

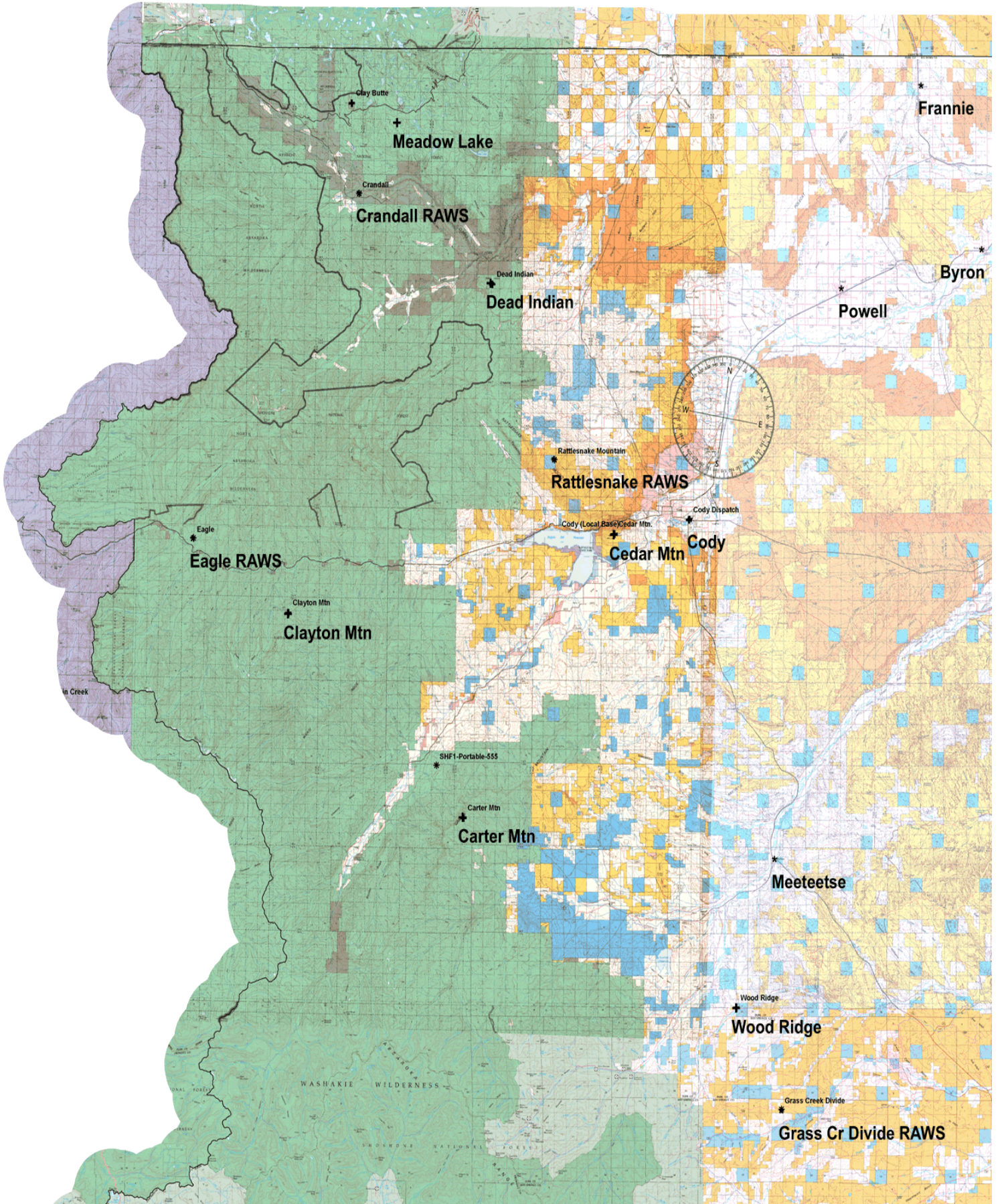
Cody Interagency Dispatch Center Operations Guide 2021

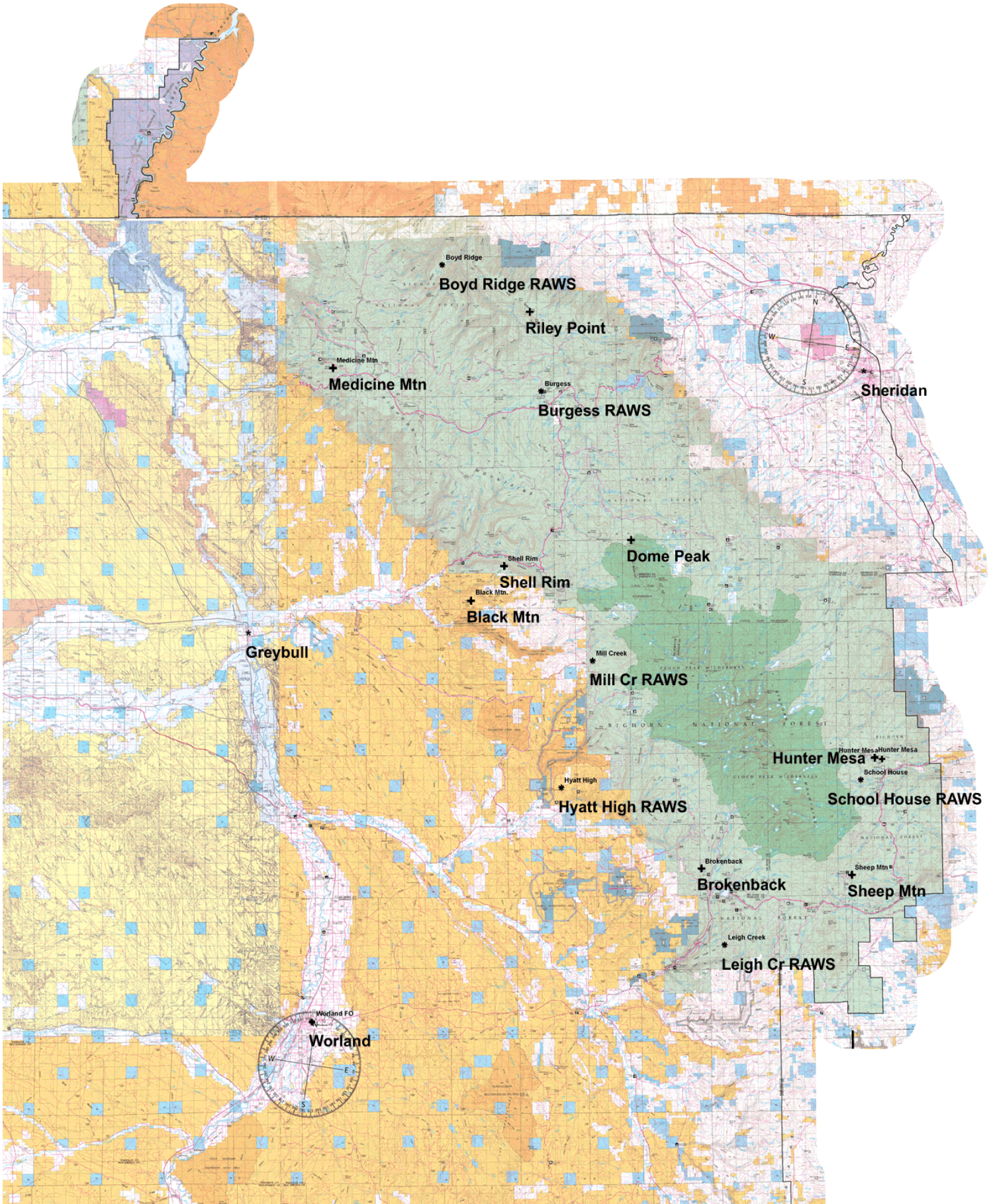
2501 Wright Bros Dr
Cody, WY 82414
Main 24hour Line: 307-578-5740
Commercial Line: 800-295-9954
Fax: 307-578-5759
wycdc@firenet.gov

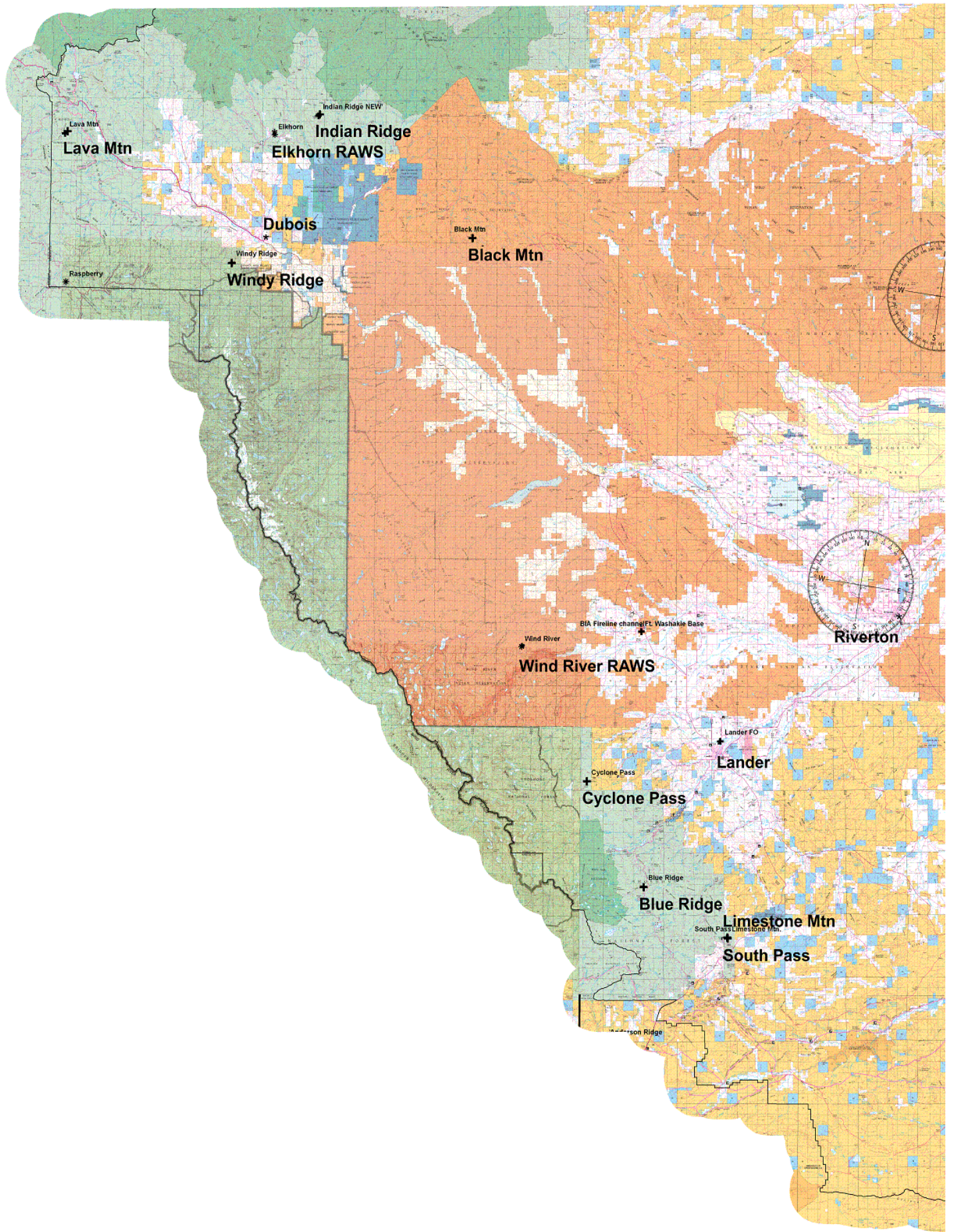
Cody Interagency Dispatch Center is operational 7 days a week from mid-June through September. Hours of operation are 0730 – 1800 daily, unless fire activity dictates otherwise. This guide is intended to familiarize you with our organizations and the local operating procedures.

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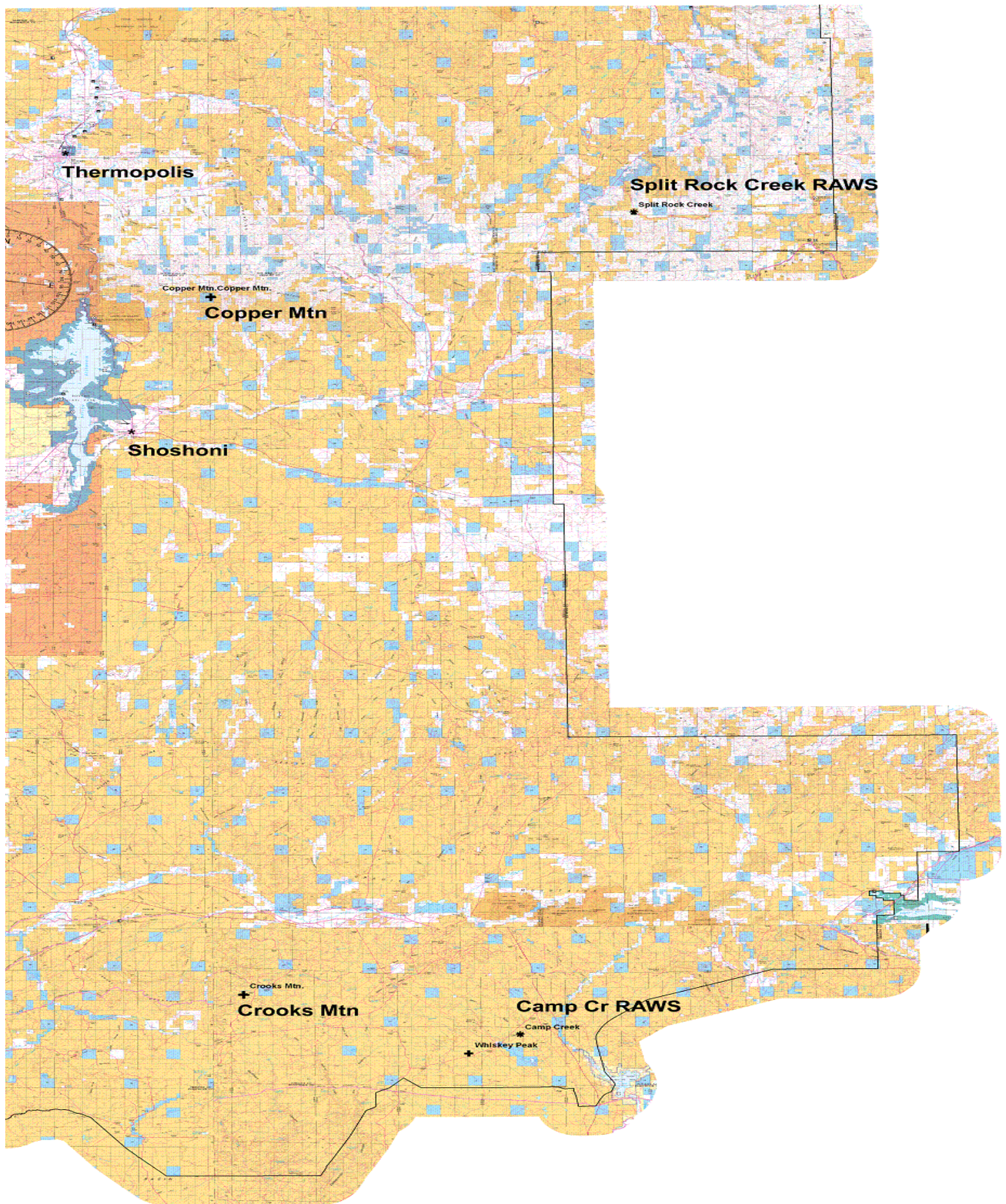
NW corner of the CDC zone







SW corner of the CDC zone



Cody Interagency Dispatch Center (CDC) zone is situated in the northwest quadrant of Wyoming. The dispatch area is 15,238,113 acres and roughly covers 190 miles north to south and 140 miles east to west. The dispatch area is located within the Rocky Mountain geographical area. CDC provides support to 5 federal agencies, 1 state agency, 10 counties, and neighbors 2 geographic areas (Northern Rockies and Great Basin).

U.S. Forest Service

- Shoshone National Forest, WY-SHF
- Bighorn National Forest, WY-BHF

Bureau of Land Management

- Wind River/Bighorn Basin District, WY-WBD

National Park Service

- Bighorn Canyon National Recreation Area, MT-BIP

Bureau of Indian Affairs

- Wind River Agency, WY-WRA

Wyoming State Division of Forestry, WY-CDS

- District 3 & District 5

Counties:

- Big Horn County, WY-BHX
- Fremont County, WY-FRX
- Hot Springs County, WY-HOX
- Park County, WY-PAX
- Washakie County, WY-WAX

Portions of the following counties:

- Carbon County, WY-CAX
- Johnson County, WY-JOX
- Natrona County, WY-NAX
- Sheridan County, WY-SHX
- Sweetwater County, WY-SWX

Agency Organizations

Cody Interagency Dispatch Center

Position	Name	Cell
Dispatch Center Manager	Katie Williamson	307-250-0631
Asst Dispatch Center Manager	Hal Bromley	480-220-3215
Asst Dispatch Center Manager/Training	Travis Braten	307-250-0861
Initial Attack Dispatcher	Josh Taylor	307-899-4553
Initial Attack Dispatcher	Lauren Bellinger	307-250-7691
Initial Attack Dispatcher	Leslie Zollinger	208-317-2129
Initial Attack Dispatcher	Tyler Kuhn	701-260-1506
Initial Attack Dispatcher	Caitlin Lyons	818-429-1267

Unit Aviation Officers

WBD, SHF, BHF Unit Aviation Officer	Henry Gilliland	307-349-6823
WRA Aviation Officer	Dana Cook *Retiring May 31st	307-330-5904
BIP Regional Aviation Officer	Justin Jager	928-266-5672
CDS State Aviation Officer	Chris Fallbeck	307-631-2594

Wind River Agency, Bureau of Indian Affairs

Position	Location	Name	Cell
Forester	Ft. Washakie	Eric Rhodenbaugh	307-349-2300
FMO	Ft. Washakie	Dana Cook *Retiring May 31st	307-330-5904
AFMO	Ft. Washakie	Vacant	
Engine Foreman	Ft. Washakie	Manny Wesaw	307-231-4841
Fuels Specialist	Ft. Washakie	Kyle Golous	605-828-6576
Fire Prevention	Ft. Washakie	Mike Lapointe	307-330-6908

Shoshone National Forest

Position	Location	Name	Cell
Forest FMO	Cody	Vacant	307-899-1221
Deputy Forest FMO	Cody	Clint Dawson (Detailed FMO)	307-899-2442
Forest Fuels Planner	Cody	Mike Ortner	307-431-0126
Unit Admin, Fire Business	Worland	Wade Wyman	307-388-5203
Unit Aviation Officer	Cody	Henry Gilliland	307-349-6823
North Zone District FMO Watpiti/Clarks Fork RD	Cody	Beau Kidd	208-521-0867
North Zone AFMO Watpiti/Clarks Fork RD	Cody	Shawn Gettings	307-851-8422
Engine Foreman E644/Sqd3	Cody	Kory Skates	307-760-3983
Pilot Peak WFM (Sqd 1/2)	Cody	Travis Clark	307-250-2077
North Zone Fuels Crew (Fuels 1/2/3)	Cody	Mike Woods	307-899-0692
South Zone District FMO Wind River/Washakie RD	Dubois	Jay Slagowski	307-330-6763
South Zone AFMO Ops Wind River/Washakie RD	Lander	Brandon Bonenberger	307-330-3611
South Zone AFMO Fuels Wind River/Washakie RD	Lander	Andy McWilliams	307-349-6560
South Zone Fuels Crew (Fuels 1/2/3)	Lander	Brett Heller	307-349-6360
Engine Foreman E631/Washakie IA	Lander	Jacob Binns	307-330-4072
Engine Foreman E651/Wind River IA	Dubois	Jon Ellington	307-438-0850

Bighorn National Forest

Position	Location	Name	Cell
Forest FMO	Sheridan	Jon Warder	307-752-2614
Fuels Specialist	Sheridan	Eric Comstock	307-751-1521
Unit Admin, Fire Business	Worland	Wade Wyman	307-388-5203
Unit Aviation Officer	Cody	Henry Gilliland	307-349-6823
District FMO Medicine Wheel RD	Greybull	Marvin Matthiesen	307-272-8552
District AFMO Medicine Wheel RD	Greybull	Jonathan Stonelake	307-620-5446
Engine Foreman E641 (Shell)	Greybull	Joe Bocek	307-763-2771
Cloud Peak Fuels	Greybull	Kenton Deford	406-853-5959
Wyoming IHC Supt.	Greybull	Matt Prentiss	970-237-0745
District FMO Powder River RD	Buffalo	Curtis Rasmuson	307-763-0474
Crew Foreman Blacktooth WFM	Buffalo	Vacant	307-752-3768
District FMO Tongue River RD	Sheridan	Kevin Hillard	307-683-7763
Engine Foreman E611	Sheridan	Janos Czaban	307-259-4075
Engine Foreman E661	Sheridan	Ryan Joseph	307-899-3844

Bighorn Canyon National Recreation Area

Positions	Location	Name	Cell
FMO – Grand Teton NP	Teton NP	Chip Collins	307-690-4400
Chief Ranger	Lovell	Chris Valdez	406-696-7605
LEO Park Ranger	Lovell	Vacant	
Engine Foreman – Militia	Lovell	Ryan Felkins	307-272-3435

Wind River/Bighorn Basin District, Bureau of Land Management

Position	Location	Name	Cell
FMO	Worland	Vacant	
AFMO Operations	Worland	Brian Cresto (Detailed FMO)	307-254-8372
Unit Admin, Fire Business	Worland	Wade Wyman	307-388-5203
Unit Aviation Officer	Cody	Henry Gilliland	307-349-6823
Fire Operations Specialist (FOS)	Cody	Fred Tucker	307-272-0155
Fire Planner	Lander	Joel Peters	307-388-4691
Engine Foreman E3611	Worland	Brett Morefield	307-388-9992
Engine Foreman E3411	Worland	Carson Mountford	307-431-2602
Devils Canyon HC Superintendent	Worland	Grif Cochran	307-921-8356
Engine Foreman E3621	Cody	Steve Williamson	307-388-4692
Engine Foreman E3651	Lander	Heath Morgan	307-330-5391
Engine Foreman, Detailer E3652	Lander	Cal Hoffman	307-349-2942
AFMO Fuels	Worland	Rance Neighbors	307-431-9878
Fuels Specialist	Lander	Jamie Ellington	307-349-8964
Fuels Specialist	Cody	Sage Decker	307-431-9855
Fuels Specialist	Cody	Tim Haas	307-388-9997

WBD Duty Officer: 307-347-3473

Wyoming State Forestry Division

Position	Location	Name	Cell
FMO	Cheyenne	Anthony Schultz	307-286-6315
AFMO/UAM	Cheyenne	Chris Fallbeck	307-631-2594
Helitack Manager	Duncan Helibase	Ryan Morgan	307-275-6840
District 3 Forester	Riverton	Keith Coulter	307-851-1482
District 5 Forester	Buffalo	Kelly Norris	307-620-2295

WSFD Duty Officer: 307-777-5566

County Fire Wardens

Position	Name	Cell
Big Horn County Fire Warden	Brent Godfrey	307-272-2820
Carbon County Fire Warden	John Rutherford	307-328-2720
Fremont County Fire Warden	Craig Haslam	307-850-4613
Hot Springs County Fire Warden	Dion Robbins	307-431-2767
Johnson County Fire Warden	Tom Camino	307-351-2412
Natrona County Fire Warden	Rick Ratcliff	307-234-8826
Park County Fire Warden	Jerry Parker	307-899-2425
Sheridan County Fire Warden	Chris Thomas	307-752-9864
Sweetwater County Fire Warden	Mike Bournazian	307-922-5360
Washakie County Fire Warden	Chris Kocher	307-431-2675

State/Regional Contacts

BLM, Wyoming State Office

State FMO	Paul Hohn	307-253-8576
State AFMO	Richard Putnam	307-350-2207
State Aviation Manager	Greg Reser	307-350-2202

Wyoming State Duty Officer: 307-631-0963

USFS, Region 2

Director Fire & Aviation	Bryan Karchut	970-821-5434
USFS Regional Aviation Officer	Clark Hammond	720-305-8841
USFS Regional Aviation Safety	Lea Weninkauf	720-512-1677
USFS Regional HOS	Nate Alexander	406-491-0878

BIA, Rocky Mountain Region

Regional FMO	Bryce Rogers	406-696-5055
SW Regional Aviation Manager	Dave Underwood	505-362-7029
Crow Agency Helitack Manager	Colton Herrera	406-679-1375

NPS, Intermountain Region

Regional FMO	Jay Lusher	928-606-3452
Regional Aviation Manager	Justin Jager	928-266-5672

WYS, Wyoming State Forestry

State FMO	Anthony Schultz	307-286-6315
State AFMO/Aviation Manager	Chris Fallbeck	307-631-2594

FIRE OPERATIONS

General

- Visiting resources will check in with the local FMO/Duty Officer/Unit Aviation Officer upon arrival to determine the need for disinfecting buckets, or tanks, to prevent the spread of noxious weeds and invasive species.
- The local unit will provide the visiting resource with a briefing on the dispatch zone, forecasted weather, current/expected fire activity, etc.
- Chief of Party will provide their contact information to Cody Dispatch and the resource will be added to the All Fire text messaging group.
- You are expected to be self-sufficient and on per diem, unless otherwise approved. GSA per diem allowances are found at:
https://www.gsa.gov/travel/plan-book/per-diem-rates/per-diem-rates-lookup/?action=perdiems_report&state=WY&fiscal_year=2020&zip=&city=
- Avenza maps are updated annually and posted to the CDC website at the following address:
https://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/dispatch/CDCzone.htm
The password to access this document is: Codydispatch1!

Resource Tracking

- Initial Attack resources are to maintain communications with the dispatch center at all times. Check in with dispatch when leaving the station, changing locations, arrival on scene, departure from scene, when arrived back in station, and when going out of service.

Weather Notifications & Zones

- Fire weather forecasts will be disseminated to all firefighting personnel upon request via radio. ERC's and Fire Danger Rating will be texted daily and posted to the CDC WildWeb.
- Red Flag Warnings and/or Watches will be read, texted, and emailed each day they occur.
- To access the Cody Interagency Dispatch Center's fire weather forecasts click on
http://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/predictive/weather/weather.htm

WX Zones:

- WBD: Worland 282, 287; Lander 283, 289; Cody 275, 276. Use Riverton WFO discussion.
- WRA: 283, 286, 287, and 288. Use Riverton WFO discussion.
- SHF: Cody 286 and Dubois/Lander 288. Use Riverton WFO discussion.
- BHF: 284. Use Billings WFO discussion.
- BIP: 129. Use Billings WFO discussion.

Pocket Cards

- To view current pocket cards and NFDRS outputs reference the Cody Dispatch Fuels/Fire Danger website at:
https://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/predictive/fuels_fire_danger/fuels_fire_danger.htm

Project Work

- CDC requires predetermine medevac locations for resources performing hazardous project work. Hazardous work includes: operating chainsaws, heavy equipment, being in a remote location where emergency response will take some time, etc.
- If a project medevac location has not been established, CDC will request latitude/longitude coordinates. This will ensure a quicker emergency response, if an accident occurs.

Incident Business

- Wildfire suppression orders have a 4 digit interagency FireCode assigned by Cody Dispatch. The xxxx below references the 4 digit FireCode.
 - Forest Service cost coding assistance
 - PAxxxx21 1522 – FS resource used on a BIA wildfire
 - PDxxxx21 1522 – FS resource used on a BLM wildfire
 - PNxxxx21 1522 – FS resource used on a county wildfire
 - PPxxxx21 1522 – FS resource used on a NPS wildfire
 - P2xxxx21 0214 – FS resource used on a Shoshone NF wildfire
 - P2xxxx21 0202 – FS resource used on a Bighorn NF wildfire
 - BLM cost coding assistance
 - LF2000000.HU0000 LFSPxxxx0000
 - BIA cost coding assistance
 - AF2001010.999900 AFSPxxxx0000
- Severity Requests
 - Forest Service
 - S7000121 1522 – FS resource used on BIA severity
 - S7000221 1522 – FS resource used on BLM severity
 - S7000421 1522 – FS resource used on NPS severity
 - BLM
 - LF2100000.HT0000 LFSRD0YY0000 – BLM resource used on FS severity
 - LF2100000.HT0000 LFSRxxxx0000 – BLM resource used on BLM severity
 - BIA
 - AF2105050.999900 AFSRD0YY0000 – BIA resource used on FS severity
 - AF2105050.999900 AFSRxxxx0000 – BIA resource used on BIA severity

Bear Safety

Grizzly bears are located throughout the western half of the dispatch zone. They are found primarily on the Shoshone NF and Wind River Agency.

Food Storage: All attractants need to be properly stored and made unavailable to bears. Bear attractants can be anything that has food remnants such as: fire pits, camp stoves, any beverage other than water, empty beverage or food containers, toothpaste, food wrappers, ketchup, garbage, horse feed and antifreeze, etc.

- Hang at least 10 feet above the ground and 4 feet from any vertical support.
- Store in a hard-sided vehicle or approved bear resistant container.
- In spike camps, all garbage must be completely burned, flown out, or properly stored.
- Never store food, or other bear attractants, in tents or sleeping areas.
- Request bear boxes be delivered to the spike camp, if needed.

Bear encounters are infrequent but you must know how to respond when they occur.

- Avoid surprising bears. Make noise to alert bears of your presence. Be aware of wind direction. If the wind is in your face the bear may not smell you. Try to leave the area undetected if you see a bear and it is not aware of you.
- If you encounter a bear, that is aware of you, **DO NOT RUN. Be prepared to use pepper spray.** If you run, the bear may mistake you as prey. Allow the bear a way out. Talk to the bear in low, soft tones and back away slowly in the direction from which you came.
- Stand your ground if a bear approaches. Study bear's behavior to determine why it's approaching. Use your pepper spray if the bear approaches closely.
- Most attacks are defensive in nature. If you are attacked by a bear, lay down on stomach with hands over back of neck for protection and do not resist. Be still until you are certain the bear has left, otherwise it may resume attacking.
- Sows with cubs are especially prone to aggressive behavior, if they feel their cubs are threatened. Avoid sows with cubs when at all possible.
- Bears are likely to defend animal carcasses aggressively. **If you see or smell a carcass leave the area quickly.**

Pepper Spray Safety

- All field going resources should carry bear spray. It is recommended every 3rd crew member have bear spray readily available for use.
- Bear spray maybe checked out to individuals by the Incident or Duty Officer and is to be returned at the time of demobilization.
- Use pepper spray only as a last resort. Make every attempt to exit the situation or reduce the intensity of the situation. Pepper spray is only effective at close range—approximately 30 feet or less.
- If pepper spray is used, it can cause eye, ear, nose, throat, and respiratory irritation to the user if not used properly.

Initial Attack Response Protocol

- For all smoke reports, CDC will generate a new Incident Action number and will text out the gathered intelligence to include the incident action number, resources responding, geographic location, and estimated location using Google Maps. Resources will be contacted by dispatch to respond.
- Resources will be dispatched using the “closest forces policy”, which states the nearest (in terms of response time) like resource will be dispatched regardless of agency affiliation.
Self-dispatching will not be tolerated!
- Upon arrival at the scene of a fire, the following are critical key pieces of information CDC will require as soon as possible:
 - Name of Incident Commander
 - Point of origin latitude/longitude in Degrees Decimal Minutes. WGS 84 is the Datum standard for dispatch.
 - Name of the incident using local geographic landmarks, provided the fire has not already been named. **Do not use numbers or names of landowners.**
 - Discovery Acres
 - Cause of fire (Example: lightning, human or unknown). Human caused fires require an investigation for DOI wildfires.
- IC will provide a full size-up to dispatch utilizing the Cody Dispatch Incident Organizer. Eventually, the incident organizer will be turned over to the local jurisdictional unit for fire statistic and reporting.
https://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/dispatch/dispatch.htm
- CDC will be promptly notified of any extended, or overnight, staffing needs. This is critical as CDC staff must follow the same work to rest guidelines as firefighters. CDC will make every effort to accommodate late and/or overnight staffing needs, but under rare circumstances it may not be possible. These requests will be negotiated with the Center Manager, Duty Officer, and IC.

Ordering Process

- Resources will be requested by type and not by name. For example, order a Type 4 engine, do not order E-414. Be specific in what you want (numbers, types, sizes, etc.) Be specific and realistic on the date and time resources/supplies are needed.
- Consolidate your orders the best you can. Give good directions to the reporting site. For requests that are unusual, you will have to provide justification.
- Strike Teams are not recognized within the Rocky Mountain Area. You may request those resources separately and form a strike team once they arrive on scene.
- Resources will be self-sufficient for the first 24 hours. However, when ordering meals make sure to order at least a meal ahead (example, in the morning ensure you order for that evenings dinner). Don't forget to plan for incoming resources.

Requesting Aircraft

- When ordering aircraft for your incident, **clearly state any values at risk** (primary residences, secondary residences, outbuildings, communication sites, resource concerns, etc.) **and estimate time fire would reach the identified threats.** This will determine resource allocation and assist with setting priorities.
- Aircraft assigned to your incident will flight follow with dispatch, until a positive hand off is made with the incident. At that time, the aircraft will flight follow locally with the incident. It is the IC's responsibility to notify dispatch when aircraft arrive on scene and are departing the incident. This will enable a smooth transition for handing off flight following responsibilities.
- If several aircraft are assigned to your incident, and it is expected to be a multi-day event, a TFR (Temporary Flight Restriction) should be ordered. If an order for a TFR is not received, dispatch will take the initiative and request a TFR if deemed necessary. The IC will be notified if this occurs.
- Immediately notify dispatch of any TFR intrusions. If possible provide the aircraft type, color, and tail number. You will also need to file a SAFECOM.

Demobilization

- Notify dispatch when resources are leaving the incident and provide an ETA to their destination. **This is very important when dealing with contract and cooperator resources for payment purposes.**
- The IC is responsible for closing out with resources (signing shift tickets, timesheets, and completing inspections).

AVIATION OPERATIONS

Aircraft hours of operations: 0900-1800, hours may be extended on either end by management.

CDC Contact Phone Numbers:

Aircraft Desk	307-578-5750
Dispatch Center (24 hrs.)	800-295-9954 or 307-578-5740
Fire Fax	307-578-5759
Email	wycdc@firenet.gov

A copy of all Aircraft Daily Cost sheets MUST be submitted to the UAO for all fire and non-fire flights. Submit costs to: hgillila@blm.gov

General

Aircraft managers will call CDC upon going in 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. CDC shall be notified immediately of any maintenance or mechanical issues that take the aircraft out of service.

Aviation Hazards

The Aviation Flight Hazard Maps are updated annually and posted to the CDC website at the following address: https://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/dispatch/CDCzone.htm The password to access this document is: Codydispatch1!

Ellsworth AFB has two MTRs that run through the dispatch zone. Both IFR499 and IFR473 are continuous hours of operation and run at altitudes from 100ft AGL to 13,000ft MSL. CDC will deconflict airspace whenever aviation operations occur within 5nm of either MTR.

<https://sua.faa.gov/sua/siteFrame.app>

Aviation events are known to take place throughout the fire season such as hang gliding, hot air balloons, gliders, air shows, and VIP visits. Information on TFR's for these types of events, and wildland fire incidents, is located at: https://tfr.faa.gov/tfr_map_ims/html/reg/scale3/tile_2_2.html

High tension power lines and numerous oil rigs are scattered throughout the dispatch area. With the influx of oil and gas activity, there are aircraft (primarily helicopters and UAS) being used to support these operations.

Boundaries 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 5nm on either side of the boundary line. CDC shares boundaries with:

- Billings Interagency Dispatch Center, to the Northeast

- Casper Interagency Dispatch Center, to the South & East
- Bozeman Interagency Dispatch Center, to the Northwest
- Teton Dispatch Center, to the West
- Yellowstone Dispatch Center, to the West-Northwest

To provide better aircraft coordination and safety along borders, the following will be followed:

- When flying near CDC dispatch boundaries, and state line borders, do not divert to any smoke columns without coordinating through CDC first.
- CDC will contact the dispatch center responsible for that area and acquire if your services are needed or desired. If you are requested to respond, CDC will provide you with the necessary contact and response information.

Topography/Weather Patterns

Wind River/Big Horn Basin District

- Aviation operations in the Wind River/Big Horn Basin District are typically conducted over a variety of terrain with elevations ranging from 5,000 feet to 12,000 feet above sea level. Typically, climate conditions range from hot, dry summers to cold winters with heavy snowfall. Afternoon thunderstorms develop frequently and suddenly during the summer months. Parts of Wyoming are known for the extreme wind conditions that persist for several days or weeks during certain times of the year. The interaction of strong wind and mountain topography can create extreme hazards for all aircraft operations. Decreased aircraft performance due to high Density Altitude is a critical consideration when utilizing specific makes and models of aircraft, and when briefing pilots and aircrews.

Bighorn National Forest

- The 1.1 million acre Bighorn National Forest contains the Cloud Peak Wilderness Area which covers about 120,000 acres, and combined with additional road less areas, approximately 60% of the Forest is considered remote. Elevations range from 4,400 feet near Sheridan to over 13,300 feet on Cloud Peak. The mountains typically have cooler temperatures and stronger winds than the adjacent lowlands where most airports are located. Strong winds frequently form and are channeled where mountain ranges block the movement of high and low pressure systems creating strong pressure gradients. Significant thermal variations and temperature gradients form between the mountains and valleys creating significant hazards to aviation that include turbulence, lee-side mountain wave and rotor conditions, occasional severe thunderstorms, and high density altitude conditions.

Shoshone National Forest

- The 2.4 million acre Shoshone National Forest contains five Wilderness Areas which cover 1,378,440 acres, or about 57% of the Forest. A portion of the Forest lies along the east side of the Continental Divide in the Wind River and Absaroka Mountains. Elevations range from 4,600 feet near Cody to over 13,800 feet on Gannet Peak in the Wind River Range. The mountains typically have cooler temperatures and stronger winds than the adjacent lowlands where most airports are located. Strong winds frequently form and are channeled where mountain ranges block the movement of high and low pressure systems creating strong pressure gradients. Significant thermal variations and temperature gradients form between the mountains and valleys creating significant hazards to aviation that include turbulence, lee-side mountain wave and rotor conditions, occasional severe thunderstorms, and high density altitude conditions.
Note: Carter Mountain (SW of Cody) and Clayton (W of Cody) are prone to unexpected high winds that can prevent a helicopter from being restarted once it has shut down. There have been situations in the past where a restart was not possible due to the influence of the wind on the rotor angle. The result was a damaged helicopter and stranded personnel. For operations on Carter Mountain and Clayton Mountain, shut down of the helicopter will not be permitted.

Seat Base Operations

There is an established SEAT Base at Greybull (GEY) and Riverton (RIW) ran by the Wind River/Bighorn Basin District. Activation will be coordinated with the Unit Aviation Officer.

Aviation Initial Attack Response Protocol

- All orders for aviation assets will be processed through CDC and a “closest forces policy” will be used for the initial response.
- Information concerning the mission will be relayed to the appropriate Aviation Manager by the Aircraft Dispatcher. A kneeboard will be emailed to the responding resource.
- Aviation resources are expected to be initial attack ready and in the air within 15 minutes of initial notification.
- The pilot/manager will contact the dispatch center once in the air and provide flight information as appropriate (ie: ETE, FOB, SOB)
- While en-route to an incident, do not deviate to check out another smoke. There may already be aircraft over that incident or responding to it. Notify dispatch of the smoke and only go there if directed to do so by dispatch.
- If you are the first resource on scene, utilize the Cody Dispatch Incident Organizer for your size up. This will ensure all key information is received and passed onto the FMO/Agency

Administrator for the appropriate management action decision.

https://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/dispatch/dispatch.htm

Do not use any catchment type (reservoir or pond) water source without prior approval from the jurisdictional unit/dispatch, unless it is a life/safety issue.

Demobilization

If you will be swapping out crew members for days off, or individual overhead will be released to home, notify the Aircraft Dispatcher as soon as possible. This will give dispatch enough time to make travel arrangements, ensure we have the correct contact information for the new module leadership, provides for greater resource accountability, and eliminates a lot of confusion on who the point of contact is for that aviation resource.

Flight Following Procedures

All flight following will be handled through Cody Dispatch for all tactical fire missions. **The standard 15-minute check-in period will be followed, NO EXCEPTIONS!** If aircraft are equipped with automated flight following (AFF), then the 15-minute tracking will be done by AFF and logged into WildCAD timer.

Pilots must monitor at least one predetermined radio frequency as an alternate means of flight following in the event the AFF system fails. Radio communications must be maintained with all aircraft the dispatcher has agreed to flight follow. All aviation resources will flight follow using the National Flight Following frequency or a local designated command/repeater frequency.

Upon arrival over an incident, all aviation resources are expected to switch from NFF to the local designated command/repeater frequency for size up, tactical operations, additional resource needs, etc. Air to Ground communications will be used for aviation resources talking to on scene resources. **If communications cannot be established, or maintained, resources will disengage.**

Emergency in-flight communications will utilize National Air Guard. When using these frequencies, be sure to identify: Cody Dispatch, etc., as other dispatch centers in the area are using the same frequency and they may think you are calling them.

SAFECOM

- It is expected a SAFECOM will be filed to report any condition, observation, act, maintenance problem, or circumstance that has potential to cause an aviation related mishap. Notify the Aircraft Desk or Unit Aviation Officer on any SAFECOM submittals.
- **All aviation incidents and accidents will be reported to the dispatch center immediately to ensure proper procedures are implemented.**

Flight Planning

The DOI Flight Request/Schedule Form (9400-1a) has been adopted as the national interagency standard dispatch form for all **point to point** flights. This form **MUST** be completed by the Flight Manager and submitted to the CDC Aircraft Dispatcher prior to aircraft departure.

For point to point flights, flight manager and/or pilot has the option to file FAA, NICC, or Agency flight following.

- **FAA** flight following requires the pilot to file a flight plan with the appropriate FAA facility. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan/flight following will be used (IFR vs VRF).
- **NICC** will resource track all aircraft crossing Geographic Area boundaries, which have been ordered through NICC on aircraft orders, flight requests, and/or IA smokejumper orders.
 - On any flight requiring stops en-route to a destination, the Pilot or Flight Manager shall contact NICC at (800) 994-6312. The Pilot or Flight Manager will notify NICC of any route changes or delays exceeding 30 minutes.
- **Agency** flight following may require coordination with adjoining dispatch centers in the flight path, to assure the dispatch center will be staffed and available to assist in SAR and overdue/missing aircraft. The originating dispatch center will remain staffed until the aircraft has transferred through a documented, positive handoff.

If an aircraft misses a scheduled check in and is deemed overdue or missing, the Cody Interagency Dispatch Center will implement the Interagency Aviation Mishap Response Plan.

Incident Management Teams – Aviation Operations

- Aviation resources assigned to large and/or extended attack fires in the Cody Dispatch Zone will report to the Incident Commander, Operations, and/or Air Operations. The AOBD, ASGS, ATGS, and/or Helibase Manager will coordinate with the aircraft dispatcher on missions, outstanding requests, crew swaps, frequency changes, TFR updates, and hours of operation.
- In the event of an initial attack, responding aviation resources will flight follow with the dispatch center. The IC/OPS/AOBD and aircraft dispatcher will coordinate on available initial attack aviation resources.
- At the end of each shift, the AOBD or designated incident aviation point of contact, will contact the aircraft desk to confirm all aircraft have landed for the evening.
- AOBD will collect aircraft costs and submit to finance.
- **Note:** Incident Management Teams are required to request their own discrete tactical frequencies for their incident. Unless mutually agreed upon during the Delegation of Authority, the Dispatch Office will flight follow all tactical aircraft to and from the incident. Once on scene, the aviation resources become the responsibility of the Incident Management Team.

Aerial Delivery Policy – CH 12 Redbook

Contact the local Unit Aviation Officer if you have additional questions about the following:

- Avoid aerial application of all wildland fire chemicals within 300 feet of waterways.
- Additional mapped avoidance areas may be designated by individual agencies.
- Whenever practical, as determined by the incident commander, use water or other less toxic wildland fire chemical suppressants for direct attack or less toxic approved fire retardants in areas occupied by threatened, endangered, proposed, candidate or sensitive species (TEPCS) or their designated critical habitats.

Preventing Spread of Aquatic Invasive Organisms

Contact the local Aviation Officer for best practices when decontaminating buckets or tanks.

Firefighter and public safety is still the first priority, but aquatic invasive plants and animals pose a risk to both the environment and to firefighting equipment. The following guidelines were developed to help avoid the spread of aquatic invasive species:

- Avoid contacting mud and aquatic plants in any body of water.
- Avoid transferring water between drainages or between unconnected waters within the same drainage.
- Avoid dumping water directly from one stream or lake into another.
- Avoid sucking organic and bottom material into water intakes when drafting or dipping from streams or ponds.
- Avoid obtaining water from multiple sources during a single operational period unless drafting/dipping equipment is sanitized between sources.
- If contamination of gear with raw or mud/plants is unavoidable make sure all equipment that comes into contact with raw water is sanitized.

Establish sanitation areas where there is no potential for runoff into waterways, storm drains, or sensitive habitats.

Refer to the following Wyoming Game and Fish website to learn more about decontaminating equipment.

[Wyoming Game and Fish Aquatic Invasive Species](#)

Agency Approved Helispots

Bighorn NF

Big Goose WC	44 36.100	107 12.850	7723 ft	T53N/R86W/S1
Burgess RS	44 47.428	107 31.933	7935 ft	T56N/R89W/S36
Hunter Mesa WC	44 20.133	106 57.117	8070 ft	T50N/R84W/S3
Porcupine RS	44 49.766	107 50.900	8835 ft	T56N/R91W/S18
Shell RS	44 32.983	107 30.500	7650 ft	T53N/R88W/S19
TYRELL WC	44 11.233	107 15.000	8358 ft	T49N/R86W/S30

Shoshone NF

Crandall (NZ)	44 50.800	109 38.000	6522 ft	T56N/R106W/S9
Double Cabin (NZ)	43 48.300	109 33.600	8070 ft	T44N/R106W/S3
Horse Creek GS (SZ)	43 40.500	109 38.600	8454 ft	T43N/R107W/S24
Sinks Canyon (SZ)	42 44.200	108 50.000	6850 ft	T32N/R100W/S19
South Fork RS (NZ)	44 09.416	109 36.016	6364 ft	T48N/R106W/S4
Sunlight (NZ)	44 43.600	109 33.500	6919 ft	T55N/R105W/S19
Wapiti RS (NZ)	44 27.816	109 35.133	5902 ft	T52N/R106W/S15
Union Pass (SZ)	43 33.866	109 49.066	8340 ft	T42N/R108W/S33

Wind River Agency

WRA Helibase	43 00.350	108 53.100	5568 ft	T1S/R1W/S4
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Reference Materials

Many interagency aviation policies and procedures are located on the following websites:

- https://gacc.nifc.gov/rmcc/dispatch_centers/r2cdc/dispatch/Aviation.htm
- <https://gacc.nifc.gov/rmcc/aviation.php>
- https://gacc.nifc.gov/logistics_dispatch/logistics_dispatch.htm
- <https://www.nwccg.gov/publications>

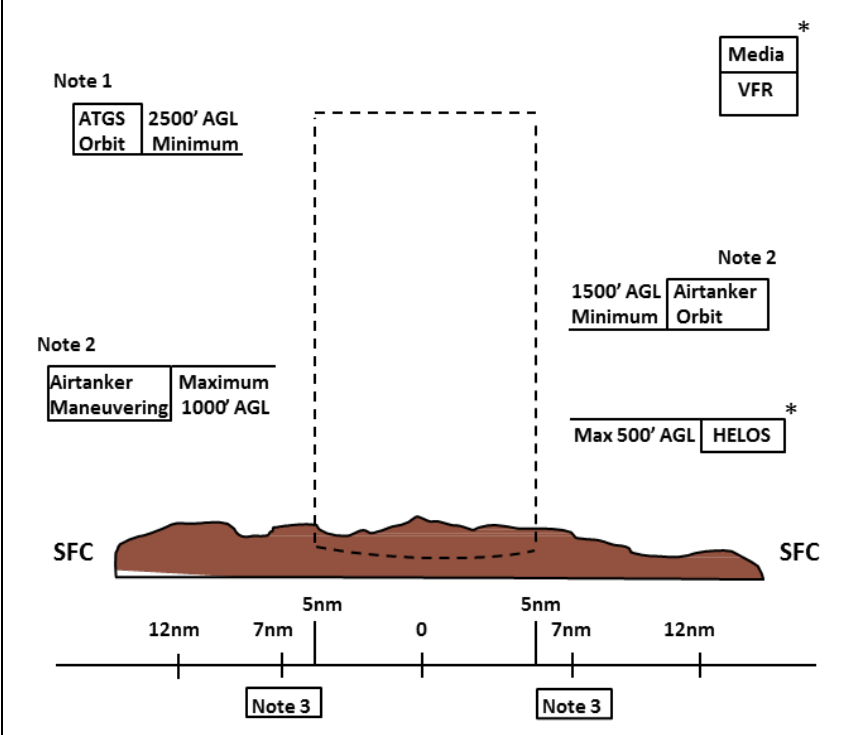
Fire Traffic Area (FTA) Dec 2020

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

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

When aerial supervision resources are co-located with retardant aircraft, they should be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations. Incidents with 3 or more aircraft over/assigned to them should have aerial supervision over/assigned the incident. Federal policy dictates additional requirements as listed below.

Situation	Lead/ATCO/ASM	ATGS
Airtanker not IA rated.	Required	****
MAFFS	Required	****
VLAT	Required	****
When requested by airtankers, ATGS, Lead, ATCO, or ASM	Required	Required
Foreign Government airtankers.	Required if no ATGS	Required if no Lead/ATCO/ASM
Multi-engine airtanker: Retardant drops conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to sunset to 30 minutes after sunset.	Required if no ATGS	Required if no Lead/ATCO/ASM
Single engine airtanker (SEAT): SEATs are required to be “on the ground” by ½ hour after sunset.	See level 2 SEAT requirements	See level 2 SEAT requirements
Level 2 SEAT requirements: Level 2 rated SEAT operating over an incident with more than one other tactical aircraft on scene.	Required if no ATGS	Required if no Lead/ATCO/ASM
Retardant drops in congested/urban interface areas.	Order	May use if no Lead/ATCO/ASM
Periods of marginal weather, poor visibility or turbulence.	Order	Order

NOTE: Aerial Supervision Modules may act as either a Lead Plane or ATGS depending on incident requirements and other regional/national priorities.

CODY DISPATCH CENTER RADIO COMMUNICATIONS PLAN

2021

BASIC RADIO CHANNEL UTILIZATION

All Frequencies are Narrow Band unless otherwise noted

Controlled Unclassified Information (CUI)//BASIC

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	REMARKS
BLM - Wind River Big Horn Basin District	Cody/Worland/Lander	165.2250		165.2250		Cody/Worland/Lander - Direct
	Black Mountain	172.7750		165.2250	110.9	Worland/Greybull
	Cedar Mountain	172.7750		165.2250	123.0	Cody
	Copper Mountain	172.7750		165.2250	131.8	Worland/Lander
	Limestone	172.7750		165.2250	136.5	Lander
	Crooks Mountain	172.7750		165.2250	146.2	Lander
	Meadowlark	172.7750		165.2250	156.7	Tensleep
	VFire 21 Mutual Aid	154.2800		154.2800		
	Fire 1	166.6375		166.6375		
	Fire 2	166.8250		166.8250		
Shoshone National Forest	North Zone Direct	170.5000		170.5000	110.9	Cody Area
	Dead Indian	170.5000		164.1000	156.7	Sunlight Basin
	Sunlight (non-fire)	172.3250		164.8250	146.2	Sunlight Rec
	Meadow Lake	170.5000		164.1000	123.0	Beartooth Mtn. Clarks Fork
	Beartooth (non-fire)	172.3250		164.8250	136.5	Beartooth Rec
	Clayton	170.5000		164.1000	131.8	North Fork
	Carter Mountain	170.5000		164.1000	146.2	South Fork & Greybull River
	Wood Ridge	170.5000		164.1000	103.5	
	NZ Portable	172.3250		164.8250	114.8	
WR = Wind River	WR Direct (Dubois)	172.3750		172.3750	110.9	Dubois Area
	Indian Ridge	172.3750		164.8750	146.2	North of Dubois
	WR Black Mountain	172.3750		164.8750	131.8	Worland/Lander
	Windy Ridge	172.3750		164.8750	110.9	
	Lava Mountain	172.3750		164.8750	103.5	West end of Dubois
	WR Portable	172.3750		164.8750	114.8	
WK = Washakie	WK Direct (Lander)	172.3250		172.3250	110.9	Lander Area
	WK Black Mountain	172.3250		164.8250	131.8	North end of district
	Cyclone Pass	172.3250		164.8250	156.7	
	South Pass	172.3250		164.8250	123.0	
	Blue Ridge	172.3250		164.8250	167.9	
	WK Portable	172.3250		164.8250	114.8	
	Work #1	168.6125		168.6125		
	VFire 21 Mutual Aid	154.2800		154.2800		
	SHF Fire Tac	168.7500		168.7500		
	R2 Fire Tac	168.6750		168.6750		

Controlled Unclassified Information (CUI)//BASIC

**CODY DISPATCH CENTER RADIO
COMMUNICATIONS PLAN
2021**

BASIC RADIO CHANNEL UTILIZATION
All Frequencies are Narrow Band unless otherwise noted
Controlled Unclassified Information (CUI)//BASIC

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	REMARKS
Bighorn National Forest	NE Direct	170.4750	110.9	170.4750	110.9	Sheridan Area North/East
	Dome Peak	170.4750	110.9	164.1500	167.9	
	Riley Point	170.4750	110.9	164.1500	156.7	
	NE Portable	170.4750	110.9	164.1500	103.5	
	South Direct	169.9250	110.9	169.9250	110.9	Buffalo Area South/East side South end South/West side
	Hunter Mesa	169.9250	110.9	164.9375	131.8	
	Sheep Mountain	169.9250	110.9	164.9375	192.8	
	Brokenback	169.9250	110.9	164.9375	107.2	
	South Portable	169.9250	110.9	164.9375	103.5	
	NW Direct	170.5250	110.9	170.5250	110.9	Lovell Area North/West West side
	Medicine Mountain	170.5250	110.9	162.6125	156.7	
	Shell Rim	170.5250	110.9	162.6125	123.0	
	NW Portable	170.5250	110.9	162.6125	103.5	
	Work 1	163.7125	110.9	163.7125	110.9	
	Work 2	168.6125	110.9	168.6125	110.9	
BH Fire Tac	166.5500		166.5500			
R2 Fire Tac	168.6750		168.6750			
Bighorn Canyon NRA	NPS Wapa North	170.3875	131.8	166.3000	131.8	
	NPS Medicine Mtn	169.5500	131.8	164.2500	131.8	
	NPS South Direct	169.5500	131.8	169.5500	131.8	
Yellowstone National Park	Lamar Direct	166.3750	192.8	166.3750	192.8	
	Lamar	166.3750	192.8	166.9750	192.8	
	North Direct	166.3250	167.9	166.3250	167.9	
	North - Washburn	166.3250	167.9	166.9250	167.9	
	South Direct	165.5875	110.9	165.5875	110.9	
	South - Sheridan	165.5875	110.9	164.8000	110.9	
	Top Notch - South	165.5875	118.8	164.8000	118.8	
Fire Cache Ops (FF)	172.5000	103.5	172.5000	103.5		
BIA Wind River Agency	BIA Direct	172.1125		172.1750		
	Black Mountain	172.1125		165.1750	107.2	
	Boysen Peak	172.1125		165.1750	118.8	
	Signal Hill	172.1125		165.1750	110.9	
	BIA Fire Tac	166.7250		166.7250		
BIA Crow Agency	Wolf Mountain Rptr	166.2750		167.1250	107.2	
	Pryor Mountain Rptr	166.2750		167.1250	114.8	
	Fire Net 1	166.2750		166.2750		

Controlled Unclassified Information (CUI)//BASIC

**CODY DISPATCH CENTER RADIO
COMMUNICATIONS PLAN
2021**

BASIC RADIO CHANNEL UTILIZATION

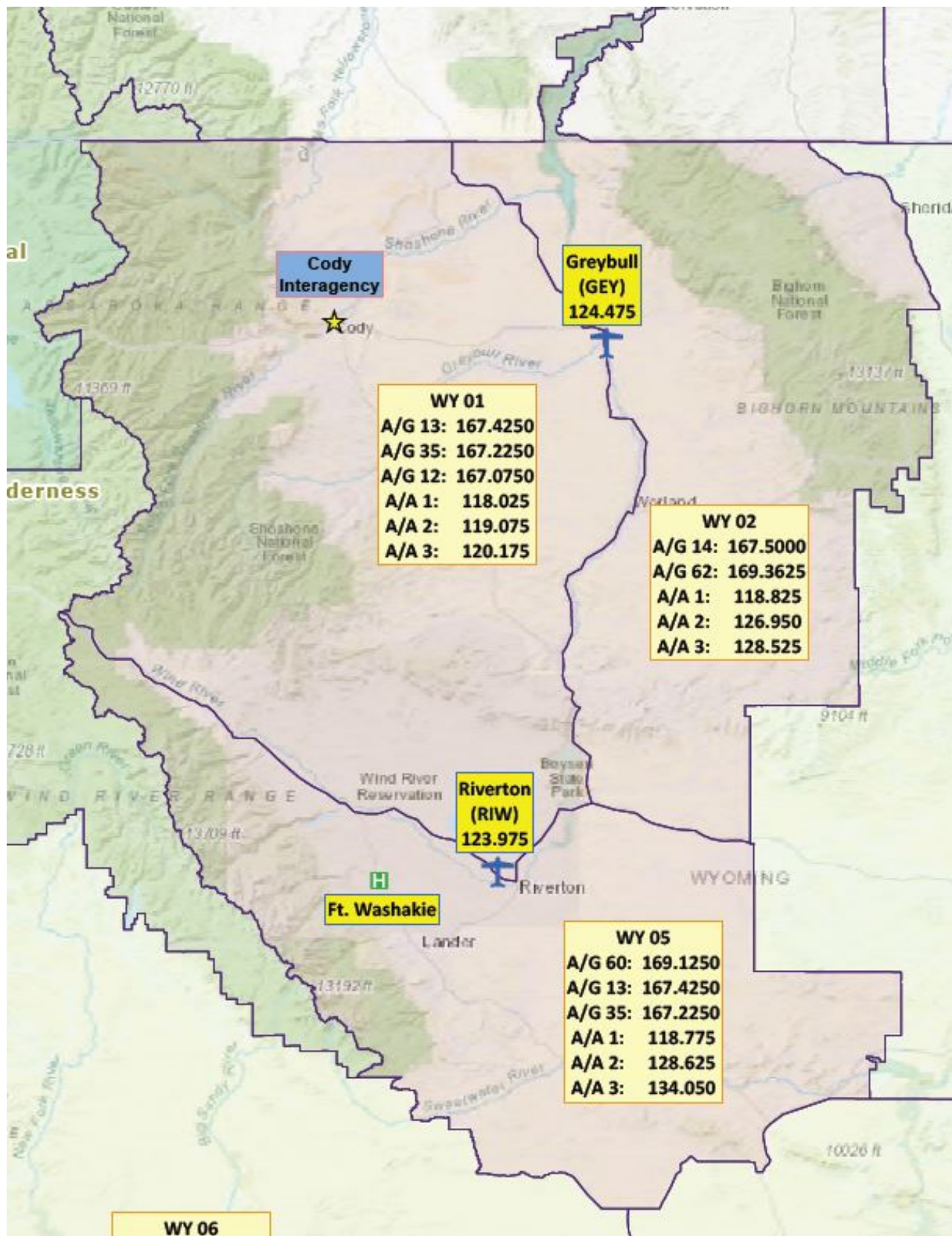
All Frequencies are Narrow Band unless otherwise noted

Controlled Unclassified Information (CUI)//BASIC

SYSTEM	FUNCTION	RX FREQ	RX CG	TX FREQ	TX CG	REMARKS
Park County Fire	PCFD#2	155.8950		155.8950		Cody
	PCFD#2 Rptr	155.8950		153.8750	100.0	Cody
	PCFD#3	154.2500		154.2500		Meeteetse
Other County and Federal/State	Big Horn Co	154.7250		155.8500	100.0	Limestone Cooper
	Fremont Co Tac1	154.3550		154.3550		
	Fremont Co Rptr	155.1150		155.7750	123.0	
	Fremont Co Rptr	155.1150		155.7750	107.2	
	Fremont Co Tac2	154.4000		154.4000		
	Hot Springs Co	154.4150		150.8050	107.2	
	Tensleep Tac	155.9400		155.9400		State wide medivac Mutual Aid Law
	Worland Fire	154.2050		154.2050		
	VFire21	154.2800		154.2800		
	VMed28	155.3400		155.3400	156.7	
	WY State	154.8750		154.8750		
NIFC Tac #1	Tactical #1	168.0500		168.0500		Assigned by Dispatch to Incident
NIFC Tac #2	Tactical #2	168.2000		168.2000		
NIFC Tac #3	Tactical #3	168.6000		168.6000		
National Interagency	National Flight Following	168.6500	110.9	168.6500	110.9	Dispatch
National Interagency	Air Guard	168.6250		168.6250	110.9	Aircraft Emergency

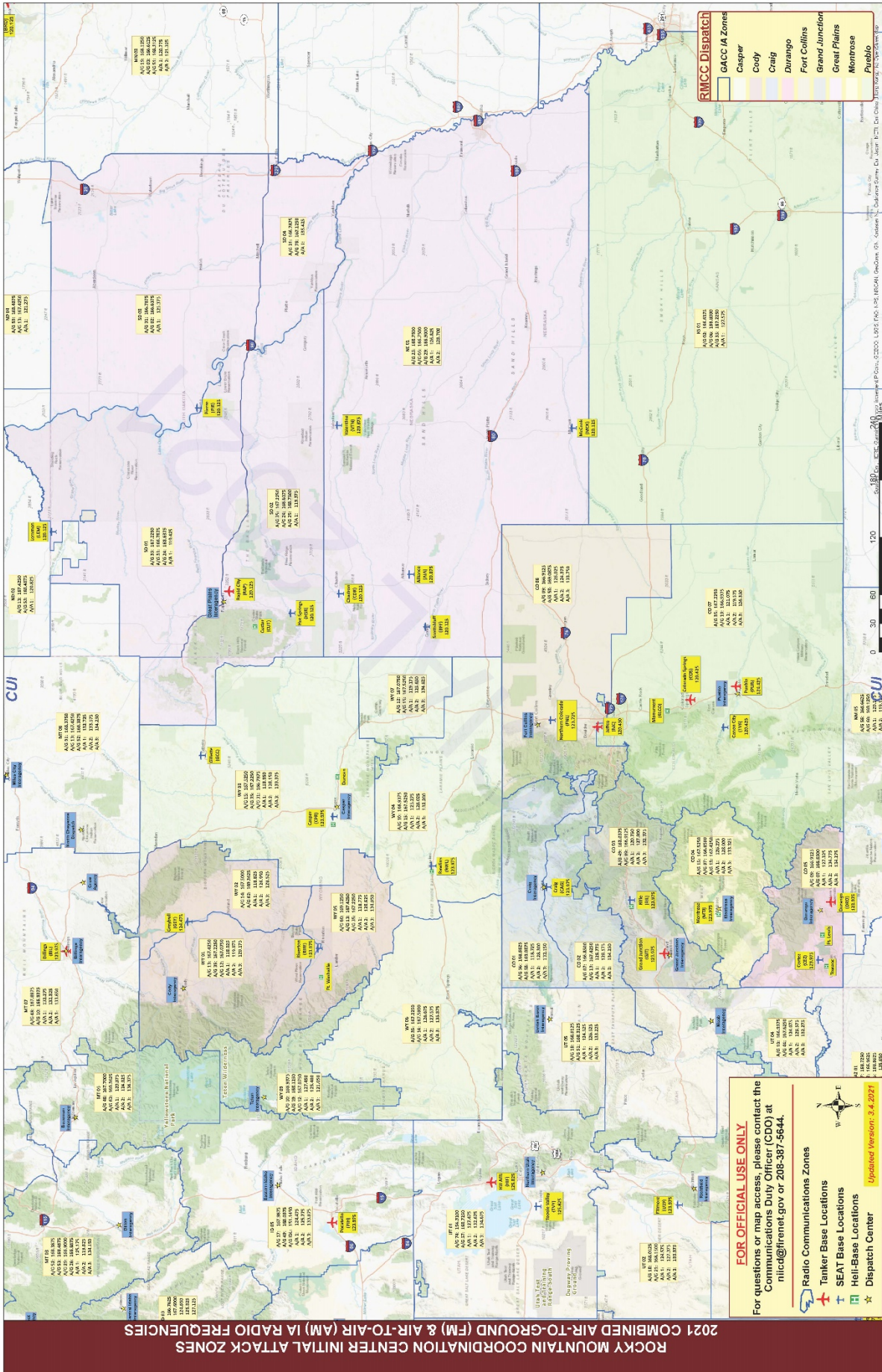
Controlled Unclassified Information (CUI)//BASIC

2021



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

Rocky Mountain Area A/G & A/A Map 2021



ROCKY MOUNTAIN COORDINATION CENTER INITIAL ATTACK ZONES
2021 COMBINED AIR-TO-GROUND (FM) & AIR-TO-AIR (AM) /A RADIO FREQUENCIES

FOR OFFICIAL USE ONLY

For questions or map access, please contact the Communications Duty Officer (CDO) at nlicd@firenet.gov or 208-387-5644.

Radio Communications Zones
 Tanker Base Locations
 SEAT Base Locations
 Helit-Base Locations
 Dispatch Center

Updated Version: 3.4.2021

EMERGENCY PROCEDURES

NOTIFY CODY DISPATCH IMMEDIATELY CONCERNING ANY MEDICAL/ACCIDENT EMERGENCY

- Cody Dispatch will clear the frequency until the emergency is resolved
- Stay calm and provide information to CDC concerning the nature of the injury(s) and patient(s) information.
 - Number of patients
 - Location of patients
 - Type, or extent, of injury(s) – vitals, time of injury
 - Age and gender of patient(s)
 - Type of medical personnel on scene
 - Recommend type of medical response (Life Flight, ground ambulance, etc)

If there is a question in your mind whether it should be a ground ambulance or a Life flight ambulance – request both to respond!

Maintain communication with CDC for updates and to receive ETA's for assistance. Information on the following form will need to be gathered for all Medivacs. CDC will go through the information with the reporting party, completing as much of the information as possible. As additional information is known, it will be passed to responding personnel in transit.

In the event a Life Flight is ordered, resources will establish contact with the medical helicopter using the frequency VMED28 RX/TX 155.3400, TX tone 156.7

If contact cannot be established with the medivac helicopter, as a back up resources will use Air Guard RX/TX 168.6250, TX tone 110.9

INFORMATION REQUIRED FOR ALL MEDIVACS

MEDICAL PLAN (ICS 206 WF)

Controlled Unclassified Information//Basic

Medical Incident Report																													
<p>FOR A NON-EMERGENCY INCIDENT, WORK THROUGH CHAIN OF COMMAND TO REPORT AND TRANSPORT INJURED PERSONNEL AS NECESSARY.</p> <p>FOR A MEDICAL EMERGENCY: IDENTIFY ON SCENE INCIDENT COMMANDER BY NAME AND POSITION AND ANNOUNCE "MEDICAL EMERGENCY" TO INITIATE RESPONSE FROM IMT COMMUNICATIONS/DISPATCH.</p>																													
<p>Use the following items to communicate situation to communications/dispatch.</p>																													
<p>1. CONTACT COMMUNICATIONS / DISPATCH (Verify correct frequency prior to starting report) <i>Ex: "Communications, Div. Alpha. Stand-by for Emergency Traffic."</i></p> <p>2. INCIDENT STATUS: Provide incident summary (including number of patients) and command structure. <i>Ex: "Communications, I have a Red priority patient, unconscious, struck by a falling tree. Requesting air ambulance to Forest Road 1 at (Lat./Long.) This will be the Trout Meadow Medical, IC is TFLD Jones. EMT Smith is providing medical care."</i></p>																													
Severity of Emergency / Transport Priority	<input type="checkbox"/> RED / PRIORITY 1 Life or limb threatening injury or illness. Evacuation need is IMMEDIATE <i>Ex: Unconscious, difficulty breathing, bleeding severely, 2^o – 3^o burns more than 4 palm sizes, heat stroke, disoriented.</i> <input type="checkbox"/> YELLOW / PRIORITY 2 Serious Injury or illness. Evacuation may be DELAYED if necessary. <i>Ex: Significant trauma, unable to walk, 2^o – 3^o burns not more than 1-3 palm sizes.</i> <input type="checkbox"/> GREEN / PRIORITY 3 Minor Injury or illness. Non-Emergency transport <i>Ex: Sprains, strains, minor heat-related illness.</i>																												
Nature of Injury or Illness & Mechanism of Injury			<i>Brief Summary of Injury or Illness (Ex: Unconscious, Struck by Falling Tree)</i>																										
Transport Request			<i>Air Ambulance / Short Haul/Hoist Ground Ambulance / Other</i>																										
Patient Location			<i>Descriptive Location & Lat. / Long. (WGS84)</i>																										
Incident Name			<i>Geographic Name + "Medical" (Ex: Trout Meadow Medical)</i>																										
On-Scene Incident Commander			<i>Name of on-scene IC of Incident within an Incident (Ex: TFLD Jones)</i>																										
Patient Care			<i>Name of Care Provider (Ex: EMT Smith)</i>																										
<p>3. INITIAL PATIENT ASSESSMENT: Complete this section for each patient as applicable (start with the most severe patient)</p> <p>Patient Assessment: See IRPG page 106</p> <p>Treatment:</p>																													
<p>4. TRANSPORT PLAN:</p> <p>Evacuation Location (if different): (Descriptive Location (drop point, intersection, etc.) or Lat. / Long.) Patient's ETA to Evacuation Location:</p> <p>Helispot / Extraction Site Size and Hazards:</p>																													
<p>5. ADDITIONAL RESOURCES / EQUIPMENT NEEDS:</p> <p><i>Example: Paramedic/EMT, Crews, Immobilization Devices, AED, Oxygen, Trauma Bag, IV/Fluid(s), Splints, Rope rescue, Wheeled litter, HAZMAT, Extrication</i></p>																													
<p>6. COMMUNICATIONS: Identify State Air/Ground EMS Frequencies and Hospital Contacts as applicable</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Function</th> <th style="width: 20%;">Channel Name/Number</th> <th style="width: 15%;">Receive (RX)</th> <th style="width: 15%;">Tone/NAC *</th> <th style="width: 15%;">Transmit (TX)</th> <th style="width: 25%;">Tone/NAC *</th> </tr> </thead> <tbody> <tr> <td>COMMAND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>AIR-TO-GRND</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TACTICAL</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *	COMMAND						AIR-TO-GRND						TACTICAL					
Function	Channel Name/Number	Receive (RX)	Tone/NAC *	Transmit (TX)	Tone/NAC *																								
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AIR-TO-GRND																													
TACTICAL																													
<p>7. CONTINGENCY: Considerations: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead.</p>																													
<p>8. ADDITIONAL INFORMATION: Updates/Changes, etc.</p>																													
<p>REMEMBER: Confirm ETA's of resources ordered. Act according to your level of training. Be Alert. Keep Calm. Think Clearly. Act Decisively.</p>																													

Helicopter Ambulance Services

Location & ID	Facility	Phone Number	Call Sign	Type A/C	Lat/Long	Comments
Bozeman, MT	Life Flight Network	800-237-0911	Life flight 90	BM119KX		24 Hours
Billings, MT MT25	St. Vincent's Help Flight	800-538-4357	Help Flight 1	EC 135 (119 knots/ 137 mph)	45°47.780 108°31.160	24 Hours 15,000 ft max
Casper, WY WY57	Air Methods	800-806-9158	WYO Life Flight 1	Bell 407 (115 knots/ 132 mph)	42°54.466 106°27.865	24 Hours
Cheyenne, WY (Warren AFB) FEW	Military Assistance to Traffic & Safety "MAST"	Operations 307-773-2001 Command 307-773-5891 307-773-3921	Blade Helicopter	UH-1 (110 knots/ 127 mph)	41°08.000 104°52.000	24 Hours Request MAST Helicopter
Cody, WY COD	Guardian Flight	855-291-8989	Guardian 2	AS350B3 "A-Star" (120 knots/ 138 mph)	44°31.217 109°01.417	24 Hours
Driggs, ID DIJ	Air Idaho Rescue	800-247-4324	Air 1	Bell 407&"A-Star" (115 knots/ 132 mph)	43°44.561 111°05.806	24 Hours
Lander, WY LND	Classic Air Medical	800-444-9223	Classic 5	Bell 407 (115 knots/ 132 mph)	43°03.850 108°27.580	24 Hours S&R Capable
Rawlins, WY RWL	Classic Air Medical	800-444-9223	Classic 10	Bell 407 (115 knots/ 132 mph)	41°48.343 107°12.020	24 Hours
Riverton, WY RIW	Guardian Flight	855-291-8989	Guardian 3	AS350B3 "A-Star" (120 knots/ 138 mph)	43°03.850 108°27.580	24 Hours No S&R
Rock Springs, WY RKS	Air Med	801-581-2500	Air Med 6	Bell 407 (115 knots/ 132 mph)	41°35.653 109°03.911	24 Hours
Yellowstone, MT - WYS	Air Idaho Rescue	800-247-4324	Air Idaho 3	AS350B3 "A-Star" (120 knots/138 mph)	44°41.303 111°07.058	24 Hours (Seasonal From April- Sept/Oct

Interagency Contract Helicopters

Location	AGENCY	Phone Number	Call Sign	Type A/C	Lat/Long	Comments
Duncan Helibase Glenrock, WY	Wyoming State Helitack	800-295-9952 Casper Dispatch	H-2FS	Bell 407	42°45.800 105°49.000	Contract 6/1-10/1
Jackson, WY	Teton Helitack *Short Haul	307-739-3630 Teton Dispatch	H-35HX H-38HX	AS350B3 "A- Star"	41°48.300 107°12.000	Contract 6/4-10/1
Mammoth, WY	Yellowstone Helitack *Short Haul	307-344-2181 Yellowstone Dispatch	H-173BH	AS350B3 "A- Star"	44°58.200 110°41.500	Contract 6/1-9/30
Rawlins, WY	Rawlins Helitack	800-295-9952 Casper Dispatch	H-172BH	AS350B3 "A- Star"	41°48.300 107°12.000	Contract 6/10-9/7

Cody Dispatch Zone Hospitals & Ambulance Services

VMED28 RX/TX 155.3400, TX Tone 156.7

Controlled Unclassified Information (CUI)//BASIC

City	Hospital	Phone	Helipad Coordinates	Helipad
Basin/ Greybull	South Big Horn Co. Hospital	307-568-1500 ER 307-568-3311 (Main 24 hr line)	44°26.000 108°03.000	Land on lawn to the E, N, or W of hospital *Level 5 Trauma
Bear Lodge – Burgess	Ambulance only	307-752-2444 307-752-4444 307-752-5444 307-752-8444		Ambulance – Not always staffed – Can talk to FS on Dome Peak Repeater
Billings	St. Vincent's Hospital	406-237-4117 ER 406-657-7000	45°47.800 108°31.200	Roof of hospital *Level 2 Regional Trauma Center
Buffalo	Johnson County Healthcare Center	307-684-6166 ER 307-684-5521	BYG 44°22.865 106°43.308 Helipad 44°21.100 106°42.200	Fixed Wing Land at Johnson County Airport (BYG), patient will need transport to the hospital. Heli- Land S. of Hospital, New Pad *Level 5 Trauma
Casper	Wyoming Medical Center	307-577-7201 ER	42°50.800 106°18.500	Roof of hospital *Level 2 Regional Trauma Center
Cody	Cody Regional	307-578-2000 ER 307-527-7501	44°31.600 109°04.400	N side of hospital *Level 2 Trauma
Jackson	St. John's Hospital	307-739-7250 ER 307-733-3636 (Main 24 hr line)	43°28.900 110°44.900	On the roof, S side of hospital *Level 3 Trauma
Lander	Sage West Health Care	307-335-6395 ER 307-332-4420 (Main 24 hr line)	42°49.300 108°43.600	Helipad west side of hospital *Level 4 Trauma
Lovell	North Big Horn Co. Hospital	307-548-5200 (Main 24 hr line)	44°49.600 108°23.500	E of hospital on front lawn *Level 5 Trauma
Powell	Powell Valley Health Care	307-754-1175 ER 307-754-2267 (Main 24 hr line)	44°45.400 108°46.300	W side of hospital *Level 4 Trauma
Rawlins	Memorial Hospital of Carbon County	307-324-2221 Main 24 hr line/No direct line to ER	41°47.2 107°15.7	SE side of Hospital *Level 4 Trauma
Riverton	Sage West Health Care	307-857-3420 ER	43°02.100 108°25.100	W side of hospital *Level 4 Trauma
Sheridan	Memorial Hospital of Sheridan County	307-672-1100 ER 307-672-1000 (Main 24 hr line)	44°48.400 106°58.500	SE side in front of emergency department (45'X45') *Level 3 Trauma
Thermopolis	Hot Springs County Memorial Hospital	307-864-3121 (Main 24 hr line)	HSG 43°42.800 108°23.400 HOX FD 43°38.600 108°13.600	Fixed Wing: Land at Hot Springs County Airport (HSG) Helipad: Land W of Hot Springs Fire Department building. Patient will need transport to hospital from either location *Level 4 Trauma
Worland	Banner Health Washakie Medical Center	307-347-6973 ER 307-347-3221 (Main 24 hr line)	WRL 43°57.900 107°57.000 Helipad 44°00.500 107°56.600	Land at Worland Municipal Airport (WRL), patient need transport to hospital. Helipad outside ER, SE of Hospital *Level 4 Trauma, Community Care

Burn Centers

State	City	Hospital	Phone	Address
Colorado	Aurora	University of Colorado Hospital Burn Center	720-848-7583	12605 East 16 th Ave.
Colorado	Greeley	Western States Burn Center North Colorado	970-810-6099 970-810-6365	1801 16 th St
Utah	Salt Lake City	University of Utah Hospital Burn Center	801-581-2700 801-574-1600	50 North Medical Dr

CDC Mobilization Guide



CDC Zone Incident Organizer (pdf)



Cody Interagency Dispatch Center Website



CDC Zone Geo-Referenced Maps

