

# SOUTHEASTERN UTAH INTERAGENCY FIRE ZONE

## Pilot Briefing / Aviation Users Guide



Welcome to the Southeastern Utah Interagency Fire Zone! The intent of this packet is to provide information needed by pilots who are new to Southeastern Utah and any person utilizing aircraft to complete a mission in this area. It is aimed primarily at Helicopter, Air Attack/Lead Plane, and SEAT Pilots. However, it may be useful to pilots of other fire related aircraft. The Southeastern Utah Interagency Fire Zone consists of the Moab BLM Fire District, the Manti-La Sal National Forest and Utah State Lands. Regardless of how long your stay is, we hope this packet will help to make it a safer, more productive and more pleasant experience.

Thanks and fly safe!!

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## **AVIATION SAFETY EMPHASIS**

Air Safety is something we take very seriously on the Moab Fire District. We will not knowingly condone or tolerate unsafe procedures or equipment. A safe air operation requires a joint effort by everyone involved. We respect your authority as a pilot and the ultimate responsibility for passenger and flight safety. If you observe things you do not feel are safe, PLEASE, notify the Unit Aviation Officer, Helibase Manager or Moab Interagency Fire Center (MIFC) immediately. Every effort will be made to remedy the situation promptly.

## **AVIATION KEY CONTACTS**

POSITION	NAME	PHONE NUMBER	
		Work	Cell
Moab BLM District Aviation Officer	Mike Worthington	(435)259-1883	259-9632
Manti-La Sal NF Aviation Officer	Mickey Smith Kause	(435)636-3369	260-2086
MIFC Center Manager	Cheryl Carpenter	(435)259-1851	210-1086
MIFC Assistant Center Manager	Vacant	(435)259-1852	
Aircraft Dispatcher (MIFC)	Jennifer Jones	(435)259-1853	259-9684
Helitack Foreman / Base Manager	Mike Worthington	(435)259-1883	259-9632
Assistant Helitack Foreman	John Shaffer	(435)259-1882	259-9627
Utah BLM State Aviation Manager	Vacant	(801)539-4241	(801)550-9857
Region 4 Helicopter Ops Specialist	Vacant	(801)721-4504	(801)622-7072

## **DAILY OPERATIONS / ALL AIRCRAFT**

### **FLIGHT WEATHER BRIEFING / NOTAMS / TFR's**

Pilots will obtain a daily flight weather brief from FAA. NOTAMS and TFR's will be checked daily and printed if possible. Because flight conditions and restrictions can change daily and hourly it may be necessary to check the information more than once a day.

### **FLIGHT PLANNING**

All pilots are expected to file a flight plan with MIFC with the following information: Aircraft tail #, Pilot and Passengers names, Route, Destination, and expected times of departure and arrival. When flying off district all aircraft will file an FAA flight plan and complete a written flight plan using an accepted planning method.

### **FLIGHT FOLLOWING PROCEDURES**

For all flights on District, Moab Interagency Fire Center will be notified of each landing, takeoff and position every 15 minutes, unless the aircraft is equipped with Automated Flight Following (AFF). This may be used with concurrence of both MIFC and flight manager. This is critical! Communication can be very spotty in the canyons, Book Cliffs and on the back side of the mountain ranges. If problems talking to MIFC arise discontinue the flight until communication is re-established. Set up a human repeater on a high point to assure good communications from an incident to MIFC when necessary.

There is no excuse for late check-ins. Stop what you are doing and find a location which allows you to let dispatch know that you are safe. For your safety when not using AFF 15 minute check-ins are required. Be as accurate with your location as possible. An aircraft can travel a long distance in 15 minutes and a search will begin from the last known location of the aircraft, which could be many miles off from where the aircraft actually went down. When giving a location be sure to give **both** a **Latitude / Longitude** and a **landmark**. It is important that dispatch, other aircraft and resources on the ground know your aircrafts' location and understand where you are going. It is difficult for a ground resource to know where the aircraft is when only Latitude and Longitudes are given, but a land mark as simple as "we are on the east side of the La Sals heading north" gives them a better mental picture of your location.

## **FLIGHT ROUTES**

When flying in the Moab area, please **AVOID** flying over the city of Moab and Spanish Valley. The public in and around Moab are very sensitive to the noise created by our aircraft. Typical flight routes are to the north of the valley in the Mill creek drainage or to the south of the valley in the "Behind the Rocks" area. When working out of the helibase approach and depart the valley from the south near Ken's Lake.

When flying in and around the National parks please maintain an altitude of at least 1000', the recommended 2000' AGL is even better.

## **ALTIMETER SETTING**

While operating in the Moab Fire District all aircraft pilots will make a concerted effort to find out the actual altimeter setting from the nearest airport for each days operational period. If aircraft are working over an incident for multiple days and are not able to accurately establish the altimeter setting then an altimeter setting of 29.92 will be used by all aircraft on the incident.

## **DAYLIGHT HOURS**

We want all aircraft back no later than ½ hour after sunset. The only exceptions would be for multi engine aircraft such as a jump ship returning to a lighted airport. We will not dispatch air tankers early in the morning or late in the evening unless we are sure they will have good light for drop runs over the fire. Sunrise-Sunset tables are available from either the Moab Helibase or MIFC for planning purposes.

## **MAINTENANCE/SERVICING**

Please inform the Helibase Manager or Fixed Wing manager several days in advance of upcoming maintenance including 50 and 100 hr. inspections so that arrangements can be made for replacement aircraft.

## **FLIGHT-DUTY TIME**

Please inform the Helibase Manager or fixed wing manager, well in advance of any flight or duty limitations as well as your days off schedule.

## **PILOT AVAILABILITY**

Moab Interagency Fire Center dispatch needs to know where you are, and how to contact you in case of a dispatch or change of plans. Please be sure you give them the name and room number of your lodging. When you go for lunch, please tell them which restaurant you will be at, etc. It is your responsibility to ensure that they know how and where to contact you. A portable radio or pager may be available for your use.

## **ACCIDENT/INCIDENT REPORTS**

Our accident/incident reporting system is valuable in promoting aviation safety. The SAFECOM report is not intended to single out any one person. By sharing information about things that have happened here, we may help prevent them from happening to someone else. Please report any accident or incident that occurs while you are in the Southeastern Utah Interagency Fire Zone to an aviation officer, helibase manager or MIFC.

## **HAZARDOUS FLYING CONDITIONS**

We know that mountain flying in the heat of summertime is hazardous at best. There are certain times because of winds, turbulence, down drafts, and other environmental problems in which we really need to shut down our aviation operations until conditions improve. Pilots are usually the first ones to become aware of these types of conditions. PLEASE, do not be hesitant about suggesting or recommending we shut things down until conditions improve. Let other aircraft and dispatch know of conditions in your area, it may keep someone else from having an accident.

## **USER PRESSURE AND SAYING NO!**

We are aware of the subtle pressures users may put on a pilot, "land there, because the other pilot did yesterday," or "just one more pass around the fire before you head in for fuel," etc. We have tried to make people on this district aware of that problem, but in the heat of battle, it is still going to happen. Someone is going to ask you to do something you do not feel good about doing. PLEASE, feel free to question it, express your concern, or just say no to the request! We prefer everyone would use this rule of thumb: **IF IN DOUBT, DON'T DO IT!** We guarantee the Southeastern Utah Interagency Fire Zone will support your position 100%. We want everyone to fly safe!!

## **FLIGHT HAZARDS**

The Moab Fire District has a flight hazard map (attached), copies are posted at the Moab Interagency Fire Center (MIFC), and the Moab Helibase. You should review the hazard map prior to any mission within this Fire District. For general information, the major flight hazards on the Southeastern Utah Interagency Fire Zone are:

**MILITARY LOW LEVEL TRAINING ROUTES/RESTRICTED AREAS** – Moab Fire District does have one Military Restricted Area to the northwest of the Canyonlands airport and a Military Training Route (MTR) within the district boundary. All flight operations in one of these areas must be approved before entering the area. Deconfliction is handled by Moab Interagency Fire Center (MIFC) but should always be CONFIRMED by the pilot prior to each flight within the MTR.

**WIRES AND POWER LINES** - Major drainages may have wires, cables and power lines. All pilots should be briefed on flight hazards and should check the Flight Hazard Map prior to all

missions. **Pilots should be aware that not all hazards have been identified** on the maps and so appropriate caution should be taken during all flights. Pilots and managers may assist by identifying unknown hazards and by personally briefing relief crews of known hazards.

**MOUNTAINOUS FLYING** - Flying conditions in mountainous areas are always hazardous, clear calm weather can change rapidly. All aircraft should avoid flying through squall lines when possible and be alert for sudden down drafts and wind shears.

**VFR FLIGHT RULES** – All flights should be conducted following the FAA VFR flight rules which state visibility must be 3 miles and the ceiling a minimum of 1000 feet.

**OPERATING IN CANYON COUNTRY** -Due to the high flight activity within the canyons by general aviation and the use of the remote airstrips by local aviation vendors these areas are a high risk area to operate within. Whenever fire operations must work in canyon bottoms a higher degree of attention should be taken to see and avoid other aviators.

When operating out of the bottom of a canyon with poor communication a repeater will be set up on the rim above the canyon. This may be a human repeater. The purpose is to establish reliable radio communication with Moab Interagency Fire Center (MIFC) from a ground contact. This allows for communication with MIFC if the helicopter has an accident while taking off or landing. The human repeater will also serve as a lookout for the Helispot / Helibase / Airstrip by reporting any aircraft activity in the vicinity which may not be detectable from the bottom of the canyon. Pilots will call in the blind on the local Unicom frequency 122.8 before taking off from the bottom of the canyon stating their intentions. The pilot, manager and all passengers will maintain a high level of alertness when operating in the confines of the canyon country.

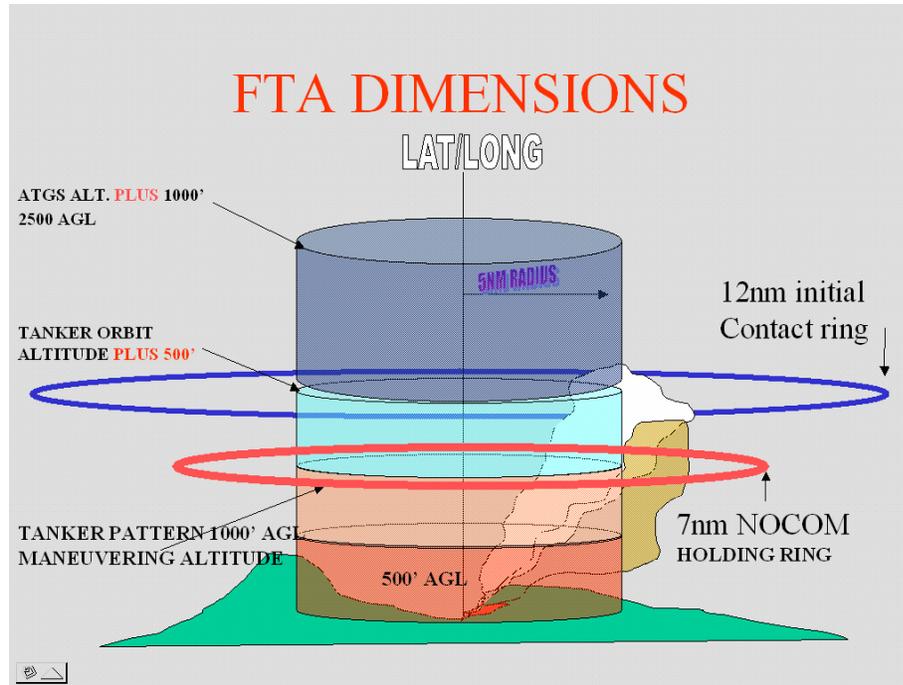
**BOUNDARY FLIGHTS** – Additional caution should be taken when flying to a smoke near the Colorado border as they often are sending aviation resources to the same smoke, until it is confirmed which side of the border the fire is on. The same caution should be taken on the north and western boundaries of the fire zone.

## **FIRE TRAFFIC AREA**

**Fire Traffic Area (FTA)** is the **Required** method for flight operations over an incident. The FTA plan contains three levels of vertical and lateral separation for aircraft working over an incident. All aircraft must follow the designated rules for entering and working within the airspace over the incident

Vertical Levels of Separation

- All Helicopters will operate at 500' AGL and below
- Airtankers and Lead Planes will work at 1000' AGL during tactical operations this is called the Air Tactical Maneuvering Area
- Air Tanker orbit area is at 1500' AGL
- Air Attack / ASM will operate at 2500' AGL minimum



#### Lateral Separation

- 12 Nautical Mile radius – Initial Contact / Communication / request permission to enter
- 7 Nautical Mile radius – NOCOM ring, must establish communication with fire before proceeding any further.
- 5 Nautical Mile radius – Must be at appropriate altitude and communication has been established with Air Attack.

If Communication has not been established by the 7 NM ring the aircraft must hold outside the ring until contact has been made. There are two acceptable methods, the quadrant method or circle outside the 7 NM ring flying counter clockwise. The pilot may choose the method and must announce intentions on air to air or on the guard frequency.

#### The 3 C's of the Fire Traffic Area

- Communication
- Clearance
- Comply

#### Chain of command on the incident

- Incident Commander is ultimately in command of the incident
- Air Attack – acts as air traffic controller and as the link between the air resources and the ground forces / Incident Commander.
- Lead Plane or Lead Plane coordinator – The lead plane may assume air traffic control and/or Air Attack duties in the absence of Air Attack.
- HELCO – Helicopter coordinator may assume air traffic control and/or Air Attack duties in the absence of Air Attack.

### HELICOPTER OPERATIONS

## MOAB HELIBASE OPERATIONS

All operations at the helibase will follow the procedures described in the Moab Helibase Operations Plan. Aircraft will radio intentions on the local Unicom frequency 122.8 for all flights in and out of the helibase due to the proximity of the private airstrip just northwest of the helibase. Contacting Moab Helibase will be done on the main Moab frequency: 172.1375.

## FLIGHT ALTITUDES

All tactical operations should be conducted at the highest AGL possible while still being able to effectively accomplish the mission.

All non-tactical helicopter flight operations should be conducted at a minimum 500' AGL. During point to point flights of distances greater than 5 miles, flight altitudes should be 1000' AGL minimum. Please respect the concerns of the locals and tourists by flying at the recommended altitudes over the National Parks and avoid the Moab Valley altogether.

## LOAD CALCULATION PROCEDURES

Load calculations will be completed by the pilot of each helicopter first thing in the morning for the given temperature and elevation. A new load calc will be completed each time the temperature changes +/- 5 degrees Celsius and for each 1000' of elevation change. If necessary an additional load calc will be completed while enroute to a fire if the previous calculations do not cover the new destination. See the section on Landing at Unimproved Helispots for further load calc. direction.

## LANDING AT UNIMPROVED HELISPOTS

When landing at an unimproved landing site for the first time a high level recon should be conducted over the intended landing site then descending to do a low level recon before landing.

The first load taken into an unknown or unimproved landing site will be the Load Calculated as Out of Ground Effect payload (HOGE). This weight determined from the load calc should be calculated WITHOUT entering area B (Critical Wind Azimuth) on the chart due to the highly unpredictable winds in the canyon terrain.

Altitude and temperature should be considered when setting up to land. If it appears the landing site is Out of Ground Effect (HOGE) and the weight of the payload is too heavy or marginal then the pilot and manager should locate an alternate landing site which is In Ground Effect (HIGE), the crew will then off load the appropriate amount of weight to allow a safe landing at the intended HOGE helispot and shuttle the rest of the gear or passengers to the helispot. **Better Safe than Sorry!!**

## BUCKET OPERATIONS

During bucket operations all personnel should stay clear of the drop area. Pilots will avoid flying over people, vehicles and structures at all times. If this is not possible a flight path must be established to lessen the risk to personnel and vehicles on the ground.

Example: setting up road guards to keep vehicles and personnel from stopping or standing in the flight path.

A dip site manager is required whenever the bucket operations are conducted at a remote water site, especially if communications are poor at the dip site. Dip site managers must have good communication with dispatch in case an emergency occurs.

After dipping out of water sources that may contain fish all buckets must be decontaminated before use in another water source.

## WILDERNESS AREAS

All flight operations in or around the wilderness areas must have prior approval from MIFC for the intended mission.

## FUELING OPERATIONS

- All fueling operations will follow approved procedures as stated in the NFPA Manual 407 and as your contract states under Aircraft Fuel Servicing.
- No smoking signs are clearly posted that prohibit smoking within 50' of the aircraft.
- Fire extinguishers are provided at each pad and need to be staffed during refueling.
- Fueling operations should be discontinued during lightning activity occurring within the vicinity of the base.

\*\*\* Note for more helicopter and local aviation information see the Moab Helibase Operations Plan, located at MIFC or the Moab Helibase.

## LOCAL FACILITIES AND SERVICES

### BLM FACILITIES

The BLM has three separate office locations in Moab. The **Moab Field office** is located downtown at 82 E. Dogwood. The **Moab Interagency Fire Center Dispatch** is located at 885 S. Sand Flats Rd and the **Moab Interagency Fire Operations** building is located at 2251 S. Hwy. 191. Please see the attached map for specific locations.

**Price BLM** has an office at 125 South 600 West, across from K-Mart.

**Monticello BLM** is located at 435 North Main Street in Monticello.

### FOREST SERVICE FACILITIES

The Manti-La Sal National Forest, **Moab Ranger District** office is located downtown at 62 E. 100 North, next to the post office in Moab.

The Forest Service fire resources work out of the **Moab Interagency Fire Operations** building at 2251 S. Highway 191 and at the **Moab Interagency Fire Center Dispatch**. See the attached map for Moab locations.

The Manti-La Sal National Forest, **Monticello Ranger District** is located a 496 E. Central, Monticello.

The Manti-La-Sal National Forest Supervisors Office/ **Price Ranger District** is located across the street from the BLM office at 599 Price River Drive, Price.

## MEDICAL FACILITIES

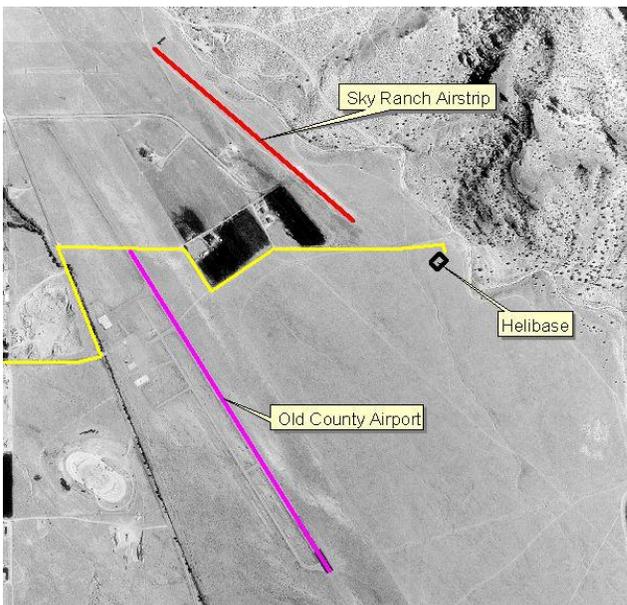
In Moab, Allen Memorial Hospital is a fully staffed hospital with a helipad and an ambulance service. All aircraft medevacs are coordinated through the Moab Interagency Fire Center (MIFC). Only prearranged helicopter landings will be allowed at the hospital at 38°36.15 lat 109°35.16 long. Notify Dispatch as to your intentions and contact the hospital on the HEAR frequency (155.340).

In Price they have Castle View Hospital located on the west side of Price at 39° 36 11 lat. 110° 48.37 long.

Monticello has San Juan hospital located at 37° 54.07 lat. 109° 20.39 long. It is a small hospital for minor medical emergencies.

## MOAB HELIBASE

Moab helibase is located in San Juan County 10 miles southeast of downtown Moab. The base sits at the south east end of the Sky ranch private airstrip at 38° 29.41N latitude and 109° 26.37 W longitude. All helicopters should monitor and announce intentions on the local unicom frequency 122.80 when taking off or landing at the helibase. The base consists of an aircraft hanger and landing pad.



Drive south of Moab on highway 191 to the Ken's Lake / La Sal Mountain Loop road and turn left. Go to the first intersection; take a left on Spanish Valley Road to the first road on the right (about 1/4 of a mile) Allen St. Turn right; follow the road around the old airstrip to the fork, go right to the helibase. The hanger is the large tan building with the red roof. **(follow the yellow line on map to the helibase)**

## ADJACENT HELIBASES

1. Richfield District

Richfield Helibase is located adjacent to the runway at the Richfield airport, 118 nautical miles West of Moab. Richfield does not have a helitack crew at this time. Lat. 38°44.50 and Long. 112° 05.71.

2. **Mesa Verde National Park**

Mesa Verde's Chapin Helibase is located 96 nautical miles southeast of Moab. A type III helicopter with helitack crew is based there.  
Lat. 37°10.0 Long. 108°29.0

3. **Rifle Helitack**

This BLM helicopter is located at the Garfield County Regional Airport, on the west end of the ramp. It is a Type III with a 9 person crew.  
Lat. 39°31.35 Long. 107°43.37

## **AIRPORT INFORMATION /AVIATION GAS/JET FUEL OUTLETS**

1. **Bluff Airport (66V)**

Paved airstrip and outhouse. Runway 3/21. Lat 37°15.00 Long. 109°38.04. Unicom: 122.9  
Elevation: 4476. Unattended, no facilities.

2. **Blanding Airport (BDG)**

Municipal airport requires purchase of fuel from the airport to land and use their facilities. Blanding has Jet A and AV gas and is located at 37°34.98 N latitude and 109°28.00 W longitude. Elevation: 5865 feet.

3. **Moab, Canyonlands Airport (CYN)**

Runways are 3/21 (7100 x 75 with a displaced threshold), 100LL and Jet A available on field. Local Unicom 122.8, ASOS 118.525. Left hand pattern should be flown. This is important from a safety stand point. Federal or firefighting aircraft that cut someone out of the pattern or are discourteous in any way, cause us public relations problems. Please be sensitive to this! Canyonlands Airport is located at 38°45.30 N latitude and 109°45.28 W longitude. Elevation: 4553 feet.

4. **Green River Airport (U34)**

Paved runway with Jet A and 100LL, limited facilities. Unicom 122.8 Green River airport is located at 38°57.68 N latitude and 110°13.64 W longitude. Elevation: 4225 feet. Fuel is available by cardlock system.

5. **Monticello/San Juan Airport (U43)**

Paved runway with limited facilities. Jet A and 100LL fuel available by cardlock system. Monticello airport is located at 37°56.23 N latitude and 109°20.79 longitude. Elevation 6998.

6. **Huntington Airport (69V)**

Paved runway with limited facilities and fuel. Elevation: 5909 feet.

7. **Price Airport (PUC)**  
Price airport is a full service airport. Unicom 122.8 Jet A and Av gas available. The airport is located at 39°36.84 N latitude and 110°45.09 W longitude. Elevation: 5953 feet.
8. **Sky Ranch Airstrip**  
Private airstrip located just southeast of Moab (south end of Spanish valley near Ken's Lake. No Facilities or fuel, gravel strip. Elevation 5,000 feet.
9. **Grand Junction (GJT)**  
GJ is a full service, towered airport. Jet A and Av gas are available. GJ airport is located at 39°07.35 latitude and 108°31.60 longitude. Elevation: 4845 feet
10. **Cortez (CEZ)**  
Cortez is a full service airport. Jet A and AV gas are available. Cortez airport is located at 37°18.18 N latitude and 108°37.68 W longitude. Elevation: 5914 feet.

## **TRANSPORTATION / RENTAL CARS**

Moab Interagency Fire Center may be able to arrange for you to be picked up or dropped off at your motel. Canyonlands airport is located 22 miles north of Moab so a vehicle must be pre-arranged to get to Moab.

Rental cars are available at the Canyonlands Airport and at the Moab Valley Inn in Moab.

## **APPENDIX**

### **HOTEL / MOTEL INFORMATION**

#### **MOAB AREA**

##### **MOTELS**

Best Western Greenwell  
259-6151  
Ramada Inn  
259-7141  
Comfort Suites  
259-5252  
La Quinta  
259-6012  
Moab Valley Inn  
259-4419  
Kokopelli Lodge  
259-7615

##### **RESTAURANTS**

Poplar Place  
259-6018  
Moab Brewery  
259-6333  
Zax Pizza  
259-6555  
Pasta Jay's  
259-2900  
Smitty's  
259-4848  
Szechuan Restaurant  
259-8984

**BLANDING AREA**

Four Corners Inn  
678-3257  
Comfort Inn  
678-3271  
Gateway Motel  
678-2278

Elk Ridge Restaurant  
678-3670  
Old Tymer Restaurant  
678-2122  
Homestead Steak House  
678-3456

**MONTICELLO AREA**

Days Inn  
587-2458  
National 9  
587-2251  
Super 8  
587-2489

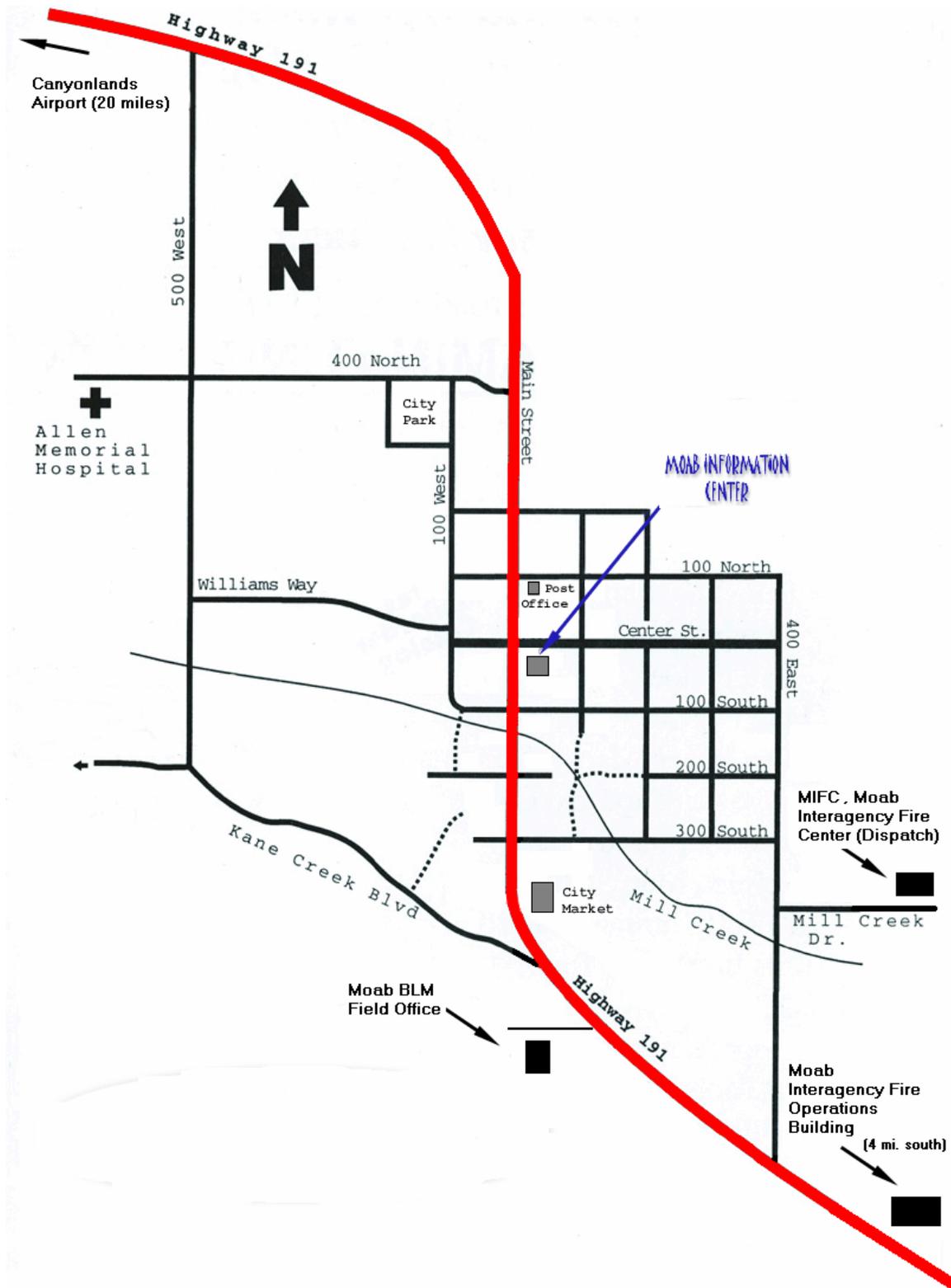
MD Ranch Cookhouse  
587-3299  
Lamplight  
587-2170  
K & A Chuckwagon  
587-3468

**PRICE AREA**

Best Western Carriage House  
637-5660  
Holiday Inn  
637-8880  
National 9  
637-7000  
Super 8  
637-8088

China City  
637-8211  
Greek Streak  
637-1930  
Marie's  
637-5500  
Rosie's Deli and Bakery  
637-6743

# MOAB CITY MAP

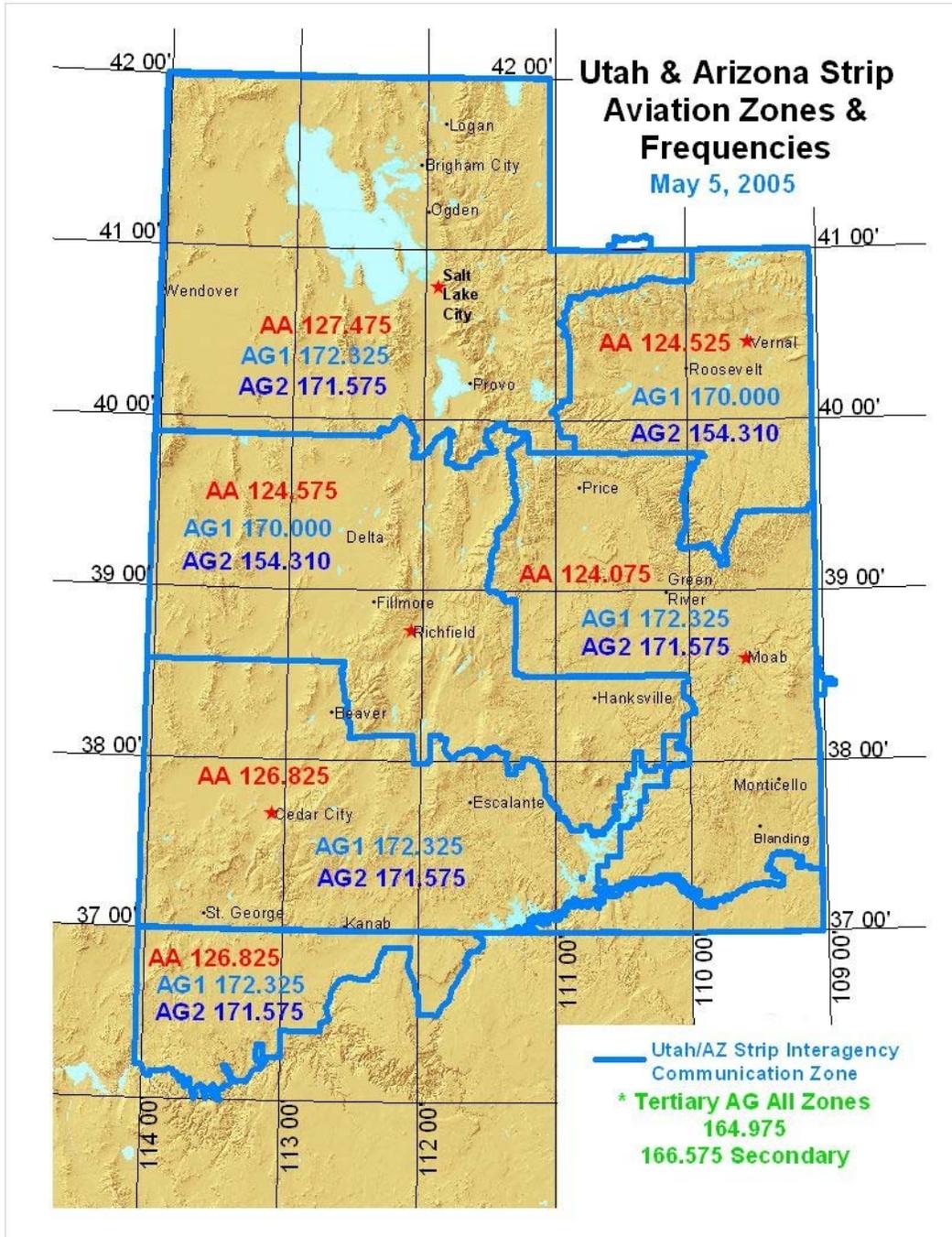


## FIRE PHONE LIST

FIRE MANAGEMENT		Pager	Work	Home	Cellular	Days Off
<b>STATE (3A80)</b>	Bill Zanotti, SE UT Manager	800-612-6390	259-3766	259-6753	260-9016	Sat/Sun
<b>STATE (3A702)</b>	Fred Johnson, SANPETE WARDEN	800-902-5695	835-2117		851-1546	
<b>NPS</b>	Fire Coordinator	via GCSO	719-2132			Sat/Sun
<b>USFS</b>	Vacant, Forest FMO MLF-SO		636-3502	613-1520	650-4795	Sat/Sun
<b>USFS</b>	Brandon Hoffman, NZ FMO		636-3594	748-5328	650-4797	Sat/Sun
<b>USFS</b>	Joe Arnold, ADFMO, NZ AFMO		636-3317	283-4381	650-4794	Sat/Sun
<b>USFS</b>	Mickey Smith-Kause, SZ FMO		636-3369	719-2016	260-2086	Sat/Sun
<b>USFS</b>	Brian Mattox, SZ AFMO		636-3371	259-6519	260-2089	Thurs/Fri
<b>BLM</b>	Dave Engleman, FMO Moab	146	259-2191	259-7862	259-9669	Sat/Sun
<b>BLM</b>	Leanard Garcia, AFMO, Moab		259-1881	259-4521	259-9667	Fri/Sat
<b>BLM</b>	Ron Pierce, Cache Manager	136	259-1890	259-6665	259-9664	Sat/Sun
<b>BLM</b>	Jackie Stevens, Procurement		259-2104	259-7873	259-9671	Sat/Sun
<b>BLM</b>	Brian Keating, Fuels Specialist		259-2194		259-9691	Sat/Sun
<b>USFS</b>	Brenda Dale, Fuels Specialist		636-3357			Sat/Sun
<b>DISPATCH CENTER</b>	<b>259-1850 FAX: 259-1860</b>	<b>FS</b>	<b>Work</b>	<b>Home</b>	<b>Cellular</b>	<b>Days Off</b>
<b>Center Manager</b>	Cheryl Carpenter	636-3379	259-1851	259-3008	220-1086	Tues/Wed
<b>Asst. Center Mgr.</b>	Vacant	636-3338	259-1852		260-0213	Sun/Mon
USFS Lead Dispatcher	Vacant	636-3337	259-1853	259-2685	260-2122	Thurs/Fri
BLM Lead Dispatcher	Jennifer Jones	636-3541	259-1850		259-9684	
STATE Seasonal			259-1850			
<b>Moab Area Resources</b>		<b>Pager</b>	<b>Work</b>	<b>Home</b>	<b>Cellular</b>	<b>Days Off</b>
<b>Helicopter 6RD Type 3</b>		<b>Helibase 259-4955</b>		<b>259-4957</b>		
<b>Truck Cell - 259-9635</b>		<b>Fax: 259-4956</b>				
Helicopter Manager	Mike Worthington	165	259-1883	259-0217	259-9632	Fri/Sat
Asst. Helicopter Mgr.	John Shaffer	135	259-1882		259-9627	Mon./Tues.
Lead Crew Member	Vacant	125	259-1888	259-6979	259-9711	
Crew Member		185	259-1880	259-6330	260-1908	Fri/Sat
Crew Member		195	"	259-6330	260-1908	Fri/Sat
Crew Member		175	"			Wed/Thurs
Crew Member		145	"	NA	NA	Mon/Tues
Crew Member		115	259-1880		210-0043	Mon/Tues
Crew Member		105	"	NA	260-8706	Wed/Thurs
<b>BLM Water Tender 216</b>		<b>Ops Center 259-1880</b>				
Foreman	Sean McArthur	164	259-1889	259-6979	259-	Sat/Sun
Assistant	Vacant		"	259-4233		
<b>BLM Engine 413 FAX 259-1895</b>		<b>Ops Center 259-1880</b>		133		
Foreman	Terry Tilford	143	259-1885		259-9645	Fri/Sat
Assistant Foreman	Don Wilson	153	259-1886	259-0403	259-9701	"
Crew Member		173	"			"
Crew Member		163	"			"
Crew Member		193	"			"
<b>BLM Engine 414 FAX 259-1895</b>		<b>Ops Center 259-1880</b>		188		
Foreman	Clark Maughan	128	259-1884	259-2685	259-9647	Mon/Tues
Assistant Foreman	Sean Depp	138	259-1887	259-6979	881-4219	"
Crew Member		148	259-1880	259-	801-910-4418	"
Crew Member		158	"	259-8545	259-9700	"

<b>FS Engine 1041 Hanger 259-0455</b>	<b>Ops Center 259-1880</b>	FS Ch. 1	259-7155			
Foreman	Mike Dyke		636-3355	259-6538	260-8301	<b>Wed/Thurs</b>
Assistant Foreman	Josh Relph		636-3377	259-5463		"
Crew Member			636-3028	259-2951	260-2853	"
Crew Member		107	"	259-2947	NA	"
Crew Member			"	259-8395	260-8173	"
<b>Grand/San Juan County Fire Warden</b>						
3A802	<i>Matt Strong</i>	196				<b>Fri/Sat</b>
AD-STATE						<b>Fri/Sat</b>

# UTAH FREQUENCIES



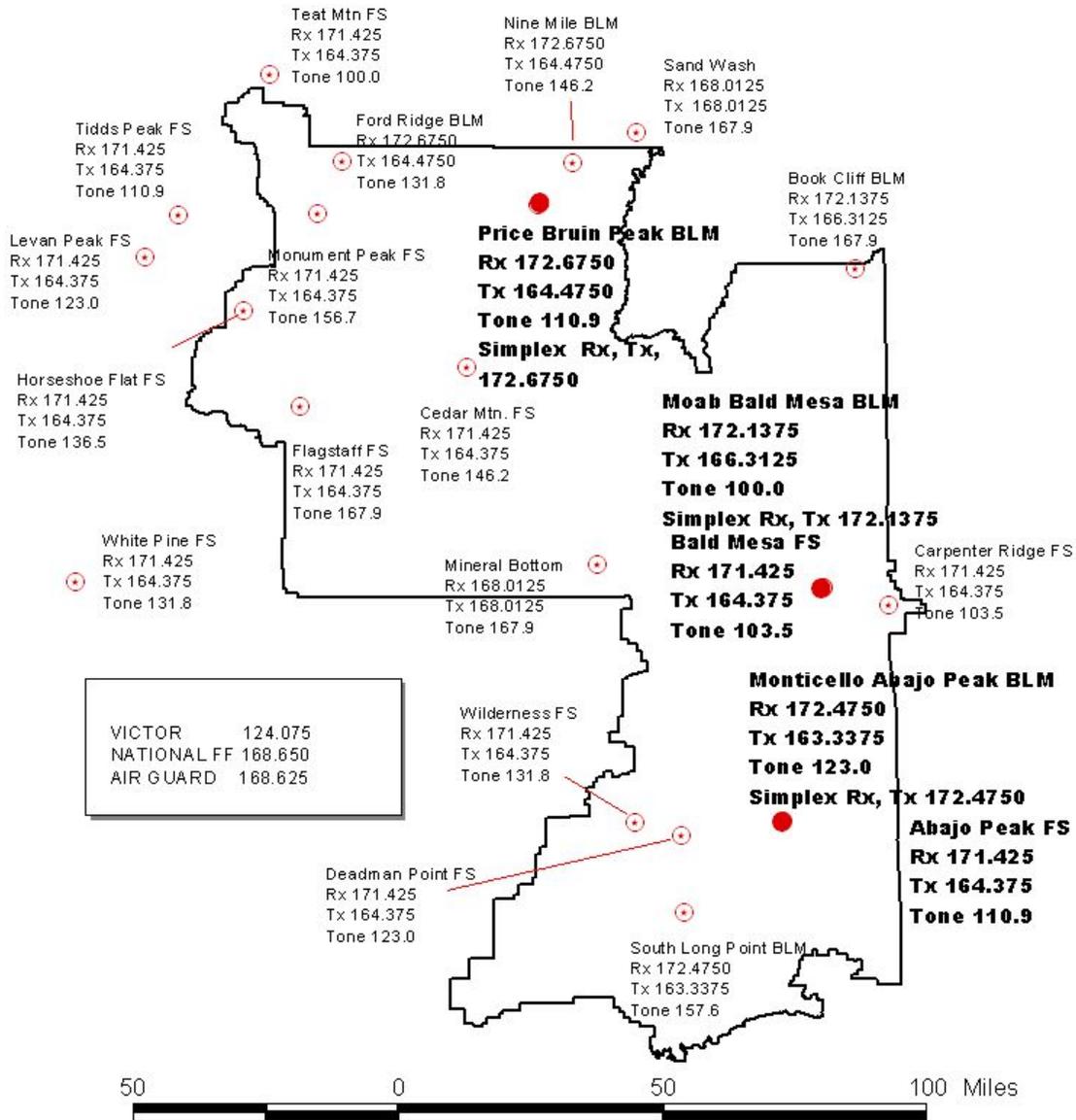
Moab District Victor Frequency 124.075

**MOAB INTERAGENCY FIRE CENTER  
Radio Site Locations**

**Phone 435-259-1850  
Fax 435-259-1860**



- MIFC Boundary
- Radio Site Locations
- Main Repeaters



**Moab Interagency Fire Zone Standard Channels  
BLM Zone 8 Fire Command/ USFS Group 2 H/S  
Zone**

Ch	Receive	Transmit	Tone	Name
06	166.2375	166.2375	Simplex	TAC 1
07	172.325	172.325	Simplex	Air/Ground 1
08	166.9625	166.9625	Simplex	TAC 2
09	171.575	171.575	Simplex	Air/Ground 2
10	154.280	154.280	Simplex	St Fire Marshall
11	170.500	170.500	Simplex	TAC 7
12	163.100	163.100	Simplex	Wide Area
13	168.350	168.350	Simplex	Common Use

**Moab  
Interagency  
Fire  
Center**



*Fire Zone Frequencies*

**Manti-La Sal National Forest Frequencies  
Group 2 North / South Zone Channels**

Ch	Receive	Transmit	Tone	Name
01	171.425	171.425	Simplex	Manti 1
02	171.425	164.375	By Rpt	Manti RP1
03	172.675	172.675	Simplex	BLM Price
04	172.1375	172.1375	Simplex	BLM Moab
05	172.475	172.475	Simplex	BLM Monticello
06-13	See MIFC Fire Zone Standard Channels			
14	166.325	166.325	Simplex	SEU NPS
15	169.875	164.9375	146.2	NZ FS Fire RPT
16	169.875	164.9375	110.9	SZ FS Fire RPT

**Group 5 BLM Repeater Group**

Ch	Receive	Transmit	Tone	Name
01	171.425	171.425	Simplex	Manti 1
02	171.425	164.375	By Rpt	Manti RP1
03	172.675	164.475	110.9	BLM Price/ Bruin
04	172.1375	166.3125	100.0	BLM Moab/ Bald
05	172.475	163.3375	123.0	BLM Mont/Abajo
06-13	See MIFC Fire Zone Standard Channels			
14	166.325	166.325	Simplex	SEU NPS
15	169.875	164.9375	146.2	NZ FS Fire RPT
16	169.875	164.9375	110.9	SZ FS Fire RPT

**Manti-La Sal National Forest Tones**

Tone Freq	South Zone	North Zone	
01	110.9	Abajo	Tidde
02	123.0	Deadman	Levan
03	131.8	Wilderness	White Pine
04	136.5	Carpenter	Horseshoe
05	146.2	-----	Cedar Mt
06	156.7	-----	Monument Pk
07	167.9	-----	Flagstaff
08	103.5	Bald Mesa	-----
09	100.0	-----	Teat

**BIA Frequencies**

Receive	Transmit	Tone	Name
172.725	172.725		Navajo
172.450	172.450	103.5	Ute Mountain
172.450	170.100	103.5	Ute Hermano Pk
167.025	167.025		Uintah/Duray
167.025	164.775	103.5	Uintah/Duray Rpt

**BLM Frequencies**

**Zone 8 Fire Command**

Ch	Receive	Transmit	Tone	Name
01	172.675	172.675	Simplex	Price
02	172.1375	172.1375	Simplex	Moab
03	172.475	172.475	Simplex	Monticello
04	172.475	163.3375	157.6	S. Long Pt
05	171.425	171.425	Simplex	Manti NF
06-13	See MIFC Fire Zone Standard Channels			
14	172.1375	166.3125	167.9	Bookcliff Rpt
15	168.775	164.9125		SOA RPT 1
16	172.1375	166.3125		SOA RPT 2

**Zone 9 Repeaters**

Ch	Receive	Transmit	Tone	Name
01	172.6750	164.4750	110.9	Price Rpt/Bruin
02	172.1375	166.3125	100.0	Moab Rpt/Bald
03	172.4750	163.3375	123.0	Mont Rpt/Abajo
04	166.325	166.325	123.0	Cyn/Arch
05	172.675	164.475	131.8	Ford Ridge
06	172.675	164.475	146.2	Nine Mile
07	168.0125	168.0125	167.9	Minri/Swash
08	172.625	168.475	131.8	Divide (Vernal)
09	171.425	164.375	110.9	Manti T1
10	171.425	164.375	123.0	Manti T2
11	171.425	164.375	131.8	Manti T3
12	171.425	164.375	136.5	Manti T4
13	171.425	164.375	146.2	Manti T5
14	171.425	164.375	156.7	Manti T6
15	171.425	164.375	167.9	Manti T7
16	171.425	164.375	103.5	Manti T8

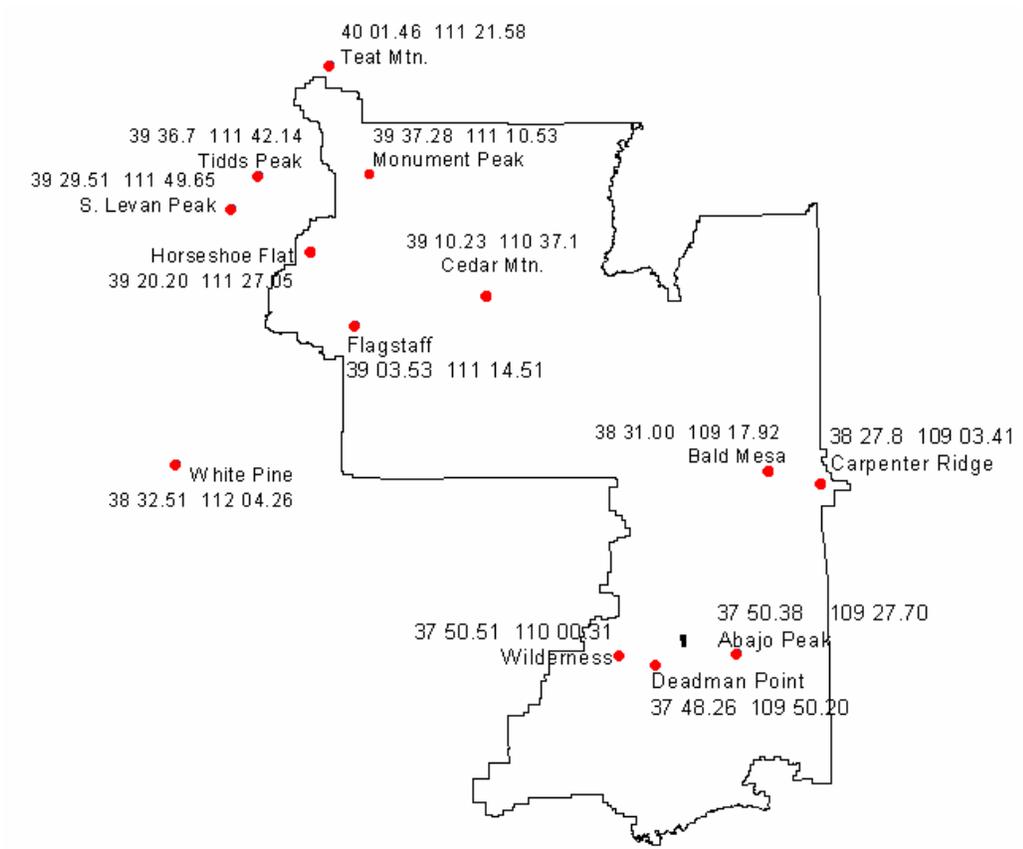
**Aircraft Frequencies**

	Receive	Transmit
Air Guard	168.625	168.625
National FF	168.650	168.650
Victor	124.075	124.075

**SEUG HPS Frequencies**

Receive	Transmit	Tone	Name
166.325	166.325		Simplex (SEUG)
166.325	166.925	123.0	Grandview
166.325	166.925	141.3	Mosback
166.325	166.925	167.9	Abajo
172.600	172.600		Local
172.600	171.700		Bald Mesa Rpt

## USFS Repeater Locations



# FLIGHT HAZARD MAPS

