



**Serving the Colorado  
SAR Community  
since 1966**

**October—November 2007**

# NEWSLETTER

<http://www.coloradosarboard.org/>

**Colorado Search and Rescue**

PMB 424, 7645 North Union Blvd., Colorado Springs, CO 80920

### *Special Points Of Interest*

- Colorado SAR Day
- Training,
- SARCON 08

### *November CSRB Meeting*

*11/03/07*

### *Alpine Rescue Team “Shack”*

**General Membership Meeting starts at 1200**

**SARCON Coordinator Meeting at 0900**

**The next CSRB  
meeting is Nov  
3rd - Alpine  
Rescue Shack in  
Evergreen at  
1200 hrs.**



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### **COLORADO SAR DAY/WEEK PROPOSAL**

Routt County Search and Rescue is in the process of proposing a governmental declaration for a Colorado Search and Rescue Day/Week. We have the contacts to make this happen and are willing to take on the majority of the work, but in order for this to be successful and effective, the support of the CSRB and individual teams is necessary.

We are looking at next spring – either in April or May 2008 – for the inaugural event. This should coincide with what is traditionally a quiet time for many SAR teams and a time when teams do a fair amount of children’s education programs in preparation for summer.

The purpose of this proposal is three fold:

To recognize the thousands of hours put in to life-saving efforts and training every year by TRUE volunteers – the hundreds of members of our state’s SAR teams.

To create an opportunity to pass on information about several important SAR messages and programs that are frequently misrepresented and/or misunderstood by the media and general public. We need to be proactive in the promotion of a.) not charging for rescue, b.) the SAR Fund/CORSAR card and c.) our experience and expertise.

To reach more children and families and to better educate them in aspects of wilderness safety – how not to get lost, what to do if lost, how to be prepared before venturing out, etc.

Please keep this in mind as your team plans its activities/training for next spring.

As soon as we know the date(s), we will pass it on through CSRB.

*Dawn Alperti.*

# News, Notes, and Stuff...

The Denver Regional Council of Governments and Grant Writing USA invite you to attend a grant writing workshop in Denver, CO, December 6-7, 2007.

Grant Writing USA has helped thousands of government agencies, nonprofit organizations and educational institutions achieve grants success. Given the opportunity I'm confident we can do the same for you.

Checks, cards, and purchase orders are welcome. Multi-enrollment discounts are available. For more information including venue location, tuition, graduate testimonials and online enrollment, please visit us at:

<http://GrantWritingUSA.com>

Thank you kindly,

Rod Helm  
President  
Grant Writing USA

PS. Prefer to speak with a live person? Cathy will be happy to assist.

Cathy Rittenhouse  
Grant Writing USA  
Customer Care  
800.814.8191  
[cathy@grantwritingusa.com](mailto:cathy@grantwritingusa.com)

<http://GrantWritingUSA.com>

## Incident Command System Forms, Plans and Position Checklists One Day Workshop FREE!

Friday, November 9, 2007  
8:00 am - 4:00 PM  
Kinsco, LLC  
1530 Skyway Drive  
Longmont, CO 80504

This one day workshop allows participants to work through a single custom all hazards scenario, which is based on the attendees professional affiliations and the official national training scenarios. The workshop immerses the participants in the process of using, communicating and understanding the ICS forms, plans and position checklists. This course is based on and builds on the concepts of NIMS and the new all hazard curriculum and is instructed by Colorado's most active group of Lead ICS / 449 qualified instructors. Although referred to as a workshop the day is focused on the concepts of scenario based training as a building block to handling real world events. **ICS-100 and ICS-200 are prerequisites for this course.**

Previous participants have ranged from military installation commanders to public health leaders and some of the most progressive first responder leaders from Colorado's largest municipalities.

**Directions:** Kinsco, LLC is located in the Vista Commercial Center east of Longmont off of Colorado State Highway 119. >From Colorado State Highway 119 turn south on to County Road 3.5, then turn east on to Skyway Drive.

### Registration

Register on-line at [www.bnice.org](http://www.bnice.org).

Please register at least one week prior to the course date.

Please note that lunch is **not** included.

### Instructor

**Todd Manns, Certified PSC III**  
Emergency Management Coordinator  
Berthoud Fire Protection District  
Berthoud, Colorado

**YOUR  
2007  
CSR  
BOARD**

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Mike	McDonald	<a href="mailto:mgsar@comcast.net">mgsar@comcast.net</a>	D
Ian	Vowles	<a href="mailto:Ian@modric.net">Ian@modric.net</a>	D

## CSRB Meeting Minutes

01 Sept 2007

### Alpine Rescue

#### Teams represented:

Alpine Rescue Team, Douglas County SAR, Vail Mountain Rescue Group, Larimer County SAR, Garfield County SAR, Rocky Mountain Trackers, Mesa County Sheriffs Dept., Mountain Rescue Aspen, Rocky Mountain Rescue Group, Routt County SAR, Arapahoe Rescue Patrol, Civil Air Patrol, Summit County Rescue Group

#### Resource updates:

SAR Dogs – No comments

State Coordinators – No comments

Other Groups:

Follow up from Arapahoe Rescue Patrol regarding “Adult Leadership” which was in news letter.

Rocky Mountain Trackers, updated list of Trackers will be put up on web site. Dave Hake gave a brief update on what resources are available and what the levels are.

George Janson gave a brief report on a group out of Larimer County called Four Directions Search and Recovery. Don Davis was told about this group via LCES and it appears to be a spin off of a 4x4 club.

**Standards, ASTM** – No comments

**State Resource Mobilization Working Group** – Mike McDonald.—Matt Caldwell left the State and no new appointee has been named to fill his position, so work on this has slowed.

**Colorado IMT Credentialing Committee** – Mike McDonald—Concern has been expressed from the State regarding the CSRB Type III team resource standards, they do not want to have standards which seem to be in conflict with the State Type III standards. Additionally the state is now requiring S-320 to be state qualified. Howard Paul will contact committee to explain our intent.

Mike McDonald has been named as the Standards Unit Review Manager for NASAR, his position will be to act as the rep to ASTM from NASAR as well as review and help promote NASAR standards.

#### Training Report:

SARMA – Per Ian’s e-mail we should break even or make a little bit of money on this years Academy. Search Management Systems was the most attended along with MLSO as number 2. Ian is asking for volunteers for next years SARCON committee. Howard asks that teams approach individuals to get them involved.

MLSO – Leonard Ginther. There will be an MLSO class in El Paso this fall, additionally Alpine Rescue is hosting a I-300 class as well. For this spring Alpine is looking at hosting an MLSO class, need one in the fall of 2008 preferably in the South West part of the State.

Discussion of the need for a SAR Tech evaluator in Colorado. The idea being that CSRB could start offering SarTech evaluations as part of SARMA/SARCON.

Douglas County SAR is trying to negotiate a Plans Section Chief course. This would be a three day course in Highlands Ranch and they are looking at the beginning of November.

**MRA Report**—LCSAR has their retest on September 29th, they will be using the new evaluation guidelines.

**NASAR Report** - Howard Paul—States he believes that it is important to have a NASAR conference liaison. He is trying to get El Paso to submit a name or two for this position. Leonard volunteered to help at least from the training perspective however, that still leaves one more to get.

**SAR Fund** – Bruce Fosdick—DOLA money has been sent out, money should be with the local counties SO.

**PR/External Affairs** – Howard Paul—EMS/SAR Volunteer Pensions: Based upon recruitment issues with volunteer programs EMSAC has been looking to alleviate the problem possibly with a pension plan similar to the State Fire Fighters. They are looking at the Statute modifications and are also possibly looking to include SAR. There was quite a bit of discussion about this namely centering on who pays into the fund.

Who Should Respond Position Paper – Howard Paul—Howard Paul has created a straw man paper which was handed out. It needs work on the introduction to need. During the paper review he feels that it is necessary to get people to comment and take a stance on the paper. Bruce Fosdick stated that we need to make sure that the paper is good with CSOC. A side discussion of this was to see if Loui McCurley can do a presentation on Risk Assessment at the January CSOC. Bruce wants us to pursue pro active means of education and to make sure that it is a positive assessment approach.

Communications and SAHAC – Joe Ben Slivka—Reviewed the templates which are out there for narrow band and asks that anyone still needing either permissions on the CSRB DTR talk group or access to the VHF channels contact him to get a letter. Additionally he noted that many teams are operating without a valid license and that as we approach some of the Narrow band mandates this is only going to become more critical. SAHAC has been operating a bit slowly and as of this time has been suspended till the new DOLA director can come up to speed.

CSRB Survey of SAR Teams – Howard Paul—Stated that 20 teams in the state could not be contacted at all (there are 56 total teams). In addition of the 38 teams which had surveys sent to them only 6 have been sent back. There was some discussion on whether a team could submit a partial survey and what the data would be used for. The answer is yes they could submit one partially filled out and that it would be used to help quantify how much work is done by volunteer SAR in Colorado.

**November Meeting**—Should the meeting be held in conjunction with ITRS in Denver? After some discussion it was decided that if someone was attending ITRS they probably wouldn’t step out for CSRB and that leaving it in place at Alpine was the best.

A request was made to send a letter of condolence to Wyoming Civil Air Patrol for the loss of their SAR pilots.

#### Lesson Learned:

Summit, some discussion of radio communication with HAATS birds some of which are not equipped for VHF FM air to ground communication.

CAP - Only lesson is that you can go out after the same plane three different times up on Whiskey Pass.

ARP – Thanks to every one for the fiftieth anniversary of their team.

Garfield – Note that even a simple mission can turn into a major health issues, always make sure that your people are checked out even if they have just a simple injury.

Vail, DCSAR,RMR, Mesa, Larimer – No lessons learned

Submitted,

/s/ JB Slivka, CSRB VP

*Respectfully Submitted*

*Dan Remsburg*

*CSRB Secretary*

## Thanks re: Col. Gary Lorenz Search in Fremont County

*I just received this from Beau Crosy, a friend of Gary and Sandee Lorenz. I wanted to pass it on and then thought, this should probably go out ... in appreciation that everyone does to help in time of need.*

*Chaplain Gordon Rourk, COWG-DDRA  
U.S. Civil Air Patrol, U.S. Air Force Auxiliary*

Thank you for searching for my friend, Gary.

What a blessing you have to be involved with the CAP. May the Lord be with you and yours.

I would like to draft a note of thanks to all the 200 plus folks who helped in the search. Yours was one of the few names I jotted down. If you don't mind one more small favor - Please pass this message of thanks to anybody else that you know who helped in the search for Colonel Lorenz.

I am a volunteer Fire Fighter/Rescue here in Woodway, Texas where I live. In the search for Gary I was both 'Waiting there helpless for someone to do something' and also walking through my piece of the grid that Jane's Chaco said to look. I didn't expect to be thanked. It isn't why I, we do it. I, you wanted to find

my friend, that's all. We weren't looking for thanks we were looking for Gary Lorenz.

One of the things we teach in our Fire Academy is that whenever there's a fire; someone is having a really bad day. One of the reasons this must be emphasized is that it is a real rush to run code in a 30,000 pound fire truck. Or to be walking in your breathtaking Colorado Rocky Mountains with the air crisp and the aspens turning to molten gold. It is hard to remember the "Bad day" part. Until you roll on a fire where despite your best effort a neighbor's house and cherished memories are just a pile of ash, or do the recovery of a friend..... this is not a good day. A dear friend I serve with here in Woodway explained what a good day is. The way he defines it, a good day does not depend on the outcome. He put it simply, as long as everyone who showed up (*At the fire, the car wreck or the search*) goes home it's a good day.' What this means is to not let the outcome affect the fact that we serve - and that by itself is good. Any day We get to serve is a good day. We will be needed again.

Gary and Sandee are dear, dear and long term friends of mine; and during this very bad day I am on the receiving end of your effort to find my friend and deeply grateful. Thank you.

Blessings

PaBeau

### **NIMS Basic Guidance for Public Information Officers (PIOs)**

This document, currently in draft form, provides fundamental guidance for any person or group delegated PIO responsibilities during an incident or event where informing the public is necessary. It contains the NIMS Incident Command System (ICS) approach to managing the Joint Information System (JIS) during response operations as well as information management during non-crisis events. The document also addresses actions for preparedness, disaster/emergency response, Joint Information Centers (JICs), incident recovery, and federal public information support.

The draft document can be downloaded at  
<http://www.fema.gov/library/viewRecord.do?id=2937>

### **New Professional Organization for Women in Emergency Management**

EMPOWER (Emergency Management Professional Organization for Women's Enrichment) was created to build a platform where professionals can come together to share experiences, build skills, and expand and deepen industry knowledge. EMPOWER helps facilitate the advancement and enrichment of women in emergency management through networking, mentoring and promoting educational opportunities in the field.

<http://www.empower-women.com/mc/page.do>

## SARCON 08

Please note for your schedules - the dates for SARCON 08 have been set! [www.sarcon.org](http://www.sarcon.org)

Although still the fall/winter of 07, we have been very fortunate in having top instructors already sign up. To these folks we owe much gratitude, they invest a lot of their time and resources to help us bring world class instruction to our fellow SAR members - in 08 we will try and find some really nice shirts for them!

As with any large event, the behind the scenes volunteers are critical to success - we are now recruiting!!

Specifically the following are presently being sought:

**Assistant Coordinator, Deputy Director** - this position will assist the coordinator and is a trainee position for taking the full helm of the Academy in 09 (the rewards are many - call me for explanations!! <VBG>) in addition to being on site IC when coordinator is off site or out of service!

**Housing officer**—responsible for all accommodation issues, including room allocations, facility maintenance issues and liaison with WSC for corrective measures.

**Education facilities officer**—responsible for all education facilities, equipment and support that instructors may require.

We also have vacancy for official photographer and news gatherer. (Dan will be editing newsletter and supervising production)

As always, the principle of putting our teams and their members first will prevail - SARCON 08 will be a "Value for Money" event - and great effort will be made to keep all costs to the minimum to permit the widest number of our Search & Rescue colleagues to attend.

To all who attended in 06 - thank you, we truly had a great event, we hope you will return and bring more of your associates in 08!!

Suggestions and volunteers to me please!

Ian Vowles, CSRB Director.

**SARCON 08** Coordinator,  
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Colorado 81147

Tel : 970-731-4062

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Email: [Ian@modric.net](mailto:Ian@modric.net)

[www.sarcon.org](http://www.sarcon.org)

### PLB or Not PLB? The TracMe Beacon Saga Continues

The latest episode in the TracMe saga is described on a SAR-related blog (go to the links below). The critical piece of the story about the TracMe beacon that SAR practitioners should know: TracMe is a device that functions on a radio frequency that rescuers can home in on *IF* they have the correct direction finding (DF) equipment. It does NOT send signals to SARSAT satellites, which then do two things: send a distress alert and give your location to search and rescue operations. The company TracMe upholds its right to use the term PLB to describe the product in its marketing, even though they have been advised by numerous members of SAR organizations, the Coast Guard and the Air Force RCC, and others that doing so is misleading. It has the potential to lead to loss of lives due to consumer confusion and misguided expectations.

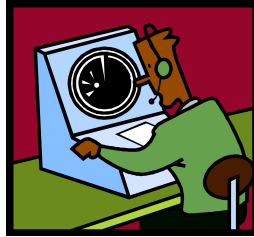
To follow the story through the Equipped to Survive blog: <http://www.equipped.org/blog/?p=71>

For the more information on how TracMe is not a PLB: <http://www.equipped.org/blog/?p=65>

## Civil Air Patrol

### Missing Medical Flight

On Friday, Oct 11<sup>th</sup>, A Lifeguard King Air made by Beechcraft was carrying a pilot, paramedic and a flight nurse. They were enroute from Chinle, AZ to Alamosa, CO to pick up a patient. They left Chinle with no reported problems. While enroute, they called the company base in Blanding and reported Ops Normal. They were flying under Visual Flight Rules (VFR) with Air Traffic Control (ATC) tracking them. This service typically gives the pilot information about other aircraft encountered but does not provide terrain separation. The weather was partly cloudy and high winds along the route. The pilot made an inquiry to ATC about the terrain in the area, then he disappeared off radar and crashed into very rough terrain at 2317 that night. There was no moon.



Civil Air Patrol was notified at 0200 of a overdue aircraft. Since there was an ambulance was waiting at the Alamosa airport, and overdue report was started earlier by them with the Colorado State Patrol. CSP had notified Conejos and Rio Grande Counties of a possible crash. Conejos County Sheriff requested Flight for Life from Pueblo to assist with the search. FFL was in the search area for about 3 hours but were unable to find the crash due to high winds and heavy fog.



Civil Air Patrol analyzed the radar track by 0730 and found the plane went down near Banded Peaks in Archuleta County. At that time, CAP requested 2 – HH60 Blackhawk helicopters. Within an hour, Colorado Air National Guard had one HH60 ready at Buckley. At the same time, Kirtland AFB had 2 HH60s, 1 V22 Osprey (tilt rotor) and one C130p ready to go. The C130 had FLIR, aerial refueling capabilities and trained PJs on board that could jump into the site if needed. I briefed and released the Kirtland crews at 0915. The ANG HH60 was on standby if needed. The Osprey was in the air by 10:30 enroute

to the search area. They all had maps with radar tracks we e-mailed down to them that showed the course and the Last Known Point (LKP). The Banded Peaks Ranch has a large open pasture that was to be used as an LZ and staging. The SO ground teams met and coordinated there as well.

A medical plan was put together for in case they found survivors. 2 civilian medical helicopters were called in to stay at the LZ for staging. If the Blackhawk crew found a survivor, they were to be taken down to the LZ.

The V22 found the crash at 11,900 feet around 1330. There was no ELT. The weather was still foggy. The radioed the location to the Blackhawks who were low on fuel at this point. After refueling, they went down and landed near the crash site. They gathered some remains, determined the crash was not survivable. Getting low on fuel again, they left with what they



had and went to the Alamosa airport to get fuel, drop off the remains and await further instructions. Once at the airport, we had sent the Alamosa County Coroner out to the airport to take the remains. The pilots called to IC to discuss future plans. It was decided there was no other possibilities of anyone surviving the crash and that there were 2 medical helicopter on scene if needed to move people or remains from off the mountain, so our protocol is to pullout the federal resources. Military does not allow helicopters and other resources to be used for recovering bodies.

Unfortunately all 3 on board perished immediately in the crash. Everyone worked well together given the lack of information early on, weather, many different jurisdictions involved. Flight for Life from Pueblo stayed on scene the rest of the afternoon to assist the Archuleta Sheriff and Archuleta Coroner in retrieving the rest of the remains. NTSB is investigating the cause of the crash.

Mark Young, 1st Lt

Director of Emergency Services

Colorado Wing Civil Air Patrol

## Important Issue to Discuss at 11/3/07 CSRB Mtg

Please be aware of this, another regulatory issue, that will be on the agenda for 11-3-2007 CSRB meeting.

A problem has arisen that could affect the ability to use non-military non-aeromedical helicopters to "move patients" from an evac site to medical care at an ambulance or a medical helo. The path is a twisted, but not too long, one so here-with the story.

With support of Colorado air ambulance services and EMS agencies, the legislature passed a bill in 2005 to require licensing of all air ambulances transporting patients within, into or out of Colorado. (CRS is 215-3.5-307, below)

The original rules adopted to carry out the law which took a very, very long time to draft, stated "Upon the effective date of these rules, no person, agency, or entity, private or public, shall transport a sick or injured person by aircraft from any point within Colorado, to any point within or outside Colorado unless that person, agency, or entity holds a valid air ambulance service license to do so that has been issued by the department, except as provided in subsection 13.4 of these rules."

But the rules also included this very well-written exemption for SAR (and the definition of rescue -- CRS 25-3.5-103 -- are part of these rules): "Aircraft based inside or outside of Colorado that are used by rescue units for extrication of patients to an appropriate location are exempt from these rules. Aircraft used in this capacity must only be used to transport patients to a location where an appropriately licensed air or ground ambulance service may assume care."

The original rules also required license applicants to meet the widely-accepted national standards of CAMTS, the Commission on Accreditation of Medical Transport Services (<http://www.camts.org>).

However, upon review by the office of Legislative legal Services in 2006, which is always done after laws are initially passed, LLS told the health department that their rules could not require CAMTS, because it was not in the law. Only an amendment to the law could allow use of that national standard. So the plan was made to ask for that amendment, which passed last winter (2007).

In the meantime, the state EMS office received some requests for permission to fly patients, from non-licensed air operators that offer charity flights (i.e., volunteer orgs that fly a patient to another state for non-emergency medical treatment). The EMS office had no authority to do so, so it was decided that the rules needed a way to allow that exception (also agreed to by all that it was most reasonable to allow such). The amending bill of 2007 included language to allow the EMS office to do this, under "exigent circumstances."

Now here comes the rub: the law now states that exceptions can only be granted under "exigent circumstances" so the blanket exception for "Aircraft ... that are used by rescue units" now comes under the "Exigent Circumstances" portion, which now requires permission from the EMS office. (lines 28-30, page 3 of the draft rules, also on CSRB web site).

Effectively, any non-air ambulance, non-military (which state law does not govern) helo is now prohibited to move a patient, including private contract helos and news media helos. Admittedly, it is infrequent that this occurs, but it does occur and could place liability on that helo operator in a situation of legal recourse we cannot now foresee.

I raised the issue at the SEMTAC (State Emergency Medical and Trauma Advisory Council) meeting last week at which the rules were up for final adoption and referral to the Board of Health. The EMS office said they "might" be able to fix this by "policy" but that would also be subject to legal review. They adopted the rules, but did vote as a body to send this portion back to the Air transport sub-committee for further work.

In passing I was told by those in authority "the EMS office would never deny permission if it was asked for after the fact." But as we know, such things not on paper can come back to bit you in the a\_\_.

I do not know what language could be changed in the rules to fix this. One option, the most difficult, is to ask for the law to be amended yet again (not well received at the Capitol). Could a blanket "exigent circumstances" be written in, and would it still fall under "upon request" permission? One person suggested

that we submit a claim that the scope of the law should not and does not include situations in which we operate.

So, discussion at 11-3-2007 CSRB meeting.

25-3.5-307. Licensure of fixed-wing and rotor-wing air ambulances - cash fund created - rules.\*

### Statute text

(1) (a) Except as provided in paragraph (b) of this subsection (1), prior to beginning air ambulance operations in this state, all fixed-wing and rotor-wing air ambulance services shall be licensed by the department. Successful completion of an accreditation process as established and updated by the commission on accreditation of medical transport systems ("CAMTS") or a successor organization is required for full licensure and renewal of such license by the department for all fixed-wing and rotor-wing air ambulance services. The department may issue a conditional license to an air ambulance service that has not completed CAMTS accreditation if the service is actively working toward CAMTS accreditation. An air ambulance service that receives a conditional license shall complete its CAMTS accreditation within two years after issuance of the conditional license. If an air ambulance service to which a conditional license has been issued fails to complete the CAMTS accreditation process within two years after issuance of the initial conditional license, the conditional license shall be revoked, and the air ambulance service shall not be issued any type of license until it successfully completes the CAMTS accreditation process.

(b) Upon a showing of exigent circumstances, as defined by the board, the department may authorize an unlicensed air ambulance service to provide a particular transport.

(c) The board shall promulgate rules specifying additional licensure requirements, establishing a reasonable fee for licensure, defining exigent circumstances for purposes of the exception in paragraph (b) of this subsection (1), and specifying the procedure and grounds for the suspension, revocation, or denial of a license. Such rules shall include the process used to investigate complaints against an air ambulance service and procedures for data collection and reporting to the department by an air ambulance service; except that complaints that are related to the requirements of CAMTS or a successor organization shall be referred to CAMTS or such successor organization for investigation. The department shall consider the results of such investigations in making licensure decisions concerning air ambulance services.

(2) (a) The board shall establish the amount of the licensure fee to reflect the direct and indirect costs incurred by the department in implementing such licensure. The department shall transmit all fees collected pursuant to this section to the state treasurer who shall credit the same to the fixed-wing and rotary-wing ambulances cash fund, which fund is hereby created in the state treasury.

(b) Any interest derived from the deposit and investment of moneys in the fixed-wing and rotary-wing ambulances cash fund shall be credited to such fund. Any unexpended or unencumbered moneys remaining in such fund at the end of any fiscal year shall remain in the fund and shall not revert or be transferred to the general fund or any other fund of the state. Moneys in such fund shall be subject to annual appropriation by the general assembly to the department for the costs incurred by the department in implementing this section.

### History

\*Source:\* \*L. 2002:\* Entire section added, p. 697, § 2, effective May 29. \*L. 2005:\* (1) amended, p. 1331, § 2, effective July 1. \*L. 2007:\* (1) amended, p. 380, § 1, effective April 2.



PMB 424, 7645 North Union Blvd  
Colorado aSprings, CO 80920

**Upcoming Calendar of Events**

CSRB General Meeting	11/3/07	Alpine
CSRB General Meeting	01/04/07	TBD

*Remember to send newsletter articles to: "n0vsx@msn.com". Mail to: Dan Remsburg, 1913 County Road 782, Woodland Park, CO 80863. Do you have a great SAR photo? Any photos submitted can be scanned and returned.*