CRAIG INTERAGENCY DISPATCH CENTER
AVIATION BRIEFING GUIDE
2022
QR CODES

CRC Zone Geo-Referenced Maps

CRC Aviation Hazard Map

Craig Interagency Dispatch Center web site
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The Craig Interagency Dispatch Center (CRC) provides support for the following units:

**Northwest District Fire and Aviation (NWDA), Bureau of Land Management:**
- Little Snake Field Office
- White River Field Office
- Kremmling Field Office

**U.S. Fish and Wildlife Service:**
- Browns Park National Wildlife Refuge
- Arapahoe National Wildlife Refuge

**National Park Service:**
- Dinosaur National Monument

**U.S. Forest Service, Routt National Forest:**
- Hahn’s Peak/Bears Ears Ranger District
- Yampa Ranger District
- Parks Ranger District

**Colorado Counties:**
- Moffat County
- Routt County
- Jackson County
- Rio Blanco County
- Grand County

**Colorado Division of Fire Prevention and Control:**
- Northwest Region (Moffat, Rio Blanco, Routt, Jackson and Grand Counties)
AVIATION CONTACTS

BLM:
NWDSA Aviation Officer Jim Michels 970-749-7399
BLM State Aviation Officer Mary Loan 303-239-3809
North Zone FOS Vacant 970-826-5030
South Zone FMO Kyle Frary 970-878-3862
East Zone-Fuels Specialist Charles Portell 970-724-3033

USFS:
Med-Bow/Routt NF Aviation Officer Scott Headrick 720-209-2303
Regional Aviation Officer (USFS) Clark Hammond 720-305-8841
Regional Aviation Safety Manager (USFS) Kevin Merrill (acting) 605-222-3883
Regional HOS Nathan Alexander 406-491-0878
Fixed Wing Program Manager. Chris Tipton cell: 303-898-7128
South Zone MRF FMO (USFS) Kevin Thompson 970-638-4170

NPS:
Dinosaur NM FMO (Acting) Michael Guarino
970-629-1908
Dinosaur NM FOS Vacant 970-629-0586
NPS Regional Aviation Officer Justin Jager 928-266-5672

CDFPCC:
CO Div. of Fire Prevention and Control Vince Welbaum 303-445-4362
cell: 720-413-2537
Sonya Straka 970-817-3370

USF&WS:
Colorado Dist. FMO (USF&WS)(Acting) Erik Haberstik 435-734-6449
Colorado Dist. AFMO (USF&WS) Vacant 435-734-6425

DISPATCH:
Dispatch Center Manager Nick Janota 970-826-5037
Assistant Center Manager Vacant 970-826-5037
Operators

AVIATION OPERATIONS

Aviation assets in Northwest Colorado are dispatched out of the Craig Interagency Dispatch Center (CRC).

CRC is operational 7 days a week during the fire season.
Normal operating hours: 0800-1800

Aviation Operations within the CRC zone normally occur from three main airports; however we do utilize other airports within our zone and neighboring zones if needed.

Locations and contact information:

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone Number</th>
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<tbody>
<tr>
<td>Craig Interagency Dispatch</td>
<td>455 Emerson Street, Craig, CO 81625</td>
<td>Aircraft Desk: 970-826-5039, Dispatch Center (24 hrs.): 970-826-5037, Initial Attack Fax: 970-826-5051, Fire Management Fax: 970-826-5055, email: <a href="mailto:cocrc@firenet.gov">cocrc@firenet.gov</a></td>
</tr>
<tr>
<td>Craig-Moffat Co. Airport</td>
<td>3005 HWY 394, Craig, CO 81625</td>
<td>Airport: 970-824-9148, Airport After Hrs: 970-629-8162, FBO: 970-824-6335, FBO Fax: 970-824-8754</td>
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<tr>
<td>Meeker Airport</td>
<td>912 East Market St., Meeker, CO 81641</td>
<td>Airport: 970-878-4769, Airport After Hrs: 970-878-4457, FBO: 970-878-5045, FBO Fax: 970-878-5046, Primary email: <a href="mailto:lancecoulter@hotmail.com">lancecoulter@hotmail.com</a>, Secondary email: <a href="mailto:coulteraviation@gmail.com">coulteraviation@gmail.com</a></td>
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<tr>
<td>Rangely Airport</td>
<td>2248 East Main St., Rangely, CO 81648</td>
<td>Airport: 970-675-2316, Airport After Hrs: 970-759-0955, Fax: 970-675-2857, email: <a href="mailto:rangelyairport@co.rio-blanco.co.us">rangelyairport@co.rio-blanco.co.us</a></td>
</tr>
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Hours of Operations:

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

Managers:

Aircraft managers are asked to call into Craig 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. At this time Dispatch will also advise you of any changes in start times and extended staffing.

Notify Dispatch immediately of any maintenance or mechanical issues that take the aircraft out of service.

Aircraft managers are expected to be at or call into the daily briefing at 1015. Based upon fire activity the briefing could be bumped to 0915 (when you contact dispatch in the morning you can check on the time). The phone number is 1-929-336-2435 and the pass code is 5788506804#. The daily briefing is also posted on the web at http://gacc.nifc.gov/rmcc/dispatch_centers/r2crc/predictive/intelligence/dailybrief1.pdf

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

You are expected to be self-sufficient and on per diem. If this is a problem contact Dispatch immediately to make arrangements.

INITIAL RESPONSE OPERATIONS/PROTOCOL

Additional information required for aircraft to respond may be passed along to the manager by phone or fax machine. Contact methods will be pre-established between the resource and dispatch. The IA (Incident Action) number will be used in communications referencing the fire until the fire has been named and then the fire name will be used.

A determination will be made by the Duty Officer (DO) or Zone Fire Management Officer (FMO) during the morning briefing call whether a given air resource may be dispatched as an initial attack resource to a new incident.

All aircraft and their crews are expected to be IA ready and in the air within 15 minutes of notification of assignment.

When notified of the assignment the Aircraft Manager will provide an estimated off time for the aircraft. And once in the air the Pilot or Manager will provide flight information as appropriate (i.e.: ETE, FOB, SOB)
While enroute to an incident **DO NOT DEVIATE** to check out another smoke; there may already be aircraft over that incident or enroute to it. Notify dispatch of the smoke and they will advise you if your help is needed.

If you are the first resource on scene, provide a size-up to dispatch as soon as possible. Provide at least; lat/long, size, rate of spread, fuel type and any structures or resources in area.

**Water Sources:**

**DO NOT use any water source without prior approval from the Duty Officer or Dispatch unless it is a life safety issue. Make sure you document such decisions.** If you spot a good water source and would like to use it, provide dispatch with a location (lat/long) and they will contact the appropriate jurisdiction to obtain permission. Once permission is granted, keep track of the number of gallons taken from each water source location.

Dipping from either the Green or Yampa Rivers within Dinosaur National Monument is **NOT** authorized unless the fire incident poses an immediate threat to life or safety of fire fighters or the public.

Dipping from Rio Blanco Lake requires permission; however you may dip from the White River before it flows into Rio Blanco Lake.

Use of rotary and fixed wing aircraft below the rim of either the Green or Yampa River Canyons within the boundaries of Dinosaur National Monument for non-emergency operations needs to be coordinated with the Monument’s Aviation Officer to ensure public safety.

**Retardant Uses:**

Use of retardant in Dinosaur National Monument requires approval from the Superintendent.

The Routt National Forest has multiple retardant avoidance areas. Please see page 19 for a map of these areas or ask dispatch for a more detailed map if you are flying in these areas.

**Colorado, Utah and Wyoming Dispatch Centers' Border Pilot Briefing:**

To provide better aircraft coordination and safety along Colorado, Utah and Wyoming dispatch centers' borders.

When flying 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. *Land Management agencies have seen increased numbers of fires managed for resource benefits fires along both sides of the border in recent years and in many cases additional aircraft are either not needed or requested, however these incidents may have aircraft assigned to monitor those fires.*
Contact CRC BEFORE crossing the state line or entering within the 12nm Fire Traffic Area (FTA) limit for that column. Craig Dispatch center will contact the dispatch center responsible for that area and acquire information to ensure there are no aircraft present and whether your services are needed or desired. If assistance is desired either CRC or the other dispatch center will provide the aircraft with necessary contact and response information. The Colorado-Utah border is at approximately 109° longitude. The Colorado-Wyoming border is at approximately 41° latitude.

When working on fires within the CRC district but reloading out of Grand Junction Airport, communication with BOTH dispatch centers is required. Certain circumstances such as quick turnaround times may allow for deviation from these rules. It is pertinent that both CRC dispatch and the pilot/manager agree on how flight following will work. See the next section for more information on Flight Following procedures.

**FLIGHT FOLLOWING PROCEDURES:**

All flight following will be handled through the Craig Interagency Dispatch Center. A radio check-in is required at take-off and landing. At take-off dispatch will confirm the aircraft is positive on Automated Flight Following (AFF).

As a standard CRC will use the AFF tracking system to do 15-minute check-ins. Certain circumstances or at the pilots request may require 15-minute radio check-ins. The aircraft dispatcher and pilot must agree to which method of flight following will take place before leaving the ground.

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, in Grand Junction or Metro (formally Jeffco), the dispatch center will flight follow using the common flight following frequency National 168.650 (Tone 110.9 TX and RX) or AFF if available.

**Emergency in-flight communications will utilize National Air Guard 168.625** (TX Tone 110.9). When using these frequencies, be sure to identify Craig Dispatch Air Guard, etc., as other units in the Rocky Mountain Area are using the same frequency and they may think you are calling them.

**PAYMENT PROCEDURES**

**Flight Invoices:**

Use the Office of Aviation Services for processing invoices. Vendors will prepare and submit the electronic invoices AMD-23E for all contracts (ARA, On-Call, and Exclusive Use). There
will be NO paper invoices accepted for payment at OAS. These forms can be found at https://ibc.doi.gov/sites/default/files/AQD/aviation/aqd-91-ak-hi.pdf

**Daily Cost sheets:**

A copy of all Aircraft Daily Cost sheets will be submitted to the Aircraft Dispatcher for all fires and non-fire flights. If teams are in place, you will provide these forms to your Air Support Group Supervisor or direct supervisor as well as dispatch. They can be emailed to cocrc@firenet.gov with the subject line stating the aircraft call sign and the date the hours are referencing.

You will be expected to abide by the 2:1 work/rest guidelines per national policy.

Upon demobilization 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. Don’t forget contact phone number for the Chief of Party.

**Billee Codes:**

**6090**  
BLM Colorado  
Northwest Colorado Interagency Fire Management Unit  
LLCOC00000  
455 Emerson Street  
Craig CO 81625

**6590**  
Upper Colorado River Interagency Fire Management Unit  
LLCOU00000  
2815 H Road  
Grand Junction CO 81506

**6640**  
Front Range Interagency Fire Staff  
LLCOF00200  
3170 E. Main Street  
Canon City, CO 81212

**6080**
SAFECOM

A Safecom (www.Safecom.gov) will be filed to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause aviation related mishap. Contact the Unit Aviation Officer/Forest Aviation Officer within 12 hours of occurrence.

OPERATIONAL ENVIRONMENT
SECURITY PROCEDURES

SUSPICIOUS ACTIVITY; CALL 911 or 1-866-GA-SECUR(E) or 1-866-427-3287
If an aircraft is stolen, contact the FBI immediately (See http://aviation.blm.gov then
Aviation Security for FBI Contact info and other Security Resources online).

AIRPORTS/SEAT BASES

Several airports are used in support of wildland fires in this area. There are established SEAT
Bases at Rifle, Grand Junction and Craig has a mobile retardant base, until the construction of
the new base. Other airports that can support SEATs (initially with water until retardant can
be delivered) are Vernal, Rawlins, Meeker, Rangely and Steamboat.

Information on Airports can be found at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search/

CRAIG SINGLE ENGINE AIR TANKER BASE, MOFFAT COUNTY AIRPORT
CRAIG, CO
BASE OVERLOAD CONTINGENCY PLAN

PURPOSE: To place a limitation on the amount of Air Tanker activity at the Craig SEAT Base. This
limitation will allow for a safe more efficient environment in the course of air tanker retardant loading.
It will also help to mitigate the impact on general aviation activities at the Craig Moffat County Airport.

LIMITATIONS: Three Single Engine Air Tankers (SEATS) can be loaded out of the Craig Base on a given
day. Any more than three SEATS additional personnel will be ordered, recommended is 1 SEMG, 1
MXMS, and 1 Ramp or FWPT. There is only one loading pit at Craig, therefore Aerial Supervisors (air
attack, lead planes etc.) and dispatch will be asked to stagger the return to Craig of SEATS for reloading
to allow a small amount of time (5 to 15 minutes) between returning tankers. This time gap will keep
SEATS from having to wait to load, blocking the ramp and taxi area and alleviate delays caused by having
to mix more retardant.

In the event that the base capacity in Craig is exceeded, additional Tankers will be routed to alternative
reload bases at Rifle, or Grand Junction.

JETTISON AREAS

At any time, other than required by emergency, SEATS are not allowed to land loaded. The
Craig Interagency Dispatch Center has identified 3 jettison areas for the Craig SEAT base.
**Name:** Mayberry fire scar  
Distance/Bearing: CAG 297° 28nm  
Lat/Long: 40° 47.8’ x 107° 59.5’  
Location: T10N R94W Sec 30 NWSE  
Directions: NW of Craig  
**Special Considerations:** Primary jettison area

**Name:** Chief fire scar  
Distance/Bearing: CAG 229° 14.3nm  
Lat/Long: 40° 23.1’ x 107° 48.0’  
Location: T5N R93W Sec 14 SWNE  
Directions: SW of Craig  
**Special Considerations:** Closest jettison area to Craig

**Name:** Mellen fire scar  
Distance/Bearing: CAG 239° 68.4nm  
Lat/Long: 40° 09.6’ x 108° 57.0’  
Location: T2N R103W Sec 10 SWNW  
Directions: WSW of Craig  
**Special Considerations:**
FIRE TRAFFIC AREA

The Federal Aviation Administration website allows you to find a list of all TFR information and TFR maps, 7 days a week during fire season. The TFR website can be found at: http://tfr.faa.gov/tfr_map_ims/html/index.html

Other miscellaneous information can be found on the Craig Interagency Dispatch Center’s webpage under the Aviation link. The CRC webpage can be found at: http://gacc.nifc.gov/rmcc/dispatch_centers/r2crc/dispatch/Aviation.htm

WEATHER/TOPOGRAPHY

Weather and topography vary greatly over the seven million acres of fire protection zone within CRC. The west end of the unit is characterized as a semi-arid plateau with gently
rolling terrain to deeply bisected topography. As you move to the east, the landform rises dramatically through several climate zones up to and including alpine and tundra zones. Major fuel types include desert salt brush, sage community, pinion/juniper woodlands, mountain brush, ponderosa, lodgepole pine, spruce/fir, alpine fir and tundra. Elevations range from 4000 ft. to over 12,000 ft. at the Continental Divide.

Three major summer weather features influence fire behavior in Northwest Colorado: monsoons, northern cold fronts and subsidence inversions. The annual presence of the monsoon flow creates both the source of fire ignition as well as the moisture that limits fire activity. The monsoons begin in late May or early June and produce isolated occurrence of thunderstorms and associated fire starts. The height of the monsoons set up around the Fourth of July with numerous daily thunderstorms, many of those storms produce little if any moisture at the lower elevations. The monsoonal influence usually abates in early August, as does the number of wildfires. With the abatement of the monsoons in August, the fuels at all elevations peak in terms of curing. It is at this point and through the fall that the higher elevation areas have the greatest probability for large fires.

The second weather features of influence are the northern cold fronts that usually clip the northern half of the fire zone. The majority of the large fires at all elevations within the zone occur with the passage of northern cold fronts. Fire activity is often accelerated by the winds associated with the frontal passage.

The third weather feature is the occurrence of subsidence inversions that set up over the inter-mountain/Great Basin area. This event usually first occurs in June and marks the transition from spring to summer weather patterns. Rapid curing of annual grasses and drying of large dead and down fuels takes place at this time and sets the stage for the lightning events of the monsoons and cold fronts that follow. This weather phenomena may occur throughout the summer and early fall and is often followed by lightning events starting fires in very dry fuels.
HAZARDS

There are several high-tension power lines in the area and two power plants (Hayden and Craig) with tall cooling towers associated with them. Numerous oil rigs are scattered throughout the area which are relocated regularly. With the influx of oil and gas activity there is more aircraft, mainly helicopters, flying in the area. You must be very diligent in “See and Avoid” strategy.

There are no MTRs, SUAs, or any other military operations within our Dispatch area, however military aircraft do pass through at low levels and have in the past checked out smoke columns.

Events such as hang gliding, hot air balloons, gliders, and presidential/vice presidential visits typically take place throughout the fire season. A hazard map is available in dispatch and you are encouraged to get a copy to take with you.

High winds and turbulence are frequently encountered over and around mountainous regions. It is important to remember that wind shear can affect any flight and any pilot at any altitude. While wind shear may be reported, it often remains undetected and is a silent danger to aviation. Always be alert to the possibility of wind shear, especially when flying in and around thunderstorms and frontal systems.

In our dispatch area of operation, the most severe type of low-level wind shear you may encounter is associated with convective precipitation in the form of microbursts from thunderstorms. The Harpers Corner road, leading from US Highway 40 into Dinosaur National Monument, is a south to north running ridge that lies somewhat perpendicular to the predominant winds in this area. Strong wind gusts can materialize without any visual warning near dip sites along this road.

Unexploded Ordinances (UXO) can be found in the southern Sandwash area (T8N R98W Sec. 8-11 & 14-17) and the SW corner of Cedar Mountain (T7N R91W Sec. 16).

MMA (Multi-Mission Aircraft)

Colorado Division of Fire Prevention and Control (CDFPC) has acquired 2 Pilatus PC-12 airplanes that are capable of infrared and color sensing. The purpose of the aircraft is to provide near real time information to ground forces and managers during initial attack on wildfires. The MMA usually works above 20,000ft AGL but can be ordered through the county, Incident Commanders, or Fire Managers to assist with fire intelligence.

Ordering procedures for the MMA follows the same basic dispatch procedures; Incident Commander or Fire Manager will order the aircraft through CRC and CRC will send an order through the channels.
UAS (Unmanned Aircraft Systems)

UAS’s have become a popular topic and have raised concerns in how to deal with these aircraft. The BLM issued an Informational Bulletin (No. FA IB-2015-014) on April 4, 2015 which states, “Agency employees are not authorized to purchase UAS with federal funds or utilize personally owned UAS for agency purposes.” In January 2020, Secretary Order 3379 put a temporary cessation of non-emergency UAS operations on all DOI managed lands. For emergency related flights, contact Craig Dispatch to complete proper request forms.

Further Information can be found in the BLM National Aviation Plan, Section 3.16 and 5.29 and in the 2022 Interagency Standards for Fire and Fire Aviation Operations, Chapter 16 pgs. 332-334.

“UAS flights under USFS operational control must adhere to USFS policy 30 and regulations regarding their use.” 2022 Interagency Standards for Fire and Fire Aviation Operations pg 332. Additional guidance can be found in FSM 5713.7 - USFS National Aviation Safety and Management Plan.

Additional references:

Forest Service Standards for UAS Operations
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<td>164.9125</td>
<td>100.0</td>
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<td>146.2</td>
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<td>164.5250</td>
<td>110.9</td>
<td>North</td>
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<td>Monument</td>
<td>Juniper</td>
<td>172.7250</td>
<td>164.5250</td>
<td>131.8</td>
<td>North</td>
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<td></td>
<td>Roundtop</td>
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<td></td>
<td>Blue Mtn (UT)</td>
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<td>166.3750</td>
<td>114.8</td>
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<td>North</td>
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<tr>
<td></td>
<td>Zenobia</td>
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<td>164.5250</td>
<td>110.9</td>
<td>North</td>
<td></td>
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<tr>
<td>State/County</td>
<td>VFIRE21</td>
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<td>154.2800</td>
<td>156.7</td>
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<tr>
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<td>VFIRE22</td>
<td>154.2950</td>
<td>154.2950</td>
<td>156.7</td>
<td>Contact w/ Cooperators</td>
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<td></td>
<td>VFIRE23</td>
<td>154.2650</td>
<td>154.2650</td>
<td>156.7</td>
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<tr>
<td>Aviation National FF</td>
<td>Air Guard</td>
<td>168.650</td>
<td>168.650</td>
<td>110.9</td>
<td>USFS/BLM</td>
<td>Dispatch-Tone on both Rx &amp; Tx</td>
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<tr>
<td></td>
<td></td>
<td>168.625</td>
<td>168.625</td>
<td>110.9</td>
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<td>Aircraft Emergency</td>
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</tbody>
</table>
All frequencies are narrow band with the exception of DSP local channels
EMERGENCY PROCEDURES

Notify Craig Dispatch immediately concerning any medical emergency. Craig Dispatch uses the “Medical Plan (ICS 206 WF)” Medical Emergency Size-up Card found on the last pages of this document.

*Dispatch will clear all channels for an emergency by requesting all units to “stand by” on the impacted frequency(s).*

- Stay calm and provide information to dispatch concerning the nature of the injury(s) and patient(s) information. At a minimum provide the following information ("Medical Pan (ICS 206 WF)" is located at the back of this guide):
  - Number of patient(s)
  - Location of patient(s)
  - Type or extent of injury(s)
    - Vitals (pulse, breathing, conscious?)
    - Time of injury(s)
    - Age and Gender of patient
    - Type of medical personnel on scene
- Recommend type of medical response (Life Flight, Ground Ambulance, etc.) If a Medevac helicopter is ordered, at least one ground ambulance will automatically be ordered as backup.
- If there are any special needs i.e. SAR, 6 Wheeler with litter etc.

**IF THERE IS ANY QUESTION IN YOUR MIND WHETHER TO ORDER A GROUND AMBULANCE OR A LIFE FLIGHT AMBULANCE, REQUEST A LIFE FLIGHT AMBULANCE THROUGH DISPATCH.**

(Standard A/G Freq = VMED28 Rx155.3400 Tx155.3400 Tx Tone 156.7)
Medevac/Flight for Life helicopters are located in Rifle CO, Vernal, UT, Salt Lake City UT, Steamboat Springs, CO, Loveland, CO, Casper, WY, and Rock Springs, WY. Availability of any resource will vary on a daily basis.

**DO NOT SAY THE PATIENT’S NAME, CREW NAME, OR ENGINE NAME, ETC. OVER THE RADIO!**

- Maintain communication with dispatch for updates and to receive ETA’s for medical response.

Information on the following form will need to be gathered for all Medevacs. 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 between the Incident, Dispatch, and responding medical units

**TRANSPORTING INJURED PERSONNEL BY HELICOPTER**

1. When transporting injured personnel by helicopter under agency contract, the local dispatch center will telephone the hospital and request they monitor the VMED28 Frequency
2. The aircraft pilot or manager will tune in the VMED28 and establish direct communication with the hospital staff.
3. The helicopter pilot or manager will verify the frequency through the dispatch center.
4. If needed, request the local police to secure the landing area.

NOTE: This procedure is to be used only for emergencies that warrant IMMEDIATE HOSPITAL SERVICE.

<table>
<thead>
<tr>
<th>City</th>
<th>Hospital</th>
<th>Address</th>
<th>Phone</th>
<th>HeliPad</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Aurora</td>
<td>UC Health</td>
<td>12605 E 16th Ave</td>
<td>720-848-7583</td>
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<td>Burn Center</td>
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<tr>
<td>Craig</td>
<td>Memorial Hospital</td>
<td>750 Hospital Loop</td>
<td>824-9411</td>
<td>40 31.2 x 107 34.8</td>
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<tr>
<td>Eagle</td>
<td>Colorado Mountain Medical</td>
<td>377 Sylvan Lake Rd</td>
<td>328-1650</td>
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<td>Englewood</td>
<td>Swedish Medical Center</td>
<td>501 East Hampton Ave.</td>
<td>303-788-5000</td>
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<tr>
<td>Grand Junction</td>
<td>St. Mary’s Hospital</td>
<td>2635 N. 7th</td>
<td>298-2273</td>
<td>39 05.4 x 108 33.8</td>
<td></td>
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<tr>
<td>Greeley</td>
<td>North Colorado Medical Center</td>
<td>1801 16th St.</td>
<td>970-810-4121</td>
<td></td>
<td>Burn Center</td>
</tr>
<tr>
<td>Kremmling</td>
<td>Middle Park Medical Center</td>
<td>214 S. 4th</td>
<td>724-3442</td>
<td>40 03.4 x 106 23.4</td>
<td>Call for emergencies parking lot needs to be cleared</td>
</tr>
<tr>
<td>Laramie, WY</td>
<td>Ivinson Memorial</td>
<td>255 N. 30th St.</td>
<td>307 742-2141</td>
<td>41 18.7 x 105 33.3</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Hospital</td>
<td>Address</td>
<td>Phone</td>
<td>Latitude x Longitude</td>
<td>Trauma Center</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------------------------------</td>
<td>----------------------------------------------</td>
<td>--------</td>
<td>----------------------</td>
<td>-----------------</td>
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<tr>
<td>Loveland</td>
<td>Medical Center of the Rockies</td>
<td>2500 Rocky Mtn Ave</td>
<td>624-2500</td>
<td>40 24.7 x 107 00.1</td>
<td>N/A</td>
</tr>
<tr>
<td>Maybell</td>
<td>Volunteer Ambulance</td>
<td>60311 US HWY 40</td>
<td>824-6501</td>
<td>N/A</td>
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<tr>
<td>Meeker</td>
<td>Pioneer’s Hospital</td>
<td>100 Pioneers Medical Center Drive</td>
<td>878-5047</td>
<td>40 28.0 x 107 52.8</td>
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<tr>
<td>Rangely</td>
<td>Rangely District Hospital</td>
<td>225 Eagle Crest Drive</td>
<td>675-5011</td>
<td>40 04.7 x 108 48.4</td>
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<td>Rifle</td>
<td>Grand River Medical Center</td>
<td>501 Airport Rd</td>
<td>625-1510</td>
<td>39 31.3 x 107 46.2</td>
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<td>Rock Springs, WY</td>
<td>Memorial Hospital of Sweetwater County</td>
<td>1200 College Dr.</td>
<td>307</td>
<td>41 35.2 x 106 48.9</td>
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<td>Steamboat Springs</td>
<td>Yampa Valley Medical Center</td>
<td>1024 Central Park Dr.</td>
<td>879-1322</td>
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<td></td>
<td>emergencies,</td>
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<td></td>
<td></td>
<td></td>
<td>parking lot</td>
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<td></td>
<td></td>
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<td>needs to be</td>
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<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>cleared.</td>
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<tr>
<td>Vail</td>
<td>Vail Valley Medical</td>
<td>181 W. Meadow Dr.</td>
<td>476-2451</td>
<td>39 38.6 x 106 22.9</td>
<td>106 22.9</td>
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<tr>
<td>Vernal, UT</td>
<td>Ashley Valley Medical</td>
<td>150 W. 100 N.</td>
<td>435</td>
<td>40 27.5 x 109 31.9</td>
<td>109 31.9</td>
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<tr>
<td>Walden</td>
<td>North Park Medical Center</td>
<td>350 McKinley St.</td>
<td>723-4255</td>
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Call for emergencies, parking lot needs to be cleared.
<table>
<thead>
<tr>
<th>Facility/ Helipad ID</th>
<th>Call Sign</th>
<th>Type A/C</th>
<th>Phone Number</th>
<th>Lat/Long</th>
<th>Comments/Flight Wing</th>
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<tbody>
<tr>
<td>Ashley Valley Medical Yermal, UT</td>
<td>Classic 7</td>
<td>Model 206</td>
<td>Bell 427</td>
<td>Dispatch: 000-444-8223</td>
<td>38.52.01 N 119.90 W</td>
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<td>Classic Lifeguard</td>
<td>Classic 8</td>
<td>Model 206</td>
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<td>Non-ops: 928-641-2350</td>
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<td>Tampa Valley Medical Center</td>
<td>Classic 9</td>
<td>Model 206</td>
<td>Bell 427</td>
<td>See Above</td>
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<td>Steamboat Springs, CO</td>
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<td>Model 206</td>
<td>Bell 427</td>
<td>Classic 5 (Papio, UT; Plateau)</td>
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<td>St. Mary’s Hospital Grand Junction</td>
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<td>Model 206</td>
<td>Bell 427</td>
<td>Classic 4 (Craig, CO; Plateau)</td>
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<td>29CD</td>
<td>Classic 3 (Rifco, CO)</td>
<td>Model 206</td>
<td>Bell 427</td>
<td>Classic 5 (Henderson, CO; King Air 200)</td>
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<td>St. Anthony’s Hospital Systems Denver North</td>
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<td>St. Francis Medical Center</td>
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<td>Bell 427</td>
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<td>St. Mary’s Healthcare</td>
<td>Lifeguard 5</td>
<td>Model 206</td>
<td>Bell 427</td>
<td>2 Critical care ground unit</td>
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<td>Bell 427</td>
<td>2 King Air at Centennial airport</td>
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<td>Durango, CO</td>
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<td>Model 206</td>
<td>Bell 427</td>
<td>40.07.55 N 104.55 W</td>
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<td>Aurora North Hospital</td>
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<td>Salt Lake City, UT</td>
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<td>Model 206</td>
<td>Bell 427</td>
<td>40.46.24 N 111.02 W</td>
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<td>Model 206</td>
<td>Bell 427</td>
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<td>Bell 427</td>
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<td>Life Flight 8</td>
<td>Model 206</td>
<td>Bell 427</td>
<td>40.30.08 N 112.17 W</td>
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<td>Wyoming Medical Center</td>
<td>WYO Life Flight 1</td>
<td>Model 206</td>
<td>Bell 427</td>
<td>WYO Life Flight 2 (Pilatus)</td>
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<td>Casper, WY</td>
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<td></td>
<td></td>
<td>155.340</td>
<td>155.349 (B adultery)</td>
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<td></td>
<td>155.348</td>
<td>154.875 (same mutual aid)</td>
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**MEDICAL INCIDENT SIZE UP CARD**

**MEDICAL PLAN (ICS 206 WF)**  
Controlled Unclassified Information//Basic

### Medical Incident Report

For a non-emergency incident, work through chain of command to report and transport injured personnel as necessary.

For a medical emergency: Identify on scene incident commander by name and position and announce "MEDICAL EMERGENCY" to initiate response from IMT Communications/Dispatch.

Use the following items to communicate situation to communications/dispatch

1. **CONTACT COMMUNICATIONS/DISPATCH**  
   Ex: “Communications, Div. Alpha. Stand-by for Priority Medical Incident Report.” (If life threatening request designated frequency be cleared for emergency traffic.)

2. **INCIDENT STATUS:** Provide incident summary and command structure.  
   Ex: “Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care.”

| Severity of Emergency / Transport Priority | RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE  
Ex: Unconscious, difficulty breathing, bleeding severely, 2o – 3o burns more than 4 palm sizes, heat stroke, disoriented  
| YELLOW/ PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary.  
Ex: Significant trauma, unable to walk, 2o – 3o burns not more than 1-3 palm sizes  
| GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport  
Not a life threatening injury or illness.  
Ex: Sprains, strains, minor heat-related illness. |

| Nature of Injury or Illness & Mechanism of Injury | Brief Summary of Injury or Illness |
| Transport Request | Air Ambulance / Short Haul/Hoist  
Ground Ambulance / Other |
| Patient Location | Descriptive Location & Lat. / Long.  
(WGS84) |
| Incident Name | Geographic Name + "Medical"  
(Ex: Trout Meadow Medical) |
| On-Scene Incident Commander | Name of on-scene IC of Incident  
within an Incident (Ex: TFLD Jones) |
| Patient Care | Name of Care Provider  
(Ex: EMT Smith) |

3. **INITIAL PATIENT ASSESSMENT:** Complete this section for each patient as applicable

| Patient Assessment | See IRPG page 106 |

| Treatment: |  |

---

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MEDICAL PLAN (ICS 206 WF) continued

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

Hellspot / Extraction Site Size and Hazards:

5. ADDITIONAL RESOURCE/EQUIPMENT NEEDS:
Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication

6. COMMUNICATIONS:

<table>
<thead>
<tr>
<th>Function</th>
<th>Channel Name/Number</th>
<th>Receive (Rx)</th>
<th>Tone/NAC *</th>
<th>Transmit (Tx)</th>
<th>Tone/NAC *</th>
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<tr>
<td>Ex: Command</td>
<td>Forest Rpt, Ch. 2</td>
<td>168.3250</td>
<td>110.9</td>
<td>171.4325</td>
<td>110.9</td>
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</table>

COMMAND

AIR-TO-GRND

TACTICAL

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

8. ADDITIONAL INFORMATION: Updates/Changes, etc.