

CRAIG INTERAGENCY DISPATCH CENTER AVIATION BRIEFING GUIDE 2020



Counties

Moffat
Routt
Rio Blanco
Grand
Jackson



QR CODES

CRC Zone Geo-Referenced Maps



CRC Aviation Hazard Map



Craig Interagency Dispatch Center web site



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ORGANIZATION

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

Northwest Colorado Fire and Aviation Management Unit (NWC FAMU), which is comprised of the following agencies:

Bureau of Land Management, Northwest Colorado District

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:

NWCFAMU Aviation Officer	Jim Michels	970-749-7399
BLM State Aviation Officer	Mary Loan	303-239-3809
North Zone FOS, Acting	Michael St. Martin	970-826-5030
South Zone FMO	Kyle Frary	970-878-3862
East Zone-Fuels Specialist	Charles Portell	970-724-3033

USFS:

Med-Bow/Rouff NF Aviation Officer	Tracy Stull	970-295-6664 cell: 208-709-7051
Regional Aviation Officer (USFS)	Clark Hammond	720-305-8841
Regional Aviation Safety Manager (USFS)	Lea Weinkauff	303-275-5711 cell: 720-512-1677
Regional HOS	Nathan Alexander	406-491-0878
Fixed Wing Operations Spec.	Isaac Shinkle	303-439-2351 cell: 720-768-2104
South Zone MRF FMO (USFS)	Kevin Thompson	970-638-4170

NPS:

Dinosaur NM FMO	Vacant	970-629-0586
Dinosaur NM FOS	Michael Guarino	970-629-1908
NPS Regional Officer	Steve Sorenson	303-969-2657

CDFFPC:

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)	Tracy Swenson	435-734-6449
Colorado Dist. AFMO (USF&WS)	Erik Haberstick	435-734-6425

DISPATCH:

Dispatch Center Manager	Nick Janota	970-826-5037
Assistant Center Manager	Eddie Cunningham	970-826-5037

OPERATIONS

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: 0730-1800

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:

Name	Address	Phone Number
Craig Interagency Dispatch	455 Emerson Street Craig, CO 81625	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: cocrc@firenet.gov
Craig-Moffat Co. Airport	3005 HWY 394 Craig, CO 81625	Airport: 970-824-9148 Airport After Hrs: 970-629-8162 FBO: 970-824-6335 FBO Fax: 970-824-8754
Meeker Airport	912 East Market St. Meeker, CO 81641	Airport: 970-878-4769 Airport After Hrs: 970-878-4457 FBO: 970-878-5045 FBO Fax: 970-878-5046 Primary email: lancecoulter@hotmail.com Secondary email: coulteraviation@gmail.com
Rangely Airport	2248 East Main St. Rangely, CO 81648	Airport: 970-675-2316 Airport After Hrs: 970-759-0955 Fax: 970-675-2857 email: rangelypairport@co.rio-blanco.co.us

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 1-877-428-9134 and the pass code is 170902.** 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

All orders for aviation assets will come through the Craig Interagency Dispatch Center. Aircraft will be dispatched according to tone-out procedures if they are the first resource to respond to a new incident. 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. If aircraft are requested on an existing incident they will NOT be toned out. 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.

Tone-out Procedures:

Craig Dispatch will use the following tone-out radio procedures for new initial attack incidents during normal business hours *when NOT in "lightning mode"*: Incidents reported on the Routt National Forest will be toned out only on Forest repeaters. Incidents reported

on the North or South Zone, including Dinosaur National Park and Brown's Park National Wildlife Refuge will be simulcast over both North and South zone repeaters. A fire on BLM East Zone will be toned out on North, South and Forest Repeaters. Initial incident information will also be simulcast to assure good information sharing.

Smoke Reports: Alert Warble

After receiving a smoke report, dispatch will gather as much information as possible from the reporting party (RP), and start an Incident Action card and a new incident in WildCAD. Dispatch will then tone out the new incident with the Alert Warble in the applicable Zone, using the following script:

- " _____ (resource(s) being dispatched), stand by for a **Smoke Report.**"
- " _____ (resource(s) being dispatched will respond with their call sign.)"
- " _____ (resource(s) being dispatched) respond to a **smoke report in _____ (T-R-S or geographic location), _____ (other pertinent information such as best access, known hazards, landmarks, etc.)"**
- " _____ (resource(s) being dispatched) responding".

When *additional resources* are requested to respond to an existing incident they will **NOT** be toned out. The resource will be ordered by call sign over the radio to respond to the incident by the incident name or IA number.

Smoke Reports: Located by Field Units

When a field unit reports a smoke to dispatch, they may or may not be the resource requested to respond based on closest available forces. If the reporting unit IS NOT the resource responded, the smoke report will be toned out according to the Alert Warble script.

If the reporting unit IS the resource requested to respond (which will be confirmed by dispatch with the resource prior to their response), or when a field unit reports on scene of a new incident, such as a fire along a roadside that does not require a hike-in, the smoke reports will be toned out in the appropriate zone(s) using the following script:

- "All units be advised that _____ (resource responding or on scene) is responding to IA# _____ at (T-R-S or geographic location).

"Lightning Mode" Dispatch Procedures:

The Craig Dispatch area frequently experiences monsoonal weather patterns that result in a high volume of lightning-caused fires. During these events, the duty officer or FMO in the

affected zone(s) may prioritize fires based on size-up information, and provide dispatch with requests for specific resources to respond to each incident. **After 2 consecutive smoke reports on any given zone that are likely to be lightning-caused, consultation between Dispatch and DO's/FMO's will trigger "lightning mode" dispatch procedures, and tone-out procedures will be temporarily suspended.**

Because lightning caused fires may cluster over a specific zone or zones (North, South, East or Forest), suspending tone-out procedures will be zone-specific. An announcement will be made over the radio when tone-out procedures are temporarily suspended for any zone or area.

Once a zone enters lightning mode and tone-out procedures are suspended, they will remain suspended until start of shift the following day, when a return to tone-out procedures will be assumed unless dispatch is otherwise notified by the Zone FMO or Duty Officer.

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 make contact with the sheriff to obtain permission. If it is a private water source you will need to keep track of the number of gallons taken out of that particular source.

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 is prohibited; 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 9 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, please see page 20 and follow the direction below:

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 and an "ops normal" radio check-in every 30-minutes. 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 (formerly Jeffco), the dispatch center will flight follow using the common flight following frequency National 168.650 (Tone 110.9 TX and RX) or automated flight following 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 http://www.doi.gov/aviation/aqd_ams.cfm

Total flight hours must be reported to dispatch DAILY. They can either be called into dispatch (970-826-5037) or emailed to cocr@firenet.gov with the Subject line stating the aircraft call sign and the date the hours are referencing.

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 cocr@firenet.gov

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:

BLM Colorado

6090

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

BLM Colorado State Office
LLCO937000
2850 Youngfield Street
Lakewood, CO 80215-7093

FWS Billee Codes for Arapaho & Browns Park NWR

73W0

Arapaho NWR
PO Box 457
Walden, CO 80480-0457

73Y0

Browns Park NWR
1318 Highway 318
Maybell, CO 81640-9707

USFS Billee Codes for Routt NF

9K60

Medicine-Bow Routt NF
2468 Jackson St
Laramie, WY 82070-6535

9XF0

Medicine-Bow Routt NF
2468 Jackson St
Laramie, WY 82070-6535

NPS Billee Code for Dinosaur NM

5340

Dinosaur National Monument
4545 E. Hwy 40
Dinosaur, CO 81610

Additional Billee Code information can be found on the OAS Website at:

http://www.doi.gov/aviation/aqd_ams.cfm

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 Craig, Rifle and Grand Junction. 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

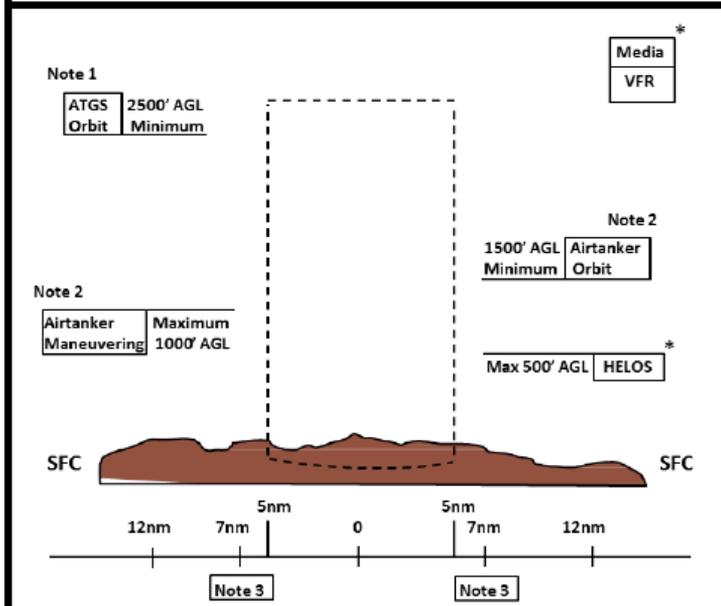
Fire Traffic Area (FTA) 09 Dec 2015

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

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

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

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



Note 1 1000' min. separation between ATGS orbit and airtanker orbit altitude.

Note 2 500' min. separation between airtanker orbit and maneuvering altitude.

Note 3 On arrival reduce speed to cross 7 nm at assigned altitude and 150 KIAS or less.

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

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

Airtanker Base
As Assigned

Air Guard
168.625 Tx Tone 110.9

Air to Air
As Assigned

National Flight Following
168.650 Tone 110.9 TX and RX



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

AIRSPACE

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 land-form 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, "...Employees are not authorized to use personally owned UAS for any agency work..." and "All UAS are considered aircraft by the FAA and DOI. All aircraft and pilots utilized for Agency benefit must be approved by OAS..." 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 2019 Interagency Standards for Fire and Fire Aviation Operations, Chapter 16 pgs. 332-334.

"UAS Flights under USFS operational control must comply with USFS policy and regulations regarding their use." 2020 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:

PMS 515 NWCG Standards for Fire Unmanned Aircraft Systems Operations.

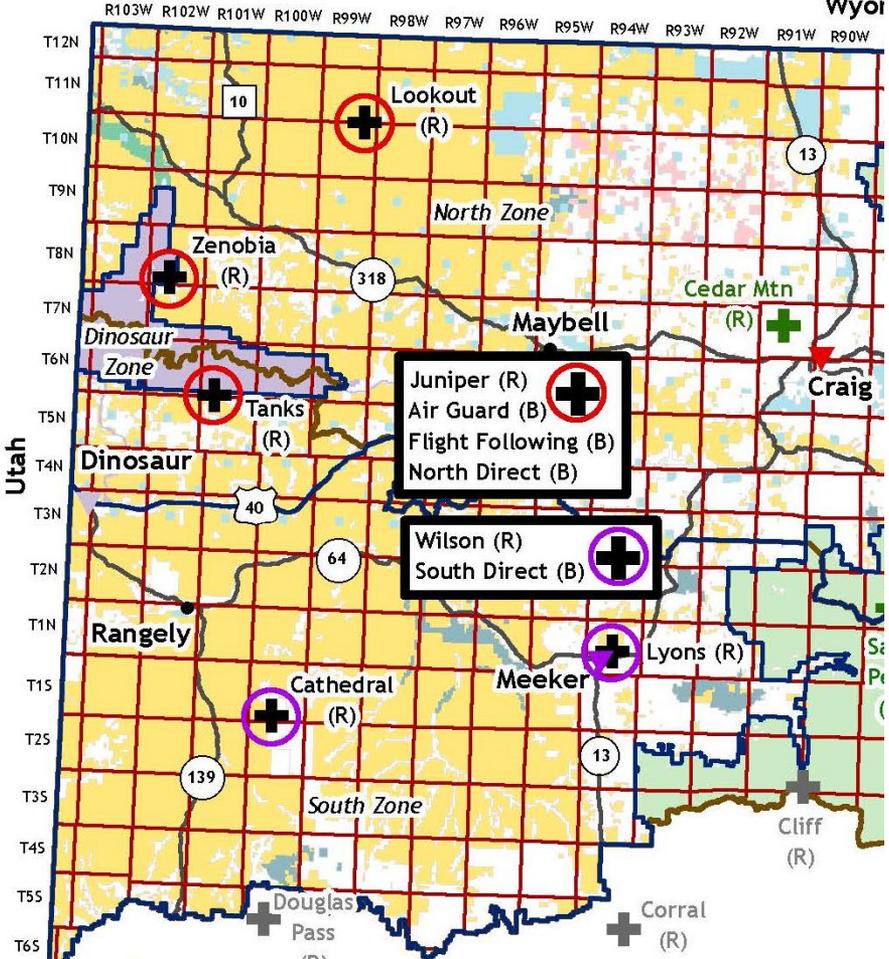
COMMUNICATIONS

SYSTEM	FUNCTION	RX FREQ	TX FREQ	ZONE	REMARKS	
Craig District BLM	Wilson Creek Juniper Tanks Lyons Lookout Cathedral Yarmony Grouse Blue Ridge Independence San Toy Maybell Zenobia Craig Portable (2) Meeker Portable Kremmling Portable SOA Portable Fire Tac 7 Fire Tac 8	173.6750 172.7250 172.7250 173.6750 172.7250 173.6750 169.6250 169.6250 169.6250 169.6250 169.6250 172.7250 172.7250 172.7250 173.6750 169.6250 172.5875 169.2875 172.5875	164.6250 164.5250 164.5250 164.6250 164.5250 164.6250 163.5750 169.6250 163.5750 162.2 163.5750 163.5750 172.7250 164.5250 164.625 163.5750 163.3875 169.2875 172.5875	123.0 131.8 123.0 131.8 151.4 192.8 186.2 186.2 173.8 162.2 146.2 110.9 110.9 127.3 127.3 127.3 110.9	North/South North North South North South East/Routt East East/Routt East East North North North/South South East All	Incident to Dispatch
Routt National Forest	Mt. Werner Storm Peak Rabbit Ears Farwell Sand Mtn. Dunckley Blue Ridge Green Ridge Owl Mtn Blackhall (RTF) Jelm Mtn (MBR) Cedar Sand Peak (WRF) Routt TAC	169.600 169.600 172.3750 169.6000 169.6000 169.6000 169.6250 169.6000 172.3750 172.3750 172.3750 169.6000 170.5250 168.7500	169.600 164.9125 164.8750 164.9125 164.9125 164.9125 163.5750 164.9125 164.8750 164.8750 164.8750 164.9125 164.2000 168.7500	110.9 114.8 107.2 123.0 131.8 136.5 173.8 100.0 146.2 103.5 110.9 167.9 110.9	Routt Routt Routt/East Routt Routt Routt Routt/East Routt Routt/East Routt/East North Central/South	Incident to Dispatch
Dinosaur Natl. Monument	Zenobia Juniper NPS Local Roundtop Blue Mtn (UT)	172.7250 172.7250 166.3750 171.5375 169.7250	164.5250 164.5250 166.3750 166.3750 166.3750	110.9 131.8 None 110.9 114.8	North North Local DSP Only Local DSP Only Local DSP Only	Digital Digital Digital
Brown's Park N.W.R.	Juniper Zenobia	172.7250 172.7250	164.525 164.5250	131.8 110.9	North North	
State/County	VFIRE21 VFIRE22 VFIRE23	154.2800 154.2950 154.2650	154.2800 154.2950 154.2650	156.7 156.7 156.7	Mutual Aid while en route Contact w/ Cooperators	
Aviation	National FF Air Guard	168.650 168.625	168.650 168.625	110.9 110.9	USFS/BLM	Dispatch-Tone on both Rx & Tx Aircraft Emergency

All frequencies are narrow band with the exception of DSP local channels

Craig Dispatch Co

Wyo



- Zone Boundary
- Field Office Boundary
- Other Dispatch Sites

Craig Dispatch Sites *

- BLM
- USFS

* B - Base Station or R - Repeater

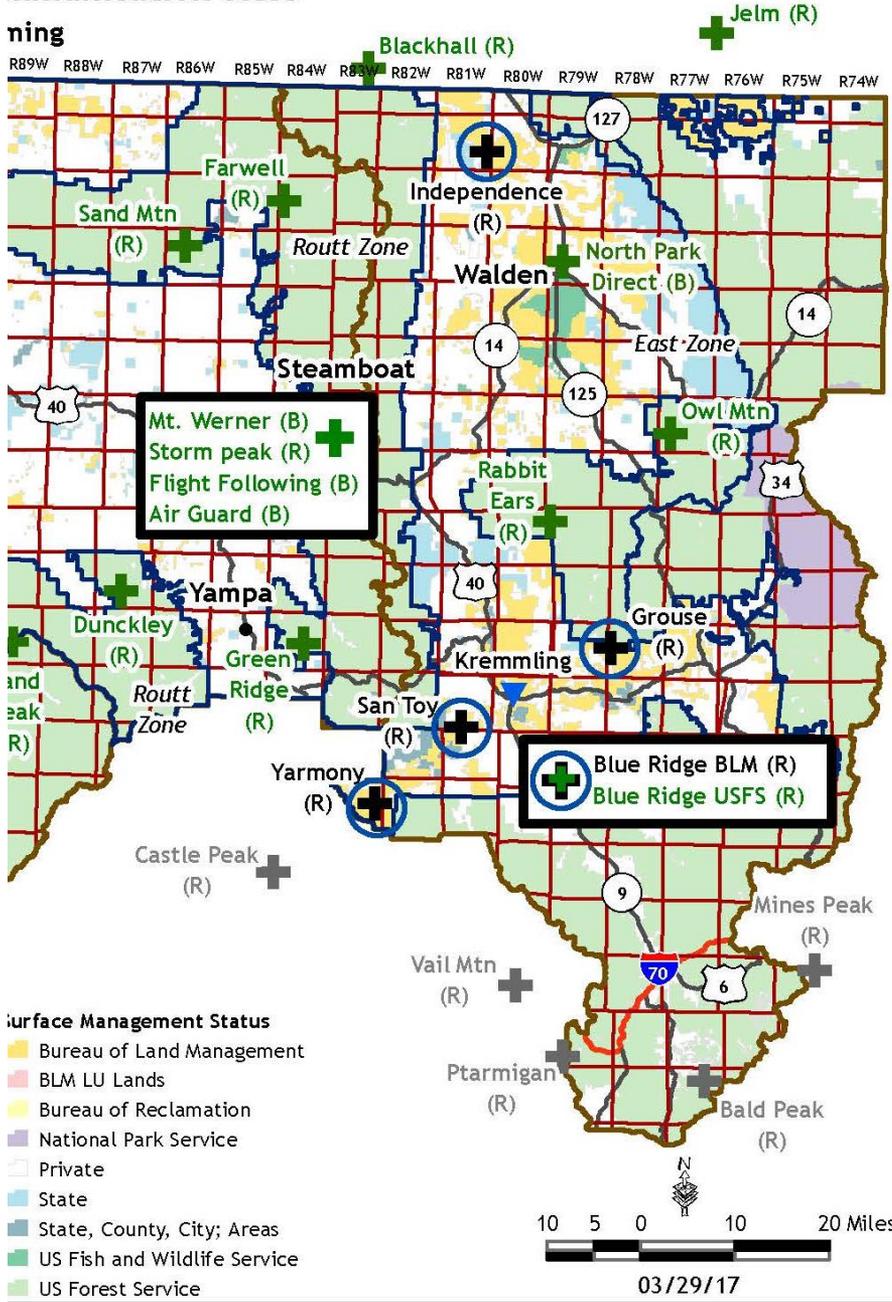
BLM Office (radio monitored)

- Kremming Field Office
- Little Snake Field Office
- White River Field Office

NON-PUBLIC, NOT FOR DISTRIBUTION, FOIA EXEMPT

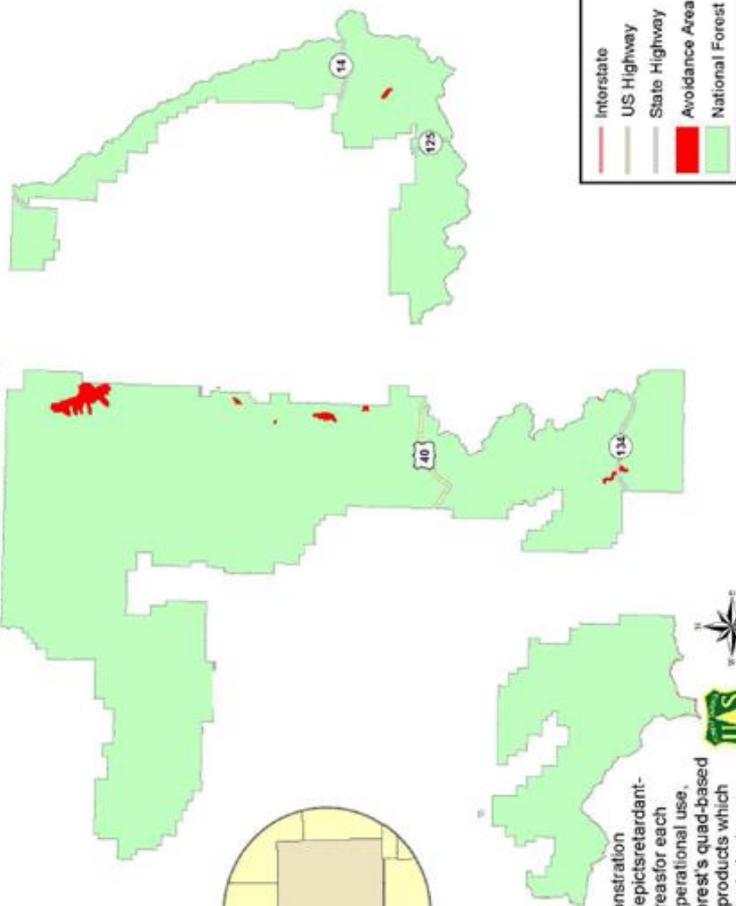
Although these data might be available to internal Bureau of Land Management (BLM) staff, contractors and partners, they should NOT be released. These data contain sensitive information.

Communication Sites



USFS Aerial Fire Retardant Avoidance

Routt National Forest



This map is for demonstration purposes only, and depicts retardant-specific avoidance areas for each national forest. For operational use, please refer to this forest's quad-based retardant avoidance products which also depict required hydrologic avoidance areas.

DISPATCH

AVIATION BOUNDARY OPERATIONS CHECKLIST

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. Craig Interagency Dispatch Center shares boundaries with:

- Ft. Collins Interagency Dispatch Center to the East
- Casper Interagency Dispatch Center to the North
- Uinta Basin Interagency Dispatch Center to the West
- Grand Junction Interagency Dispatch Center to the South

The following check list provides dispatchers with a quick check insuring all procedures have been followed. This check list will be used for notifications to Craig Dispatch Center from another center, or when Craig Dispatch is notifying another Dispatch Center of operations in the boundary area.

_____ Notified the involved dispatch center providing:

- tail number/call sign
- aircraft type
- mission
- frequencies
- location
- expected duration operation
- type of Flight Following (radio or automated)
- planned operational altitude if known

_____ Common frequencies assigned to all known responding aircraft

_____ Flight following initiated

_____ Pilots briefed on:

- frequencies
- other aircraft in area (tail number/call sign, aircraft type, location, mission)
- other known hazards

_____ Ground forces aware of aircraft and briefed on:

- frequencies
- aircraft type
- aircraft call sign
- mission
- location

Refer to the BLM National Airspace Boundary Management Plan for additional information.

MOTELS/HOTELS



Motel List 2020			
NAME	TELEPHONE*	PER DIEM RATE** Not including tax	PHYSICAL ADDRESS
CRAIG			
Craig Hotel	826-9900	\$96.00	377 Cedar Court
Candlewood Suites	824-8400	\$96.00	92 Commerce St.
Quality Inn & Suites	824-4000	\$96.00	300 S HWY 13
Elk Run Inn	826-4444	\$96.00	627 W. Victory Way
Colorado Inn	326-3244	\$96.00	205 E Victory Way
Best Western Deer Park	824-9282	\$96.00	262 Commerce St
Bear Valley Inn	824-8101	\$96.00	755 E. Victory Way
Super 8	329-2208	\$96.00	200 HWY 13
Travelers Inn	824-7066	\$96.00	2690 HWY 40
Trav-O-Tel	824-8171	\$96.00	224 E Victory Way
Valley Vista Inn	620-4560	\$96.00	2855 W. Victory Way
Westward Hotel	824-3413	\$96.00	517 E Victory Way
RANGELY			
Budget Host Inn	675-8461	\$96.00	117 S Grand Ave.
Blue Mountain Inn and Suites	675-8888	\$96.00	37 Park St.
MEEKER			
Bear Mountain Inn	878-5482	\$96.00	789 8 th St
Elk Mountain Inn	878-3656	\$96.00	723 E. Market
White River Inn	878-5031	\$96.00	219 E. Market
Blue Spruce Inn	878-0777	\$96.00	488 Market
Meeker Hotel & Cafe	878-5255	\$96.00	560 Main Street
STEAMBOAT SPRINGS		JUN-NOV	
Steamboat Mountain Lodge	871-9121	\$119.00	3155 S Lincoln
Quality Inn & Suites	879-6669	\$119.00	1055 Walton Cr.
La Quinta	871-1219	\$119.00	3155 Ingles Lane
Fairfield Inn	870-9000	\$119.00	3200 S Lincoln
Hampton Inn	871-8900	\$119.00	725 S Lincoln
Holiday Inn	879-2250	\$119.00	3190 S Lincoln
Parmigan Inn	879-1730	\$119.00	2304 Après Ski
Rabbit Ears Motel	879-1150	\$119.00	201 Lincoln
Homewood Suites	439-2800	\$119.00	3600 S Lincoln
WALDEN			
Chedsey Hotel	723-8201	\$96.00	537 Main
North Park Inn & Suites	723-4271	\$96.00	625 Main
KREMMLING			
Allington Inn & Suites	724-9924	\$96.00	215 W. Central e
Super 8 Motel	703-3664	\$96.00	113 N 6 th St.
YAMPA			
Travelodge	480-7910	\$96.00	98 Moffat Ave.

* NOTE * All motel numbers have an area code of (970)

VEHICLE SERVICES

Vehicle Services List					
This list is not all-inclusive, also check the phone book					
Company	Phone	Tires	Parts	Engine Service	Towing Capabilities: Light (standard pickups) Medium (T6 Engines) Heavy (T4 Engines)
CRAIG					
A&E Tire Inc.	824-0217	*			
Arrowhead	824-4163	*		*	Light & Medium; Tow to shop only.
Chapman Automotive	824-4912	*		*	
Craig Ford Mercury	824-9441		*	*	Light & Medium; Gordon (Wrecker Driver) cell: 326-8876 Home: 824-8418 (24hr number)
Checker Auto Parts	824-7333		*	*	
Cook Chevrolet	824-2100		*	*	Light & Medium; Gordon (Wrecker Driver) cell: 326-8876 Home: 824-8418 (24hr number)
NAPA (T&H Parts)	824-3284		*		
Interstate Batteries	826-2613		*		
Northwest Diesel	824-7742			*	
TDS Tire Service	824-7094	*			
Victory Motors	824-4422		*	*	
Big O Tires	824-2446	*			
HAYDEN					
Bear Valley Towing and Repair				*	Light & Medium
NAPA Auto Parts	276-3726		*		
KREMMLING					
West End Rentals	724-9006	*			
Renegade Off Road	724-0595	*		*	Off road recovery only
Tri-River Building Supply	724-9325		*		
MEEKER					
McGuire's Parts City Vendor	878-9855		*		
NAPA	878-3651		*		
Valley Repair	878-3316	*		*	Light and Medium
Jason's Automotive	878-3700	*		*	
RANGELY					
Rangely Conoco	675-2500	*	*	*	Light & Medium
NAPA	675-5051		*		
STEAMBOAT SPRINGS					
American Towing	879-1179				Light, Medium
Routt County Auto Parts & Supply (NAPA)	879-0909		*		
Steamboat Motors	879-8880			*	
TDS Tire Service	879-4225	*			
Alpine Towing	819-8185				Light & Medium
Rocky Mountain Towing	846-7740				Light, Medium and Heavy
WALDEN					
NAPA-Jacks Auto Parts	723-8256	*	*	*	
Texan's Tune Up	723-4608			*	

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 (CO Standard A/G Freq =
VMED28 Rx155.3400 Tx155.3400 Tx Tone 156.7),
REQUEST A LIFE FLIGHT AMBULANCE THROUGH DISPATCH.**

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**.

HOSPITAL & AMBULANCE SERVICES

City	Hospital	Address	Phone	Helipad	Comments
Aurora	UC Health	12605 E 16 th Ave	720-848-7583		Burn Center
Craig	Memorial Hospital	750 Hospital Loop	824-9411	40 31.2 x 107 34.8	
Eagle	Colorado Mountain Medical	377 Sylvan Lake Rd	328-1650	N/A	
Englewood	Swedish Medical Center	501 East Hampton Ave.	303-788-5000		
Grand Junction	St. Mary's Hospital	2635 N. 7th	298-2273	39 05.4 x 108 33.8	
Greeley	North Colorado Medical Center	1801 16th St.	970-810-4121		Burn Center
Kremmling	Middle Park Medical Center	214 S. 4th	724-3442	40 03.4 x 106 23.4	Call for emergencies parking lot needs to be cleared
Laramie, WY	Iverson Memorial	255 N. 30th St.	307 742-2141	41 18.7 x 105 33.3	
Loveland	Medical Center of the Rockies	2500 Rocky Mtn Ave	624-2500	40 24.7 x 107 00.1	Trauma Center
Maybell		60311 US HWY 40	824-6501	N/A	Volunteer Ambulance Only
Meeker	Pioneer's Hospital	100 Pioneers Medical Center Drive	878-5047	40 28.0 x 107 52.8	
Rangely	Rangely District Hospital	225 Eagle Crest Drive	675-5011	40 04.7 x 108 48.4	
Rifle	Grand River Medical Center	501 Airport Rd	625-1510	39 31.3 x 107 46.2	
Rock Springs, WY	Memorial Hospital of Sweetwater County	1200 College Dr.	307 362-3711	41 35.2 x 106 48.9	
Steamboat Springs	Yampa Valley Medical Center	1024 Central Park Dr.	879-1322	40 27.8 x 106 48.9	Call for emergencies, parking lot needs to be cleared.
Vail	Vail Valley Medical	181 W. Meadow Dr.	476-2451	39 38.6 x 106 22.9	
Vernal, UT	Ashley Valley Medical	150 W. 100 N.	435 789-3342	40 27.5 x 109 31.9	
Walden	North Park Medical Center	350 McKinley St.	723-4255	N/A	

HELICOPTER AMBULANCE SERVICE

Facility/ Heliport ID	Call Sign	Type A/C	Phone Number	Lat/Long	Comments/Fixed Wing
Ashley Valley Medical Vernal, UT Classic Lifeguard	Lifeguard 7 (Moab, UT) Lifeguard 8 (Vernal, UT)	Bell 407 Bell 407	Dispatch: 800-444-9223 Non-gm: 928-645-2950	38 32.04 x 109 30.62 40 27.5 x 109 31.86	Classic 53 (Page, UT; Pilatus)
Yampa Valley Medical Center Steamboat Springs, CO	Lifeguard 6	Bell 407	See Above	40 30.97 x 106 51.98	Classic 54 (Craig, CO; Pilatus)
St. Mary's Hospital Grand Junction 29CO	Careflight 3 (Rifle, CO) Careflight 4 (Montrose, CO)	AS-350 B-3 AS-350 B-3	800-332-4923	39 05.4 x 108 33.6 38 28.8 x 107 51.9	Careflight 2 (Grand Junction, CO King Air 200) VHF 155.340
UC Health – Poudre Valley Hospital Fort Collins, CO	Lifeline 1 (Loveland, CO)	AS-350 B-3	Dispatch: 855-405-5454 Non-gm: 970-619-6070	40 25.00 x 104 59.76	Can provide 1 ground unit and fixed wing EMS capabilities to any hospital upon request. 3 King Air and 1 Lear Jet throughout the region.
St. Anthony's Hospital Systems Denver North CO37	Lifeguard1	AS-350 B-3	Dispatch: 800-332-3123 Non-gm: 720-321-3900	39 42.77 x 105 07.62	
Summit Co. Medical Center Frisco, CO 91CO	Lifeguard 2	AS-350 B-3	See Above	39 34.16 x 106 04.72	
St. Francis Medical Center Colorado Springs, CO CO23	Lifeguard 3	AS-350 B-3	See Above	38 56.37 x 104 43.08	
St. Mary's Conwin Pueblo, CO Mary Regional Medical Durango, CO	Lifeguard 4 Lifeguard 5	AS-350 B-3 AS-350 B-3	See Above See Above	38 14.31 x 104 37.76 37 14.16 x 107 49.65	
Aurora North Hospital Aurora, CO CO05	Air Life 2 (Longrag, CO) Air Life 3 (Frederick/ Finestone, CO) Air Life 4 (Cheyenne, WY) Air Life 5 (Hugo, CO) Air Life 6 (Holyoak, CO)	Bell 407 HP Bell 407 Bell 407 Bell 407 Bell 407	Dispatch: 877-243-8247 Non-gm: 303-360-3400	40 07.33 x 104 58.96 39 43.58 x 104 49.57 39 31.70 x 104 52.22 41 15.05 x 104 81.80	2 Critical care ground unit 2 King Air at Centennial airport
University Hospital & Burn Center Salt Lake City, UT	Air Med 2 (Park City, UT) Air Med 3 (Tooele, UT) Air Med 4 (Salt Lake City, UT) Air Med 5 (Rock Springs, WY) Air Med 20 (Nepht, UT) Air Med 21 (Layton, UT)	Bell 407 Bell 407 EC 145 Bell 407 Bell 407 Bell 407	Dispatch: 800-453-0120 Non-gm: 801-581-2500	40 43.83 x 111 29.06 40 02.65 x 111 42.92 40 46.34 x 111 50.24 41 35.65 x 109 03.91 41 09.80 x 111 58.20 40 33.08 x 112 17.70	Air Med 33 (Rock Springs, WY; Pilatus) 41 35.65 x 109 03.91 Air Med 32 (SLC Intl airport; Pilatus) 40 47.01 x 111 57.50
Wyoming Medical Center Casper, WY	WYO Life Flight 1	Bell 407	Dispatch: 800-806-9158 Hospital: 800-822-7201	42 50.86 x 106 18.50	WYO Life Flight 2 (Pilatus) 155-340 (WMed 28-Federal) 155-295 (800nmz)154-875 (state mutual aid)

MEDICAL INCIDENT SIZE UP CARD

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 <i>Ex: "Communications, Div. Alpha. Stand-by for Priority Medical Incident Report." (If life threatening request designated frequency be cleared for emergency traffic.)</i></p> <p>2. INCIDENT STATUS: <i>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."</i></p>		
<p>Severity of Emergency / Transport Priority</p>	<p><input type="checkbox"/> 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</p> <p><input type="checkbox"/> 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</p> <p><input type="checkbox"/> GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport Not a life threatening injury or illness. <i>Ex: Sprains, strains, minor heat-related illness.</i></p>	
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)
<p>3. INITIAL PATIENT ASSESSMENT: <i>Complete this section for each patient as applicable</i></p>		
Patient Assessment See IRPG page 106		
Treatment:		

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:

Helispot / 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:

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