PUEBLO DISPATCH ZONE

PILOT AND FLIGHT CREW ORIENTATION GUIDE

Monument Heli-tack

Colorado Springs Tanker Base

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INTRODUCTION

Welcome to the Pueblo Interagency Dispatch Zone! The intent of this package is to provide information to pilots, managers, and module leaders from outside the area who may not be familiar with the local conditions. Within the Pueblo Interagency Dispatch Zone our goal is to provide you with the information you need for a safe, and productive operation by familiarizing you with our local policies, procedures, radio frequencies, flight hazards, weather patterns and other information pertinent to your assignment.

All incoming aviation resources are asked to contact the Pueblo Interagency Dispatch Zone so that the Unit Aviation Officer or designee can provide an initial briefing that includes the following information:

- Introduction to management, organization, facilities, and personnel
- A geographic orientation to include hazard maps for the area of operation
- Local base operational plans to include parking, fuel, transportation, facilities, and rules.
- Pueblo Interagency Dispatch Center procedures and communication
- Radio frequency list
- Local weather briefing
- Incident Action Plan (if assigned to a larger incident)
- Administration support such as management codes, ordering procedures, supplies etc.

AVIATION SAFETY

Aviation safety is our number one priority on the Pueblo Dispatch Zone. We will not knowingly condone and/or tolerate any unsafe procedures, practices or equipment while operating on the Pueblo Zone. A safe air operation requires teamwork and a joint effort by all persons involved in the operation.

We respect your authority as a pilot and module leader for the ultimate responsibility for passengers and flight safety. If you observe any unsafe operations while working on the Unit or have any concerns, **please** notify the Unit Aviation Officer, Dispatch Office, or Local FMO immediately. We will make every effort to remedy the situation promptly.

Hazardous Flying Conditions

Flying on the Pueblo Dispatch Zone is hazardous. Elevations on the Zone vary from 2,000 feet to over 14,000 feet on the highest peaks. Much of the area is steep and highly dissected with canyons and drainages. Winds, summer temperatures and high terrain can result in severe turbulence and high-density altitudes that make flying hazardous for both fixed wing and rotor wing aircraft.

Southwest Colorado is hosts to lands of high altitude; fires in these areas can establish aerial operations more than 10,000 feet MSL for extended periods of time. USFS Contracts require meeting 14 CFR Part 135.89 (Oxygen Requirements).

Pilots and Managers are usually the first ones to become aware of unsafe flying conditions. **Please** do not hesitate to suggest or recommend that air operations be suspended until conditions improve. Let other aircraft and the dispatch office know of conditions in the areas you are working in. Your recommendations and actions could be the difference between a safe air operation and someone having an incident/accident.

Flying in Mountain Terrain

Flying conditions in the mountains are always hazardous with conditions frequently changing. Density altitudes can be exceptionally high in the summer and clear, clam weather can change rapidly. With the drastic topography changes and arrangement of drainages and confluences, the winds can be and are squirrelly with down drafts and possible wind shears. Be aware of your surroundings and notify dispatch and any other aircraft in the area if you should observe or encounter incoming fronts, weather changes, winds etc.

Daylight Hours

This guide includes current links to sunrise/sunset tables. You are encouraged to use this resource for planning purposes. However, remember that the tables are not a replacement for common sense. Smoke and shadows in deep canyons can cause visibility problems that don't show up on the sunrise/sunset charts. The charts should be used as a baseline for operational planning and adjustments made based on the actual conditions at the time of the operation. Please notify dispatch of your conditions and shut down your flight operations at any time you feel unsafe flight conditions exist.

Flight/Duty Times

Both the pilot and aircraft manager are responsible for tracking flight and duty hours. It is your responsibility to advise Dispatch, Air Tanker/SEAT Base, or the Heli-base Managers well in

advance of your duty and flight time totals and limitations to ensure that aircraft are available for operational missions when needed.

Maintenance

All aircraft maintenance must be scheduled to meet the needs of the present operation. Coordinating with the Base Manager and with dispatch will allow us to ensure we have the aircraft available when needed. Please inform the Tanker Base/SEAT Manager, Heli-base Manager, and Dispatch well in advance of any scheduled maintenance to include 50 and 100-hour inspections, so arrangements can be made for replacement aircraft, if necessary.

Accident and Incident Reporting

Accident and Incident reporting systems are valuable in promoting aviation safety. If you should observe or have an accident or incident, please report them immediately and use the SAFECOM process for follow up. This form is available through Dispatch, the Unit Aviation Officer, or on the Internet at https://www.safecom.gov/. By sharing information about incidents and accidents that have occurred, it may prevent them from occurring again in the future. You should return the SAFECOM to the UAO, Dispatch or Incident Management Team Air Operations Branch.

FLIGHT HAZARDS / LOCAL HAZARDS

Flight hazard maps are posted in the Dispatch office, at Monument Heli-base, Fremont SEAT Base, Colorado Springs and the Pueblo Airtanker Base. The flight hazard map will be reviewed, and pilots briefed prior to any mission being flown on the Zone. The major flight hazards on the Pueblo Dispatch Zone are as follows:

Wires, Powerlines and Towers

The river canyons are full of wires, cables, and power lines. This is especially true in Royal Gorge on the Arkansas River. There are major power transmission lines that free span across small canyons. Wires and cables are strung across many river canyons. Maintain 500'+ elevation whenever possible and only descend below 500' after performing a through recon of the area.

Other Aircraft

Private backcountry airstrips and Heli-spots exist with aircraft taking off and landing in narrow canyons. Most do not monitor any radio frequency so stay vigilant. Royal Gorge Heli-tours operates scenic flights over the Royal Gorge area from the north side of US Hwy 50, west of Canon City.

Glider Operations

There are glider bases located to the Northwest of Colorado Springs by the Air Force Academy and East Northeast of Canon City by Fremont Airport; glider operations could be ongoing at any time. When working in and around this area practice "always see and avoid".

Military Training Routes

There are several MTRs, SUAs, MOAs, and other Military aircraft, both fixed and rotor wing can be encountered, outside of the MTRs doing permitted training on public lands within the Pueblo

Dispatch Zone. Check the flight hazard maps for locations. When working in and around those areas practice "see and avoid", dispatch will de-conflict for all fire operations involving aircraft.
USAF Academy Tower – 124.15 / Fort Carson Tower – 125.5 / EMERG - 121.5

Dip Sites

Permission must be obtained through dispatch, landowners or local line officers prior to utilizing water from any source on the PSICC, CCD and RGF. Once a potential water source has been located, the latitude/longitude should be relayed to dispatch with the request to utilize the location as a dip site. No water should be taken from the source until verbal approval is granted. The only exception is in the case of immediate threat to life and property.

Waterways/Threatened & Endangered (T&E) Species

Avoid aerial or ground application of retardant or foam within 300 feet of waterways. Remote fueling operations should be avoided next to waterways and areas that are of concern for aquatic T&E species. Notify dispatch immediately of any spill regardless of size.

Wilderness/Wilderness Study Area

Permission must be obtained from the **Forest Supervisor / BLM District Manager** prior to conducting **any operations** in **wilderness / study areas**. Contact dispatch in order to initiate the approval process. The only exception is in the case of immediate threat to life.

Adverse Weather Plan

The Front Range hosts a variety of adverse weather conditions including thunderstorms, heavy rains, high and erratic winds, and hail. Develop an adverse weather plan in the event any of these conditions arise. Continually monitor weather reports, predetermine available hangar space and/or alternate airports to shelter at until the weather passes. If relocation is the only option, inform dispatch of your plan.

PUEBLO INTERAGENCY DISPATCH (PBC)

PBC (Dispatch) is located at 2840 Kachina Drive, Pueblo, CO 81008, in the Pike, San Isabel NF, Cimarron, Comanche NG Headquarters. Contact information: 719-553-1600 and email copbc@firenet.gov . The PSICC Fire Management Officer is also located inside the PSICC building. The BLM Fire Management Officer is in Canon City, and the RGF Fire Management Officer is in Del Norte, CO
The Pueblo Interagency Dispatch Center's primary responsibility is to maintain prompt accurate communication and coordination of all resources on incidents across the Pueblo Dispatch Zone. The dispatch office will monitor current and forecasted conditions developing in the area, which will allow the safe and efficient use of all resources committed to incidents.

Air Operations

Air operations safety is the utmost concern to the Pueblo Dispatch Zone and Dispatch staff. The Dispatch center along with the Unit Aviation Officer(s) will coordinate all aircraft use on the Zone. All decisions regarding aircraft will be coordinated with the UAOs and Fire Staff. Dispatch will also work closely with the Rocky Mountain Coordination Center for resource aircraft ordering and dispatching.

Airspace

All air operations will operate utilizing the Fire Traffic Area (FTA) scheme.
Requests for Temporary Flight Restrictions (TFRs) and Notices to Airmen (NOTAM) will be coordinated through dispatch.

Pilot and/or Module Availability

When assigned to the Pueblo Interagency Dispatch Zone and working out of the local Tanker/SEAT base or Heli-base the dispatch office will need to know your whereabouts and how to always contact you.

Documentation

Send aviation cost summaries and crew CTRs to the PIDC Zone FAO/UAM.

Latitude-Longitude Procedures

All aviation operations on the Pueblo Dispatch Zone will use Degrees-Decimal-Minutes format for Latitude and Longitude.

Aviation Technology

IPAD users can download flight hazard maps from the QR code on page 27 and other misc. information located on the PBC webpage under the aviation tab.

Flight Following Procedures

PBC uses the national standard for all aircraft flight following. Contact PBC by calling "**Pueblo Dispatch**." Check-ins via AFF is the preferred method unless other arrangements have been established through dispatch.

Radio Check-in/Check-out requires verbal communication via radio every 15 minutes. Provide an identifier (tail # or nationally designated call sign), Latitude/Longitude (Geographic Location), and bearing.

Due to terrain and deep drainages, there are some areas where you may not be able to maintain proper communications. If positive contact is not maintained, try gaining altitude or using a repeater frequency (see repeater map to familiarize yourself with the location of the Unit repeaters). If you are unable to contact dispatch you will need to return to base.

If a mission requires that you work from a Heli-spot for a long period of time we recommend you flight follow locally with your aircraft until you complete the mission; notify dispatch of your intentions. When using local flight following please contact dispatch when operations have begun and when the missions are completed, and the aircraft is on the ground.

Notify Dispatch prior to shutting down the aircraft for extended amounts of time, and ensure a handheld radio is on board. If PBC does not hear from you within 30 minutes, a Search and Rescue operation will begin. Aircraft equipped with AFF will follow procedures outlined in the National Interagency Mobilization Guide.

Communications

Initial size-ups are to be transmitted over local forest frequencies. Upon arrival at an incident all communications should switch over to the identified tactical frequency (typically air to ground). Emergency in-flight communications will utilize National Air Guard.

PUEBLO DISPATCH ZONE RADIO FREQUENCIES

Refer to the Unit Frequency Guide to ensure all frequencies are understood and programmed correctly into your aircraft and handheld radios. Familiarize yourself with the repeater map for locations and tones. You will be utilizing the Aircraft Group frequencies unless instructed to switch to another frequency by the dispatch office. If assigned frequencies become too busy, and communications begin to break down, notify dispatch immediately. Air operations may be suspended until the problem(s) are mitigated. Please make sure that your Aircraft Radios are operating in the Narrow Band Mode.

Initial Attack Air Frequencies

CO 07 – Pueblo Dispatch		KS 01 – Pueblo Dispatch		CO 06 – Fort Collins Dispatch		CO 05 – Durango Dispatch	
A/G 35:	167.2250	**A/G 02:**	166.6375	**A/G 09:**	166.9125	**A/G 09:**	169.9125
A/G 10:	166.9375	**A/G 06:**	166.8000	**A/G 58:**	169.0875	**A/G 07:**	166.8500
A/A 1:	121.0750	**A/G 35:**	167.2250	A/A 1:	126.0250	A/A 1:	127.3250
A/A 2:	119.5750	A/A 1:	127.5750	A/A 2:	124.3750	A/A 2:	134.7750
A/A 3:	126.3500			A/A 3:	133.7500	A/A 3:	135.3500

Common Radio Frequencies – PSICC / BLM

Channel Name	RX	TX	Tone
Pike Direct	171.1375	171.1375	110.9
Pike NF Repeaters	171.1375	164.9875	See guide below
San Isabel Direct	169.9000	169.9000	110.9
San Is NF Repeaters	169.9000	164.9125	See guide below
Grassland Direct	170.5000	170.5000	110.9
Grasslands Repeaters	170.5000	164.8000	See guide below
BLM Twin Direct	173.6750	173.6750	156.7
BLM Repeaters	173.6750	164.6250	See guide below

PSICC / BLM Repeaters

Tone	Pike	San Isabel	Grasslands	BLM
110.9		**Quail**		
123.0	**N Twin Cone**	**Deer Peak**	**Picketwire**	
131.8	**Russel Ridge**	**FS Twin**	**Timpas**	
136.5	**Mt Blue Sky**	**12 Mile**	**Springfield**	
146.2	**Long Water Gulch**	**Cordova**	**Campo**	
156.7	**Devils Head**	**Adobe Peak**	**Tater Butte**	**Methodist**
167.9	**Almagre**	**Badito Cone**	**Elkhart**	
103.5	**Stanley**	**Methodist**		
100.0	**Cheyenne Cr**			
107.2	**Lake George**	**Bristol Cone**		
114.8	**Topaz Mtn**			
127.3	**Dicks Peak**	**Basam**		**Canyon Portable**
141.3	**Sheep Ridge**	**Falls Gulch**		**Pisgah**

151.4	**Mt. Baily**	**South Peak**		
162.2	**Badger Mtn.**	**Zion**		
192.8	**Portable**	**Portable**	**Portable**	

RGF Repeaters ****RX & TX differ base on the repeater used.***

	RX	TX	Tone
RGF North Direct	**172.0750**	**172.0750**	**0.0**
Storm King	**172.0750**	**162.6625**	**103.5**
Razor Creek	**172.0750**	**162.6625**	**127.3**
Whale Hill	**172.0750**	**162.6625**	**131.8**
Saguache Pk	**172.0750**	**162.6625**	**151.4**
Zapata	**172.0750**	**162.6625**	**167.9**
RGF South Direct	**172.2500**	**172.2500**	**0.0**
Boot Mtn	**172.2500**	**164.1500**	**110.9**
Bristol	**172.2500**	**164.1500**	**136.5**
Grey Back	**172.2500**	**164.1500**	**146.2**
San Antonio	**172.2500**	**164.1500**	**156.7**
Circus Rock	**172.2500**	**164.1500**	**141.3**

AIRBASE INFORMATION

Below is Airbase information when activated can be used to preposition both Fixed-wing and Rotor-wing aviation resources.

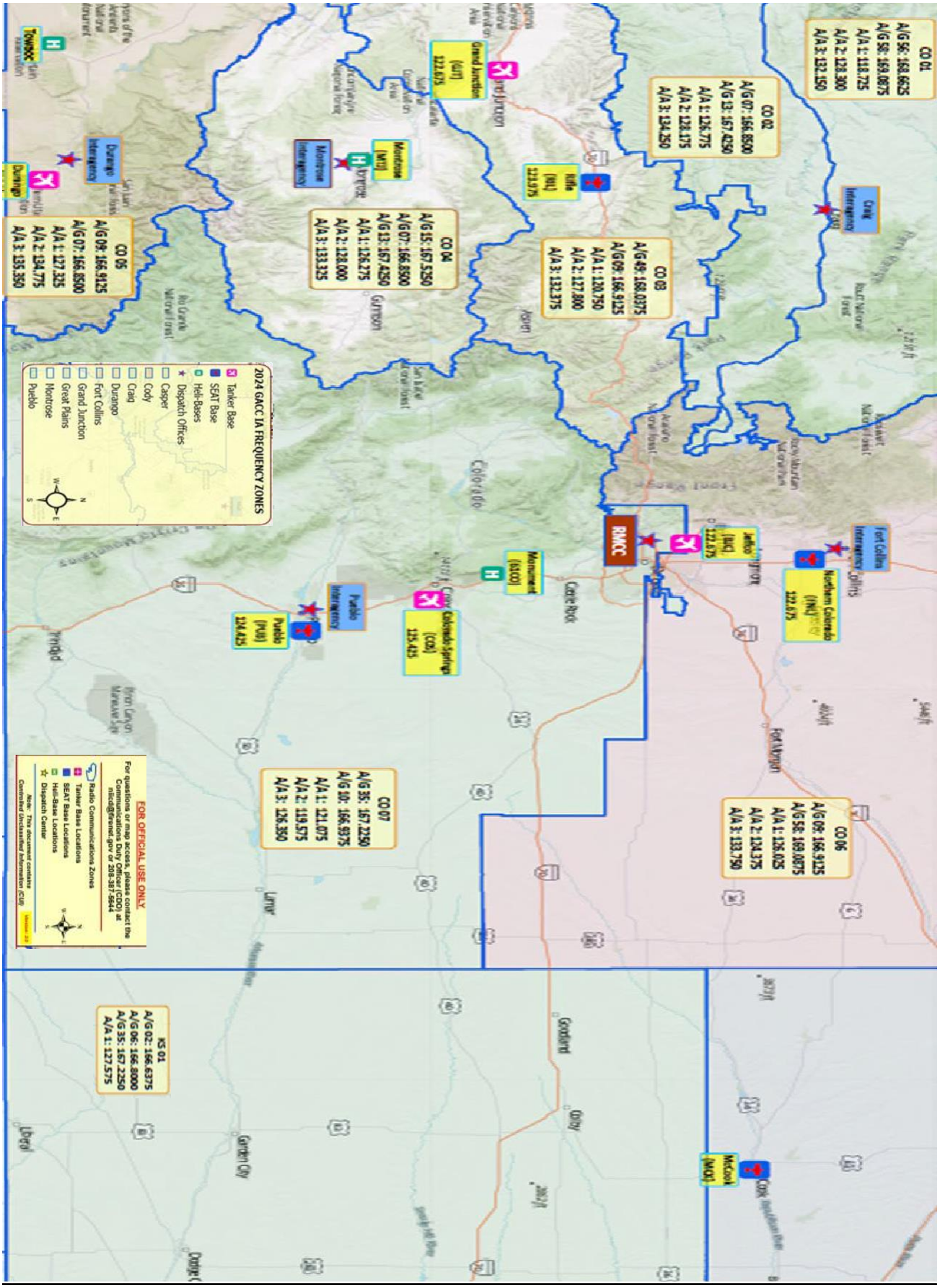
Monument Heli-base (61CO)
39 05.09N x 104 54.10W
Elevation: 7120
Phone: 719-487-8107 *Fax:* 719-487-8109
Manager: Pat Mahoney 720-280-1209
Hosts: Exclusive Use Forest Type 3 Helicopter
RAMP: **A/G 35: 167.2250**

Lake George Heli-spot (000)
38 58.52 x 105 20.82W
Elevation: 8152
Phone: 719-748-3505 *Fax:* 719-748-8158
Contact: TBA (when activated)
Hosts: Helicopters – T2 and T3
RAMP: **A/G 35: 167.2250**

Pueblo Airport (PUB)
38 17.35N x 104 29.79W
Elevation: 4726
Length: 10,496' x 105
Phone: 719-948-5420 *Fax:* 719-948-5437
ATBM: TBA (when activated)
Fuel: Avgas Jet
Hosts: Air Tankers, Lead Planes, Air Attack Platforms, SEATs, Helicopters
RAMP: **124.425**

Fremont Airport (1V6)
38 25.7N x 105 06.4W
Elevation: 5439
Length: 5,399' x 75'
Phone: 719-784-3816
Contact: Wes Brandt
Fuel: Avgas Jet
Hosts: Air Attack Platforms, Smoke Jumpers, SEATs, Helicopters
RAMP: **122.675**

Jeffco Tanker base (BJC) **39 54.5N x 105 07.0W** *Elevation:* 5673 *Length:* 9,000' x 100' *Phone:* 303-439-0332 *Fax:* 720-887-4769 *Contact:* ATBM -TBD *Fuel:* Avgas Jet *Hosts:* Regional Tanker Base *RAMP:* **122.6750**	**Durango Tanker base (DRO)** **37 09.1N x 107 45.2W** *Elevation:* 6685 *Length:* 9,201' x 150' *Phone:* 970-375-3322 Durango Dispatch Center: 970-385-1324 *Contact:* ATBM – Mike Bryson *Fuel:* Avgas Jet *Hosts:* Regional Tanker Base *RAMP:* **122.675**
Alamosa Airport (ALS) **37 26.1N x 105 52.1W** *Elevation:* 7539 *Length:* 8519' x 100' *Phone:719-589-5669* *Contact:* Will Hickman *Fuel:* Avgas Jet	**Astronaut Kent Rominger Airport (RCV)** **37 42.8 N x 106 21.1W** *Elevation:* 7955.4 *Length:* 6051' x 75' *Phone:* 719-657-9017 *Contact:* Jay Sarason *Fuel:* 100LL
Grand Junction Tanker base (GJT) **39 07.34N x 108 31.60W** *Elevation:* 4858 *Length:* 10,501' x 150' *Phone:* 970-683-7712 *Contact:* ATBM – Adam Goeden *Fuel:* Avgas Jet *Hosts:* Regional Tanker Base *RAMP:* **122.6750**	**Colorado Springs Tanker base (COS)** **38 46.65 N x 104 41.45 W** *Elevation:* 6187 *Length:* 13,501' x 150' *Phone:* TBA Pueblo Dispatch Center *Contact:* ATBM *Fuel:* Avgas Jet *Hosts*: Regional Tanker Base *RAMP*: **125.425**
Mineral County Memorial Airport (C24) **37 49.3N x 106 55.8W** *Elevation:* 8680 *Length:*6880' x 60' *Phone:* 719-658-2331 *Contacts:* Les Cahill *Fuel*: 100LL Jet-A	**Central Colorado Regional Airport (AEJ)** **38 48.8N X 106 07.7W** *Elevation: 7950* *Length:8300' X 75'* *Phone:* 719-395-3496 *Contacts: Jack Wyles* *Fuel*: 100LL Jet-A
Salida/Harriett Alexander Field Airport (ANK) **38 32.3N X 106 2.9W** *Elevation: 7523* *Length: 7351 x 75 ft* *Phone:*719-239-1648 *Contacts:* Zechariah Papp *Fuel*: 100LL Jet-A	**Centennial Airport (APA)** **39 34.2N X 104 51W** *Elevation: 5803* *Length:* 10001' x 100' *Phone*: 303-790-0598 *Contacts: Robert Olislagers* *Fuel*: 100LL Jet-A


CO 01
A/G 56: 168.6625
A/G 58: 169.0875
A/A 1: 118.725
A/A 2: 123.300
A/A 3: 132.150
CO 02
A/G 07: 166.8500
A/G 13: 167.4250
A/A 1: 126.775
A/A 2: 128.175
A/A 3: 134.250
CO 03
A/G 49: 168.0375
A/G 09: 166.9125
A/A 1: 120.750
A/A 2: 127.800
A/A 3: 132.375
CO 04
A/G 15: 167.5250
A/G 07: 166.8500
A/G 13: 167.4250
A/A 1: 126.275
A/A 2: 128.000
A/A 3: 133.325
CO 05
A/G 09: 166.9125
A/G 07: 166.8500
A/A 1: 127.325
A/A 2: 134.775
A/A 3: 135.350
CO 06
A/G 09: 166.9125
A/G 58: 169.0875
A/A 1: 126.025
A/A 2: 134.375
A/A 3: 133.750
CO 07
A/G 35: 167.2250
A/G 10: 166.9375
A/A 1: 121.075
A/A 2: 119.575
A/A 3: 126.350
KS 01
A/G 02: 166.6375
A/G 06: 166.8000
A/G 35: 167.2250
A/A 1: 127.575
2024 GACC IA FREQUENCY ZONES
Tanker Base
SEAT Base
Heli-Bases
Dispatch Offices
Casper
Cody
Craig
Durango
Fort Collins
Grand Junction
Great Plains
Montrose
Pueblo
FOR OFFICIAL USE ONLY
Radio Communications Zones
Tanker Base Locations
SEAT Base Locations
Heli-Base Locations
Dispatch Center
RMCC
Grand Junction (GJT) 123.675
Rifle (RIL) 123.975
Montrose (MTJ)
Durango
Craig
Jeffco (BJC) 121.675
Northern Colorado (FNL) 122.675
Fort Collins
Monument (COM)
Colorado Springs (COS) 125.425
Pueblo
Pueblo (PUB) 124.425
McCook (MCK)
Cheyenne
Goodland
Colby
Garden City
Liberal
Dodge City

Colorado Springs Airtanker Base (COS)

The Airtanker Base at COS is a base that may be setup when needed and is capable of taking VLATs.
Ramp Frequencies 122.6750
Jettison Area: Lat/Long: 38 47.810 N X 104 41.072 W. 200-300ft East of Runway 35R/17L

FAA Identifier: COS

Lat/Long:	38-48-20.9000N / 104-42-02.8000W 38-48.348333N / 104-42.046667W 38.8058056 / -104.7007778 (estimated)
Elevation:	6187.1 ft. / 1885.8 m (surveyed)
Variation:	08E (2020)
From city:	6 miles SE of COLORADO SPRINGS, CO
Time zone:	UTC -7 (UTC -6 during Daylight Saving Time)
Zip code:	80916

Airport Operations

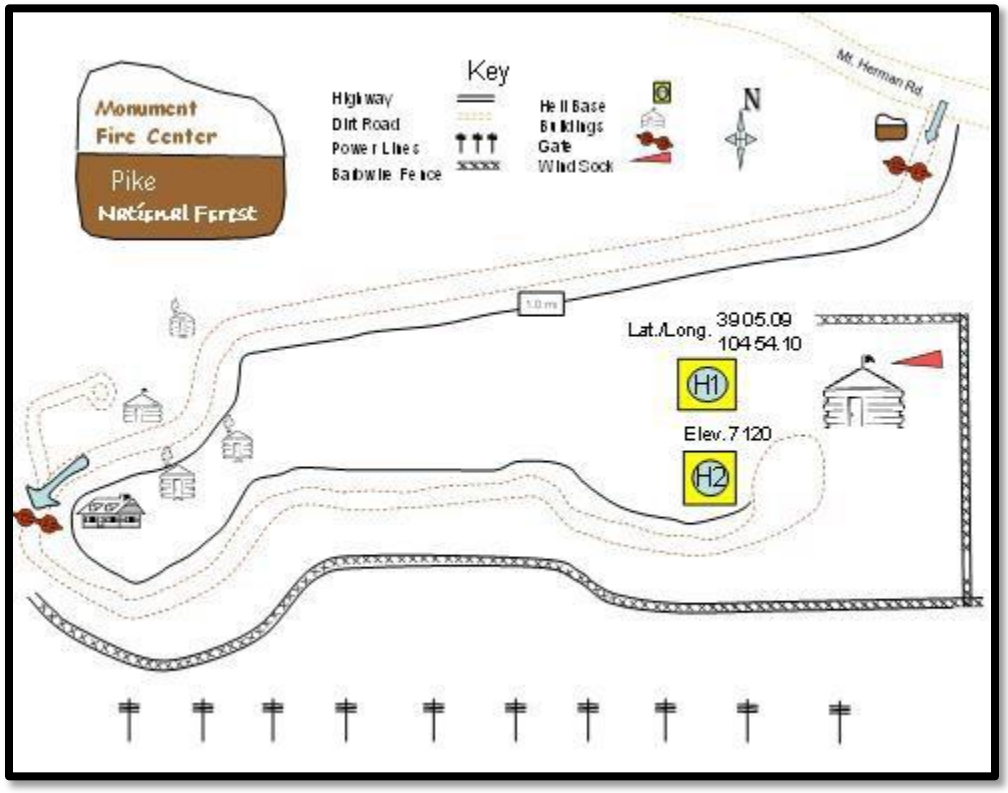
Airport use:	Open to the public
Activation date:	04/1940
Control tower:	yes
ARTCC:	DENVER CENTER
FSS:	DENVER FLIGHT SERVICE STATION
NOTAMs facility:	COS (NOTAM-D service available)
Attendance:	CONTINUOUS
Wind indicator:	yes
Segmented circle:	no
Lights:	FOR REIL RY 13/31 & 17R CTC ATCT.
Beacon:	white-green (lighted land airport) Operates sunset to sunrise.
Fire and rescue:	ARFF index C
International operations:	customs landing rights airport

Airport Communications

UNICOM:	122.95
ATIS:	125.0 254.3
WX ASOS:	125.0 (719-637-9696)
SPRINGS GROUND:	121.7 348.6
SPRINGS TOWER:	119.9 360.6 133.15 335.55
SPRINGS APPROACH:	124.0 257.875 120.6
SPRINGS DEPARTURE:	124.0 257.875
CLEARANCE DELIVERY:	134.45 363.125
CLASS C:	124.0 257.875
COMD POST:	318.05 328.025
EMERG:	121.5 243.0
PMSV METRO:	226.1
PTD:	122.85 372.2
WX AWOS-3 at FCS (8 nm S):	125.0 (719-637-9696)
WX AWOS-3PT at FLY (10 nm NE):	118.450 (719-683-5371)
WX ASOS at CO90 (19 nm E):	125.0 (719-637-9696)

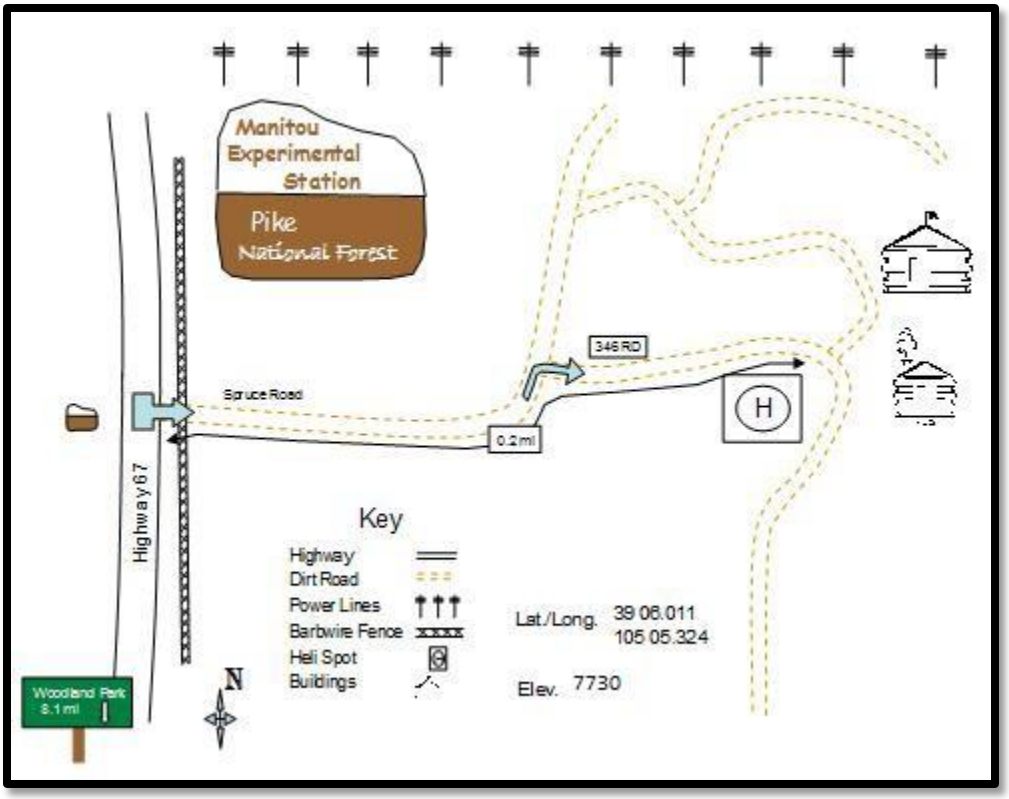
FS – Monument Helibase (61CO)

Located at Monument Fire Center (3751 Mt Herman Rd), this facility is operated by the Forest Service – Monument Helitack.



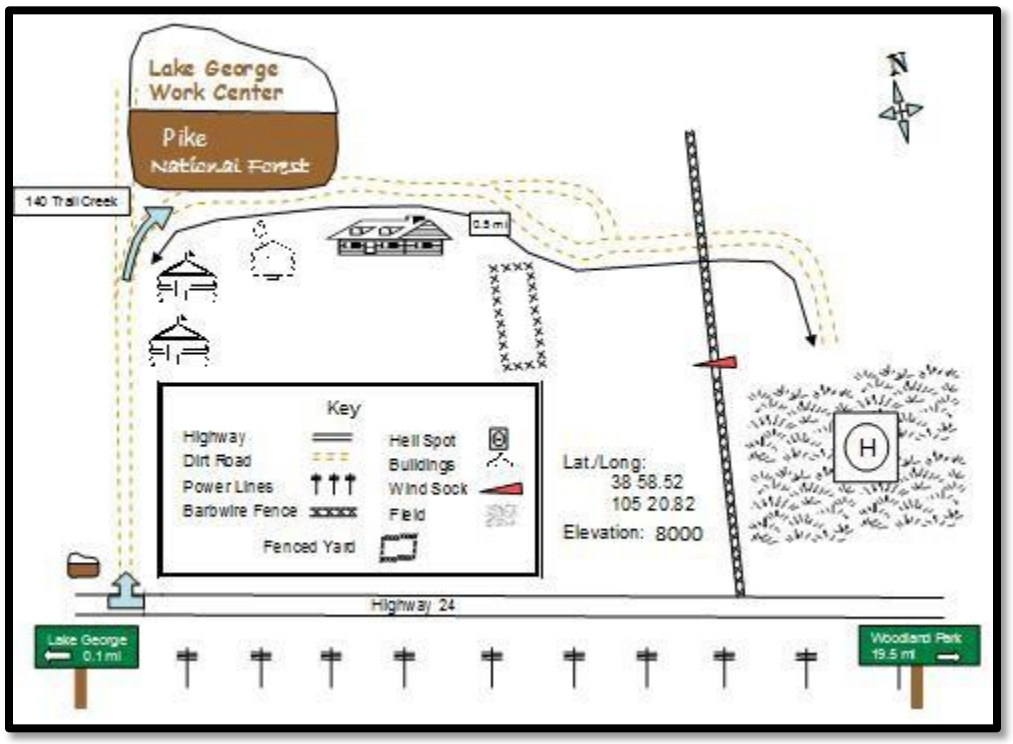
FS – Manitou Experimental Helispot

Located North of Woodland Park (FSR 347), this facility is operated by the Forest Service.



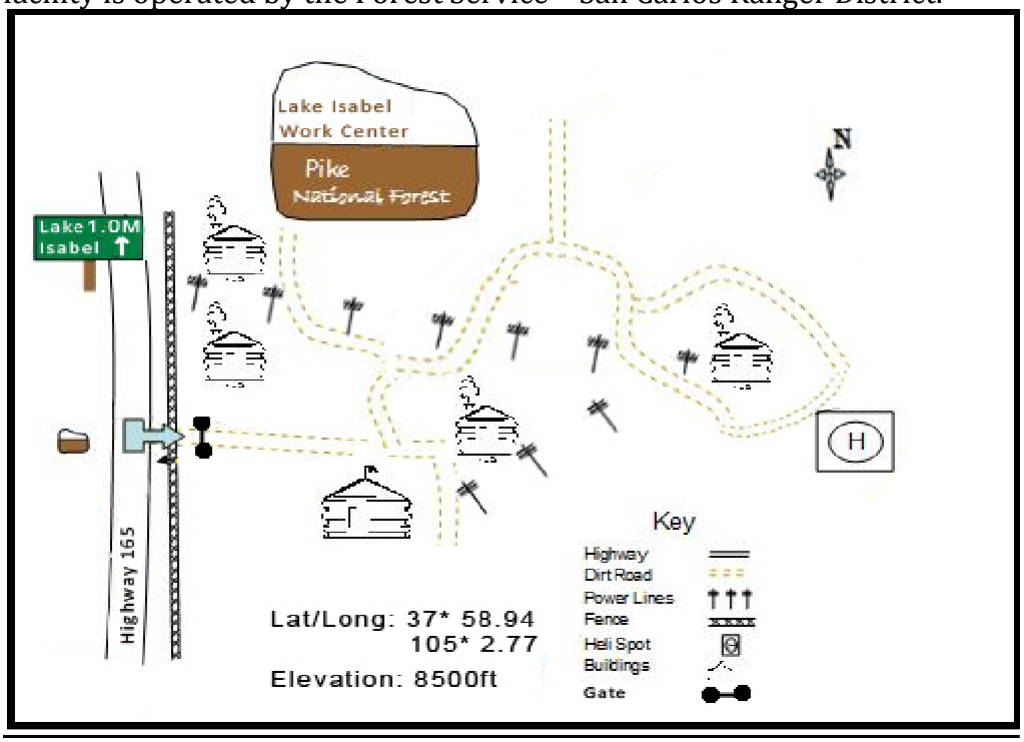
FS – Lake George Helispot

Located at the Lake George Work Center (140 Trail Creek Rd), this facility is operated by the Forest Service – South Park Ranger District.



FS-Lake Isabel Helispot

Located at the Lake Isabel Work Center (Adjacent to Highway 165 South East of Lake Isabel.) this facility is operated by the Forest Service – San Carlos Ranger District.



Forest Helitack Inventory

The following items may be found at any of the districts on the forest except the grasslands. Ask district fire personnel for directions.

12’ 3000lb nets..... 3
3000lb Swivels 4
12’ Lead Lines.....4
55 Gallon Pillow Blivets.....2
72 Gallon Blivets.....2
Mop Up Kits (for Blivets)..... 1

PUEBLO DISPATCH ZONE KEY PHONE CONTACTS

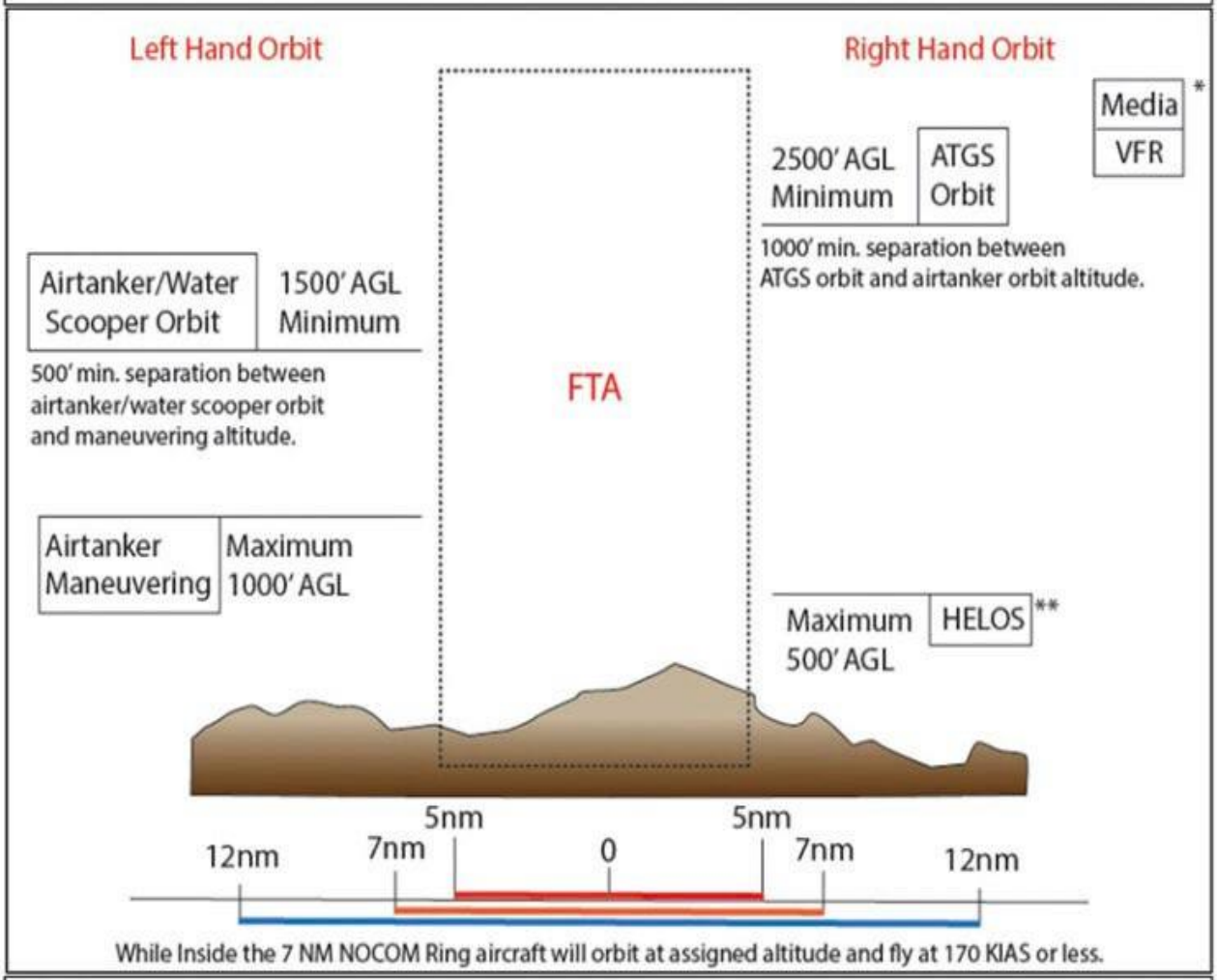
Position	Name	Office	Cell/Email
Pueblo Dispatch Center		719-553-1600	Copbc@firenet.gov
Center Mgr.	Eric Toft	719-553-1639	719-252-9360
Asst. Center Mgr.	Lyndsey Wolgram Tiphaine Barter	719-553-1615 719-553-1614	719-248-8969
PIDC Zone FAO/UAM	Michael Spink	719-553-1427	719-258-0365
PSICC FMO	Bill King	719-553-1414	719-248-7140
Rocky Mountain Dist. FMO	Matt Norden	719-269-8583	719-429-6584
RGF SLVI-FMU FMO	Doug Currie	503-956-9407	
Regional			
Rocky Mtn. Coord. Center		303-445-4300	Cormc@firenet.gov
BLM, Colo State Aviation Mgr.	Ben Thayer		208-830-1636
DFPC Aviation Unit Chief	Vince Wellbaum	303-445-4362	720-413-2537
DFPC HOS	Matt Lingenfelter		970-803-4617
Regional Aviation Officer	Clark Hammond	303-239-3809	720-350-8841
Regional Aviation Safety	Kevin Merrill		605-222-388
Regional Aviation Maint. Inspector	Chris Mertes	720-576-9613	303-439-0388
Regional HOS	Nathan Alexander		406-491-0878
National			
National Coord. Center		208-387-5050	
Aircraft Coordinator		208-387-5921	
Airtanker Base Program M		208-387-5050	
Local			
Colorado Springs COS Base	Josh Walk	719-755-3568	co
Pueblo SEAT Base-DFPC		719-948-0017	719-948-0018 (F)
Fremont County Airport	Wes Brandt	719-784-3816	
COS Airport Manager	Greg Phillips	719-550-1900	719-550-1919
PUB Airport Mgr.	Greg Pedroza	719-553-2744	Gpedroza@pueblo.us
PUB Airport Crash/Rescue		719-553-2759	24/7
FBO–Rocky Mtn. Flower Av		719-948-3316	719-948-1297 (F)
FBO-Jet Center COS		719-591-2288	877-853-7523
COS Tower		719-380-6725	
DOSS Aviation-Soft Tower		719-423-8677	
Flight Service Station (FSS)		928-583-6154	
WXBrief		800-922-7433	
District FMOs			
Mtn. Zone	Chris Naccarato	719-530-2150	719-221-0562
San Carlos	Vacant	719-269-8584	
Nat'l' Grasslands	Tom Eikenberry	719-523-1703	719-353-2372
Pikes Peak	Tim Ross	719-477-4209	928-277-7577
South Park	Vacant	719-836-3858	
South Platte	Mateo Pacheco	303-275-5632	505-366-7225

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	Air Guard	Air to Air	National Flight Following
As Assigned	168.625 Tx Tone 110.9	As Assigned	168.650 Tone 110.9 TX and RX

PMS 505d (07/22) 1 of 2

“TWELVE STANDARD AVIATION QUESTIONS THAT SHOUT WATCH OUT”

1. Is this Flight necessary?

2. Who is in Charge?

3. Are all Hazards identified and have you made them known?

4. Should you stop the Operations or Flight due to change in:
    - Communications?
    - Conflicting Priorities?
    - Personnel?
    - Turbulence?
    - Weather?
    - Confusion?

5. Is there a better way to do it?

6. Are you driven by an overwhelming sense of urgency?

7. Can you justify your actions?

8. Are there other Aircraft in the area?

9. Do you have an escape route?

10. Are any rules being broken?

11. Are any communications getting tense?

12. Are you deviating from the assigned Operation or Flight?

The Twelve questions listed above should always be committed to memory and applied to all Aviation Operations. If any questions cause you concern it becomes your responsibility to discontinue the operations until you are confident that you can continue safely. Aviation safety is a personal responsibility. Your life and the lives of others depend upon your decisions!

PBC ZONE - MISHAP RESPONSE/CRASH RESCUE PLAN

Objectives:

To prevent loss of life or property during overdue, missing or downed aircraft incidents at or away from the Incident Helibase/Fixed Wing Bases.

Aviation Mishaps:

When an aviation mishap occurs within the Pueblo Dispatch Zone. PBC will follow the NWCG Aviation Mishap Response Guide and Checklist.

The goal is to provide the quickest response possible to locate the missing aircraft and begin the process of rescuing any survivors. The appropriate Sheriff's Office will be notified immediately to begin search and rescue operations.

Available exclusive use aircraft located on forest may be mobilized to begin searching for the aircraft if communication is lost. If exclusive use aircraft are not available, Call When Needed Aircraft can fill the same role if available.

Unmanned Aircraft Systems (UAS) Mishap Reporting

a. Submit SAFECOM reports for any conditions, acts, observations, circumstances, or maintenance problems that led to, or could have led
to, an aircraft mishap (https://www.safecom.gov). This includes any damage to an aircraft that renders it un-airworthy, even temporarily.
b. Immediately report the following by calling the Aircraft Accident Reporting Hotline at 1-888-4MISHAP before continuing operations:
1. Any missing aircraft.
2. Injury to any person or any loss of consciousness.
3. Damage to any property other than the small, unmanned aircraft.
c. The same reporting requirements for manned aircraft apply to any incident involving a UAS that exceeds the small category.
Please reference 352 DM 3 for details.

SAR Operations:

Dispatch will provide the following information to the Search and Rescue resource(s) about the lost aircraft:

- Time and Location last contact was made; Lat/Long preferable
- Bearing aircraft was traveling
- Destination / Mission aircraft was performing
- Tail number of lost aircraft
- Type of aircraft
- Color of aircraft
- Number of people on board and names of people
- Last Freq. A/C was contacted on

Aerial Missions that may Require Additional Risk Assessment

1) **Aerial tactical operations after sunset:**

Aircraft operations are authorized to be conducted only from 30 minutes before official sunrise to 30 minutes after official sunset. However, aircraft operations on the Pueblo Dispatch Zone of a tactical nature should, in general, only be conducted until official sunset.

Exceptions to this should be rare and are left to the flight manager and pilot to decide, through the use of a risk management process, when it is necessary and justified to continue tactical work after sunset. The intent of this protocol is to conduct high task load/high concentration operations during low-light conditions only when deemed necessary, and when the additional hazards of such conditions can be mitigated.

2) **Aerial GPS Mapping/Sustained Low-level Helicopter Recon:**

GPS Mapping and Sustained Low-level helicopter recons often involve precision aircraft maneuvering at low speeds at low levels. Efforts should be taken to limit the frequency and duration of operations of this type.

In addition, passengers are limited to only those necessary to perform the specific mission of mapping or low-level recon. Passengers that may need reconnaissance information that could be obtained from a higher level or lower risk flight profile should not be aboard the aircraft during the mapping or low-level portion of flight. Generally mapping or sustained low-level helicopter recons of a non-emergency nature can be planned in advance with the appropriate written flight request.

3) **Rapid Refueling of Helicopters:**

Rapid Refueling of Helicopters requires a request from the Government and a specific notification to Aviation Management. Rapid refueling is allowed as long as contract and NFPA 407 specifications are met.

4) **Medevac by Helicopters**

Helicopter medevac is a situation where mission focus and emotional response have a high potential to supersede the risk management process.

All helicopter medevac's using a non-agency Life Flight on the Pueblo Dispatch Zone shall be coordinated through PBC and will include notification to Forest Aviation Management.

Incoming incident management teams will be briefed on Life Flight procedures and the use of EMS frequencies to coordinate with medevac aircraft. All communication with non-agency medevac aircraft will be coordinated on **Air-Ground 35: 167.2250** or **Air-Ground 10: 166.9375**, PBC will assign Frequency.

Air medevac operations should also include a rendezvous point (Heli-base or other spot close to the scene) for the non-agency medevac aircraft to land and receive a briefing so communication can be confirmed prior to passenger pick up. If positive communication is established and the situation warrants the life flight aircraft can be sent direct to the scene, but a briefing at a pre-determined rendezvous point should be the desired method of contact for a non-agency medevac aircraft.

Risk Analysis: The 5M model of System Engineering

MAN
Human Element: The human factor is the area of greatest variability, and thus the source of the majority of risks.
Selection: The right person psychologically and physically, trained in event proficiency, procedures and habit patterns.
Performance: Awareness, perceptions, task saturation, distraction, channeled attention, stress, peer pressure, confidence, insight, adaptive skills, pressure/workload, fatigue (physical, motivational, sleep deprivation, circadian rhythm).
Personal Factors: Expectancies, job satisfaction, values, families/friends, command/control, perceived pressure (over tasking) and communication skills.
MEDIA
Environment ambient and Operation Environment: Media are defined as external, and largely environmental and operational conditions.
Climatic: Ceiling, visibility, temperature, humidity, wind, precipitation.
Operational: Terrain, wildlife, vegetation, human made obstructions, daylight, and darkness.
Hygienic: Ventilation/air quality, noise/vibration, dust, and contaminants.
Vehicular/Pedestrian: Pavement, gravel, dirt, ice, mud, dust, snow, sand, hills, curves.
MACHINE
Hardware and Software: Hardware and software used as intended, limitations interface with man.
Design: Engineering reliability and performance, ergonomics.
***Maintenance*:** Availability of time, tools, and parts, ease of access.
Logistics: Supply, upkeep, and repair.
***Technical data*:** Clear, accurate, useable, and available.
MANAGEMENT
Procedures, policies, and regulations: Directs the process by defining standards, procedures, and controls. Although management provides procedures and rules to govern interactions, it cannot completely control the system elements.
Standards: FAA Policy and Orders.
Procedures: Checklists, work cards, and manuals.
Controls: Crew rest, altitude/airspeed/speed limits, restrictions, training rules/limitations.
***Operation*:** The desired outcome.
MISSION
Central purpose or functions: Operation
Objectives: Complexity understood, well defined, obtainable. The results of the interactions of the other -M's (Man, Media, Machine, and Management).

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/

Medical Evacuation – Hospitals/Aircraft

USING "VMED" SYSTEM

When transporting injured personnel by helicopter under Agency Contract, the local Dispatch Center will telephone the appropriate hospital and request they monitor their "VMED" system radio. The aircraft pilot or manager will tune in the *"VMED" Frequency (normally 155.340 as primary) on the aircraft multi-channel radio and establish direct communication with the hospital staff (Pueblo area hospitals no longer have this frequency). Helicopter will verify frequency through the Dispatch Center. *Most hospitals using VFIRE 21, currently.

Local Police will be requested to secure landing area when needed.

This procedure is to be used only for emergencies that warrant immediate hospital service.

BURN CENTERS

Hospital	Telephone	Lat/Long	Address	Hospital Radio Freq.
Swedish Medical Center Englewood, CO	303-575-0055-Burn Unit 303-788-5000-ER	39 39 16.83 X 104 58 50.28	501 East Hampden Ave Englewood, CO 80113	**Trauma-Level I** **Helipad-rooftop** VMED 155.340
University Hospital Aurora, CO	720-848-7583 - Burn Unit 720-848-9111 - ER	39 44.32 x 104 50 32.6	12605 E. 16th Ave, Aurora (E Denver Metro)	VMED 155.340 **Helipad - roof top**
Via Christi Regional Medical Center	316-268-5388 – Burn Unit 1 800-353-3111 Dispatch	37 41.883 x 97 19.917	929 N. St Francis, Wichita, KS	VMED 155.340 **Helipad – roof top**

Pike –San Is NF Area

Hospital	A/C Call Sign	A/C Type	Telephone	Lat/Long	Hospital Radio Freq	Comments
St. Mary Corwin Medical Center Pueblo, CO	Lifeguard 4	AS-350 B-3E	Flight Life – 800-332-3123 **Hospital** 719-557-5656 – ER 719-557-4000 – Main #	38 14.02 x 104 37.40	VMED 155.340 VFIRE 21 154.2800	**Trauma – Level II** **Helipad** – Roof Top of the Hospital
Parkview Hospital Pueblo, CO	Lifeguard 4	AS-350 B-3E	Flight Life – 800-332-3123 **Hospital** 719-584-4400 – ER 719-584-4000 – Main #	38 16 50 x 104 36 51	VMED 155.340 VFIRE 21 154.2800	**Trauma – Level II** **Helipad** – Roof Top of the Hospital
UC Health Parkview West	Lifeline 5	AS350 B3	REACH-800-338-4045 **Hospital** 719-288-2100	38 19 44.84 X 104 42 07.66	VMED 155.340 VFIRE 21 154.2800	**Freestanding ER** **Helipad-** Next to hospital
St. Anthony Hospital Lakewood, CO CO04	Lifeguard 1	AS-350 B-3E	Flight Life – 800-332-3123 **Hospital** 720-321-4103– ER 720-321-0000 – Main #	39 42.95 x 105 07.73	VMED 155.340 VFIRE 21 154.2800	Can provide FW EMS to any hospital **Helipad** – Roof Top of the ER
Penrose - St. Francis Hospital Colorado Springs, CO	Lifeguard 3	AS-350 B-3E	Flight Life – 800-332-3123 **Hospital** 719-776-5333— ER 719-776-5000 – Main #	38 56.37 x 104 43.09	VMED 155.340 VFIRE 21 154.2800	**Trauma – Level II** **Helipad** – 2) N side of the building
UC Health Memorial Colorado Springs, CO	Lifeline 2	AS-350 B3E	REACH-800-338-4045 **Hospital** 719-365-6737 – ER 719-365-5000 – Main #	38 50.26 x 104 47.59	VMED 155.340 VFIRE 21 154.2800	**Trauma – Level II** **Helipad** – Roof Top of the Hospital
Sky Ridge Lone Tree, CO	Air Life 2	Bell 407	Air Life – 800-360-3400 **Hospital** 720-225-1991 – ER 720-225-1000 – Main #	39 31.72 104 52.22	VMED 155.340 VFIRE 21 154.2800	**Helipad** – East Side of the Hospital
Summitt Co. St. Anthony Med Center Frisco, CO	Lifeguard 2	AS-350 B-3E	Flight Life – 800-332-3123 970-668-1839 - ER 970-668-3300 – Main #	39 34.16 x 106 04.72	VMED 155.340 VFIRE 21 154.2800	**Helipad** - West side of building

Medical Evacuation – Hospitals/Aircraft - Continued

Natl' Grasslands Area

Hospital	A/C Call Sign	A/C Type	Telephone	Lat/Long	Hospital Radio Freq	Comments
Southwest Medical Center -Liberal Kansas	Has multiple fixed wing	King Air	Life Team – 877-213-5433 **Hospital** 620-629-6700 – ER 620-624-1651 – Main #	37.042 x 100.922	VMED 28 155.340	Cimarron NGLS **Fix Wing** – lands at Airport (LIB)
Southwest Medical Center -Liberal Kansas	Has multiple fixed wing – Diamond, OK	King Air or C-90	Eagle Med – 800-525-5220 Apollo – 866-443-5566	37.042 x 100.922	VMED 28 155.340	Only 1 patient per plane. (located Liberal)

San Luis Valley Interagency Fire Management Unit – Area

Hospital	A/C Call Sign	A/C Type	Telephone	Lat/Long	Hospital Radio Freq	Comments
Mercy Medical Center Durango, CO	Lifeguard 5	AS-350 B-3 N396-LG	Flight Life – 800-332-3123 **Hospital** 970-764-2100 - ER 970-247-4311 – Main #	37 1702 X 107 52.26	VFIRE 21 154.2800	**Helipad –** Raised on the West Side of Hospital
St. Mary's Grand Junction, CO	St. Mary's Care Flight	Star-913 SM914	Flight Life – 800-332-3123 **Hospital** 970-298-2551 - ER 970-298-2273 – Main #	39 05.27 x 108 33.47	VMED28 155.340 VFIRE 21 154.2800	**Helipad – roof top** Fixed-Wing Available out of Walker Field – (GJT)
San Juan Regional Medical Farmington, NM	Air Care 1	Bell 429	Flight Life – 800-332-3123 **Hospital** 505-609-6100 – ER 505-609-2000 – Main #	36 43.41 x 108 13.07	VMED28 155.340 VFIRE 21 154.2800	**Helipad -** Fixed-Wind Pilatus PC-12 Available
SLV Medical Center Alamosa, CO	Guardian 1 Eagle Air Tricare (Taos)	Airbus H-125	Flight Life – 800-332-3123 Tri State Care 800-800-0900 **Hospital** 719-587-1241ER 719-589-2511 – Main #	37 26.10 x 105 51.99	VMED28 155.340 VFIRE 21 154.2800	**Helipad –** North side ALS for Airport
Rio Grande Hospital Del Norte, CO	Tri-state Care	Rotor Wing	Tri State Care 800-800-0900 **Hospital** 719-657-2510 – ER/Main #	37 40.7 x 106 21.2	VMED28 155.340 VFIRE 21 154.2800	**Helipad** - North side
Conejos County La Jara, CO	Eagle Air Tri state care (Taos)	Rotor wing	Eagle Air – 800-742-8787 Tri State Care 800-800-0900 **Hospital -** 719-274-5121 719-274-6016 - ER	37 15 15 x 105 57.59	VMED28 155.340 VFIRE 21 154.2800	**Helipad** – West side
Heart of the Rockies Salida, CO	REACH 29	Eurocopter AS-350 B3E	REACH Air: 800-338-4045	38 32 38 X 106 0 32	VMED28 155.340 VFIRE 21 154.2800	**Helipad –** North side

OTHER AIR AMBULANCE SERVICES

Company	A/C Call Sign	A/C Type	Telephone	Lat/Long	Comments
Tri-State Care Flight Durango, CO	Care Flight 3 Care Flight 30	AS-350 King Air 200	Flight Life – 800-332-3123 800-800-0900 – Main #	37 09.09 x 107 45.23	
Tri-State Care Flight Montrose, CO	Care Flight 11	AS-350	Flight Life – 800-332-3123 800-800-0900 – Main #	38 28.78 x 107 52.12	

Aquatic Invasive Species Transport by Wildland Fire Operations

Purpose: Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations - https://www.nwcg.gov/publications/444 intended to help wildland firefighters avoid the spread of aquatic invasive species.

Background: Over the past couple of decades, aquatic invasive species have become widespread across Colorado and the western United States. Aquatic invasive species are harmful, non-native plants, animals, and microorganisms living in aquatic habitats that damage ecosystems or threaten commercial, agricultural, and recreational activities. Once established in a particular stream, river, lake, or reservoir, aquatic invasive species are difficult to eradicate.

Chapter 3 Guidelines and Best Management Practices: Preventing exposure to AIS through best management practices is the easiest and simplest way to control their spread.

Chapter 4 Ground Operations: Of great concern for ground equipment is the possibility that residual tank water contaminated with AIS could be transferred to uncontaminated waterbodies during the drafting process.

Chapter 5 Aviation Operations: Aircraft such as air tankers and single engine air tankers, which use water from municipal sources, are unlikely to encounter AIS and are not address, all other aircraft utilize untreated water and have the potential to transfer AIS.

Chapter 6 AIS Prevention for Resource Advisors: during for events, Resource Advisors (READs) play an integral part in guidance, facilitation of decontamination actions, acquisition of equipment, and education. They are a critical factor in reducing the risk of IAS spread.

Decontaminating with Chemical Disinfectants: Appendix A – Chemical disinfectants, through effective, can be hazardous, corrosive, and difficult to dispose of.

Field Testing foot Valves for Leaks: Appendix B – AIS can be found in untreated water sources used in firefighting operations, either a natural source (river, lake) or a human-made water body (reservoir, canal, stock tank). Untreated water sources may harbor a variety of AIS, including quagga and zebra mussels, New Zealand mud snails, whirling disease, didymo (rock snot), and many others.

Job Safety Risk Assessment Templates for Disinfecting field Gear: Appendix C – operation Hot water pressure washers, disinfecting field gear with quaternary ammonium compounds, and disinfecting field gear with Chlorine bleach.

Aquatic Invasive Species of Concern to Firefighters and Disinfection Methods: Appendix D - a list of species fire operations are most likely to encounter, their distributions, all disinfection methods, and references.

Guide to Preventing Aquatic Invasive Species Transport by Wildland Fire Operations

https://www.nwcg.gov/publications/444 intended to help wildland firefighters avoid the spread of aquatic invasive species.

PSICC / CCD INITIALATTACKSIZE-UPCARD AND IC INCIDENTORGANIZER

FIRENAME:_____ FIRENUMBER:_____ INCIDENTCOMMANDER:_____
_____ RESOURCESASSIGNED:_____
FIRE LOCATION: _____
Latitude:_____ Longitude:_____ Elevation:_____
Township:_____ Range:Section:_____ 1/4 Section:_____
Aspect Direction:_____ (COLD/HOT)**Slope %:_____ Position On Slope:_____**
JURISDICTION:_____ CAUSE:_____

REPORTED SIZE**:_____** REPORTEDBY:_____
DATE:_____ DISPATCH TIME :_____

VALUES AT RISK:_____

CHARACTER OFFIRE:A) Smoldering B) Creeping C) Moderate Surface ROS D)Running Surface E) Torching/Spotting Occurring F)Group Torching/Short Crown Runs G)Extensive Crown Fire

ESTIMATEDSIZE:_____
SPREAD POTENTIAL: A)NONE B) LOW(0-5 acres) C) MODERATE(6-25 acres) D) HIGH (25-100 acres) E) VERY HIGH(100-1000 acres) F) EXTREME (1000+ acres)

ADDITIONAL RESOURCES: A)FIREFIGHTERS/ CREWS B) ENGINES C) SEAT"s D) HELICOPTERS E) AIR TANKERS F)OPSLEADERSHIP G)LAW ENF/EVAC H)FIRE INVESTIGATOR I) IMT3

WIND DIRECTION&SPEED:_____
FLAME LENGTHS:_____ FUEL LOADING: A) Light B) Moderate C)Heavy

FUELTYPES:A) Grass B)Oakbrush C)Mtn. Shrub D) Sagebrush E) Slash F)Pinyon-Juniper G) Ponderosa Pine H)Douglas Fir/Mixed Conifer I) PP/Oak Brush J) Lodgepole Pine K) Spruce/Fir L) Other:_____

ADJACENTFUELS: A)LIGHT B)MODERATE C) HEAVY

ADJACENT TOPOGRAPHY: A) POOR ACCESS B) ROADED C) STEEP D) MODERATE E) FLAT

OTHERHAZARDS: A) SNAGS B)STRUCTURES C) OTHER:_____

ESTIMATED CONTAINMENT TIME:_____

BOLD DENOTES INITIAL SIZE UP INFO

SITUATIONALAWARENESS

San Luis Valley Interagency Fire Management Unit
Initial Attack Size up card

Fire Name		Incident Action #		Date	
Reported by:		Contact#			
Location:					
Legal:	T-	R-		Sec-	
Coordinates	Lat-	Long-			
IC		IC(T)			
Cause:	☐ **Lightning**- Ensure that 100% of all natural ignitions are evaluated for ecological benefit	☐ **Human***- Full Suppression			
*Fire Investigator Ordered? ☐ No ☐ Yes	Name:				
Estimated Size: acres	Ownership				
Est. Containment Date/Time (if appropriate):	Est. Control Date/Time (if appropriate):				
Initial Resources Responding					
Is there a threat to Wildland/Urban Interface? ☐ No ☐ Yes Are life or property (structures) threatened? ☐ No ☐ Yes - specify:					
Does the fire constitute any control problems? ☐ No ☐ Yes - specify:					
Are additional resources ordered? ☐ No ☐ Yes - specify:					
Observed Hazard(s):					

Spread Potential:	1. Low	2. Moderate	3. High	4. Extreme
Character of Fire:	1. Smoldering 2. Creeping	3. Running 4. Spotting	5. Torching 6. Crowning	Crown/spotting 8. Erratic
Slope:	%	Flame Length		
Position on Slope:	1. Ridgetop 2. Saddle 3. Upper 1/3 of slope	4. Middle 1/3 of slope 5. Lower 1/3 of slope 6. Canyon bottom		7.Valley bottom 8Mesa/Plateau 9. Flat/Rolling

Aspect:	1. Flat	2. N	3. NE	4. E	5. SE
	6. S	7. SW	8. W	9. NW	Ridgetop

Fuel Type:	1. Grass	4. Pinon/Juniper	7. Aspen
	2. Grass/brush	5. Lodgepole/pine	8. Logging/Thinning Slash
	3. Oakbrush	6. Spruce/fir	9. Other (specify)
Fuel Load	☐ Light	☐ Moderate	☐ Heavy
Adjacent Fuel Load	☐ Light	☐ Moderate	☐ Heavy

Weather Conditions:	1. Clear	2. Scattered Clouds
	3. Building Cumulus	4. T-storms
	5. Lightning	6. Overcast
	7. Light Rain	8. Heavy Rain

Wind:	Speed (mph):	Direction	
Elevation (ft)		Today's ERC or BI of unit	

Sunrise / Sunset Chart Links

https://www.esrl.noaa.gov/gmd/grad/solcalc/sunrise.html

https://www.sunrisesunset.com/USA/Colorado/

https://aa.usno.navy.mil/data/RS_OneYear

QR CODES

Aerial Hazard Map Pike-San Isabel NF &
Cimmarron-Comanche NG

Aerial Hazard Map Rio Grande NF

2023 RMCC IA Frequency Map

QR CODES

Pike Repeater Map

RGF Repeater Map

San Isabel South Repeater Map

San Isabel North Repeater Map

Grasslands Repeater Map

LINKS for Documents

Pilot Flight Crew Guide: https://drive.google.com/file/d/1aIUN7F-e3s2T8pZoq1HEeH5N3PqVFCET/view?usp=share_link

Also located on the Pueblo Interagency website under aviation. Pueblo Interagency Dispatch Center (nifc.gov)

RMCC 2023 IA Frequency Map:
https://drive.google.com/file/d/1TZ8qmRqRJBEx9LJ7WUyyQdIcfpixB9I6/view?usp=share_link

Retardant Avoidance Maps:
https:/ftp.wildfire.gov/public/base_info/retardant_avaoidance_areas/Maps/Region_02/

Aerial Hazard Map Pike-San Isabel NF & Cimmarron-Comanche NG:
https://ftp.wildfire.gov/public/incident_specific_data/rocky_mtn/Maps/Aviation/Aviation%20Hazards/PikeSanIsabelNF_CimarronComancheNG/AviationHazardSectional_PSI_SizeE.pdf

Aerial Hazard Map Rio Grande NF:
https://ftp.wildfire.gov/public/incident_specific_data/rocky_mtn/Maps/Aviation/Aviation%20Hazards/SanLuisValley_RioGrandeNF/SanLuisValley_KnownAirHazardsII.pdf

Pike Repeater Map:
https://drive.google.com/file/d/1BnLS1QdZlhdYus5cMpe7nJ6ZXlSz0veP/view?usp=sharing

RGF Repeater Map: https://drive.google.com/file/d/1x-t67pTVDrWVRdCeiEFb8lUiT90yIZFd/view?usp=share_link

San Isabel South Repeater Map:
https://drive.google.com/file/d/1CaPcMCaDSlsDFxnAKc3QfQLui1ddSzvf/view?usp=sharing

San Isabel North Repeater Map: https://drive.google.com/file/d/1wehDpLePErSGB-vuTpYmt4NEFQ_kVGz1/view?usp=sharing

Grasslands Repeater Map: https://drive.google.com/file/d/1K3sWeO5JveH1-YMOktGsY7-76jk_EJWN/view?usp=sharing

Hotels in the area

HOTEL NAME	HOTEL PHONE #	HOTEL ADDRESS
Pueblo Area		
Springhill Suites Downtown	719-546-1234	150 S. Santa Fe Ave., Pueblo
Courtyard by Marriott	719-542-3200	110 W. 1st St./W. Center Dr., Pueblo
Quality Inn & Suites	719-544-5500	3910 Outlook Blvd., Pueblo
Wingate by Windham	719-586-9000	4711 N Elizabeth St., Pueblo
La Quinta Inn & Suites	719-542-3500	4801 North Elizabeth St., Pueblo
Clarion Inn	719-543-8050	4001 North Elizabeth St., Pueblo
Days Inn	8719-543-8031	4201 N Elizabeth St., Pueblo
Best Western Plus	719-543-4644	4727 N. Elizabeth St., Pueblo
Hampton Inn & Suites	855-271-3622	4790 Eagleridge Circle, Pueblo
Comfort Inn	855-849-1513	670 Eagleridge Circle, Pueblo
Candlewood Suites	719-542-8896	4640 Dillon Dr. Pueblo
Holiday Inn Express	719-542-8888	4530 Dillon Drive, Pueblo
Ramada Inn	855-809-3509	4703 North Hwy, Pueblo
Sleep Inn	719-583-4000	3626 North Hwy, Pueblo
Canon City Area		
American Best Value	719-275-3377	1925 Fremont Dr., Canon City
Best Western	719-275-2400	110 Latigo Ln., Canon City
Quality Inn & Suites	719-275-8676	3075 E. US 50, Canon City
Hampton Inn	719-269-1112	102 McCormick Pkwy., Canon City
Budget Host-Royal Gorge Inn	719-269-1100	217 N. Raynolds Ave., Canon City
Monument Area		
Ramada Monument	719-481-6000	1865 Woodmoor Dr., Monument
Rogers Inn at the Pines	719-488-4355	18750 Rogers Pine Grove, Monument
Fairfield Inn & Suites	719-488-4644	15275 Struthers Rd., Colorado Springs
Colorado Springs Area		
Hilton Garden Inn	719-622-0300	2035 Aerotech Dr., Colorado Springs
Radisson Hotel	719-597-7000	1645 Newport Rd., Colorado Springs
Springhill Suites	719-637-0800	1570 Newport Rd., Colorado Springs
Hampton Inn	719-591-1100	2077 Aerotech Dr., Colorado Springs
Holiday Inn (Airport)	719-380-8516	1855 Aeroplaza Dr., Colorado Springs
Alamosa Area		
Holiday Inn Express Suites	719-589-4026	3418 Mariposa St., Alamosa
Hampton Inn	719-480-6023	710 Mariposa St., Alamosa
Fairfield Inn & Suites	719-587-4000	721 Mariposa St., Alamosa
Best Western Inn	719-589-2567	2005 Main Street, Alamosa
Comfort Inn & Suites	719-587-9000	6301 US 160, Alamosa
Days Inn	719-589-9037	223 Santa Fe Ave., Alamosa