162.2	
16	BLM HPDF	HPD Fire Dispatch	TRNK		TRNK		HPD Fire Dispatch WyoLink Trunking Talkgroup	16	192.8	
17	VMED28	AirAmbulance	155.3400		155.3400	156.7	Must be accessed through the radio menu			
18	Air Guard	Emergency Hailing Aircraft	168.6250		168.6250	110.9	Must be accessed through the radio menu			
HPD-BLM Repeat Tone Guard Pick List CH 4										
Med Bow North Rpt.										
Tone Guard Pick List CH 6										
6 - Gunny Sack Mtn. (156.7)										
7 - Cow Creek Mtn. (167.9)										
8 - Black Mtn. (103.5)										

KNG Radi

Rx155.3

AIR

Rx168.6

KNG Radios in ALL Zones:
 VMED28 = CH17
 Rx155.3400 Tx155.3400
 (Tx Tone 156.7)
 AIR GUARD - CH18
 Rx168.6250 Tx168.6250
 (Tx Tone 110.9)

EMERGENCY PROCEDURES

NOTIFY CASPER DISPATCH IMMEDIATELY CONCERNING ANY MEDICAL EMERGENCY

- Casper 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>FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.</p> <p>FOR A MEDICAL EMERGENCY: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.</p>					
<p>Use the following items to communicate situation to communications/dispatch.</p>					
<p>1. CONTACT COMMUNICATIONS / DISPATCH (Verify correct frequency prior to starting report) <i>Ex: "Communications, Div. Alpha. Stand-by for Emergency Traffic."</i></p>					
<p>2. INCIDENT STATUS: 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	<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <input type="checkbox"/> RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2° – 3° burns more than 4 palm sizes, heat stroke, disoriented.</i> </div> <div style="width: 35%;"> <input type="checkbox"/> YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary. <i>Ex: Significant trauma, unable to walk, 2° – 3° burns not more than 1-3 palm sizes.</i> </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <input type="checkbox"/> GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport <i>Ex: Sprains, strains, minor heat-related illness.</i> </div> </div>				
Nature of Injury or Illness & Mechanism of Injury			Brief Summary of Injury or Illness <i>(Ex: Unconscious, Struck by Falling Tree)</i>		
Transport Request			Air Ambulance / Short Haul/Hoist Ground Ambulance / Other		
Patient Location			Descriptive Location & Lat. / Long. (WGS84)		
Incident Name			Geographic Name + "Medical" <i>(Ex: Trout Meadow Medical)</i>		
On-Scene Incident Commander			Name of on-scene IC of Incident within an Incident <i>(Ex: TFLD Jones)</i>		
Patient Care			Name of Care Provider <i>(Ex: EMT Smith)</i>		
<p>3. INITIAL PATIENT ASSESSMENT: Complete this section for each patient as applicable (start with the most severe patient)</p>					
Patient Assessment: See IRPG page 106					
Treatment:					
<p>4. TRANSPORT PLAN:</p>					
Evacuation Location (if different): (Descriptive Location (drop point, intersection, etc.) or Lat. / Long.) Patient's ETA to Evacuation Location:					
Helispot / Extraction Site Size and Hazards:					
<p>5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:</p>					
<i>Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication</i>					
<p>6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable</p>					
Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *
COMMAND					
AIR-TO-GRND					
TACTICAL					
<p>7. CONTINGENCY: Considerations: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.</p>					
<p>8. ADDITIONAL INFORMATION: Updates/Changes, etc.</p>					
<p>REMEMBER: Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.</p>					