

TEXAS FOREST SERVICE
FY 2009

TFS SINGLE ENGINE AIRTANKER
OPERATING PLAN



TFS SEAT Operating Plan

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I. PURPOSE:

The purpose of this plan is to provide supplemental guidance that will help standardize Single Engine Airtanker (SEAT) operations conducted in Texas. This plan promotes creating an interagency environment that works towards ensuring all agencies utilizing SEATs in Texas focus on conducting safe and effective operations.

II. OBJECTIVES:

- Provide supplemental guidance to SEAT pilots, contract support personnel, dispatchers, aviation staff and fire personnel involved in Single Engine Airtanker (SEAT) operations in Texas.
- Insure communications are open between management at all levels to sustain a proactive environment of cooperation and sharing of personnel and resources with interagency partners.
- Outline and standardized the roles and duties of agency personnel responsible for SEAT operations in Texas.
- Help identify and standardize operational procedures utilized by multiple agencies located in a large geographical area.
- Identify key elements that ensure safe and effective SEAT operations all agencies can agree upon.
- Create a vehicle that allows personnel participating in SEAT operations an avenue to provide feedback, evaluations and recommendations.
- Standardize operational procedures for integrating SEAT aircraft into heavy tanker base operations.
- Create a vehicle that helps disseminate information to all personnel involved in SEAT operations in Texas.
- Establish and standardize four categories of SEAT Bases to be used in Texas.

III. AUTHORITY:

This plan is authorized by the Aviation Management Officer for the Texas Forest Service.

IV. PLAN REVISION:

This plan will be reviewed and updated annually by the Texas Forest Service Aviation Management Officer. It will be distributed to the Regional Fire Coordinators and SEAT Base Managers. A copy will be furnished to all participating Aviation Officer Agencies.

V. TEXAS GEOGRAPHIC BOUNDARIES:

The Southwest Region R-3 is defined as the area that is defined in the Southwest Area Mobilization Guide. The boundary includes the states of Arizona, New Mexico, and Texas and Oklahoma eastward to the 100th meridian. The Southern Region R-8 starts at the 100th meridian and runs east covering all of the states to the Atlantic Ocean.

VI. PARTICIPATING AGENCIES:

The federal and state agencies participating in Texas using this SEAT operating plan are: USDA Forest Service, USDI Bureau of Land Management, USDI National Park Service, USDI Bureau of Indian Affairs, USDI Fish and Wildlife Service, and the Texas Forest Service.

VII. INTRODUCTION:

Texas contains a wide variety of state and federal agencies with different missions, goals and objectives for managing their natural resources. Texas has one of the most diverse environments spanning in fuel types from low grass lands to mixed conifer with significant elevation changes throughout the State. Combining the environmental factors with complex military airspace, border operations, and extended fire seasons, we have all the key components that contribute to a high risk environment with our aviation operations.

It is essential that every effort is made to unite all aspects of aviation planning, execution, and monitoring operational procedures to ensure that we work together to provide an environment that focus on safe, efficient and effective SEAT operations.

VIII. KEY SAFETY COMPONENTS:

Below are components that have been identified as key elements that contribute to safe and effective SEAT operations. Guidelines for these components have been established and agreed upon as standard procedures for operating SEATs in Texas:

- A. Standardized Policy Documents Utilized
- B. Roles and Responsibilities Defined
- C. SEAT Manager / SEAT Coordinator Qualifications Defined
- D. Standardization of SEAT Aircraft Utilized in Texas
- E. Standardized Briefings Given to SEAT Managers
- F. Standardized Information Given for Dispatching SEATs
- G. Standardization of Retardant / Suppressant Materials Utilized
- H. Key Elements Required for Safe and Effective SEAT Base Operations
- I. Standardized Safety Reporting System Utilized
- J. Central Point Established for Information Dissemination
- K. Mechanism Established for a Feedback and Monitoring Loop

COMPONENT A: Standardized Policy Document Utilized by TFS

All SEAT operations, under the operational control of the Texas Forest Service, conducted in Texas will adhere to the guidelines established in the Interagency Single Engine Airtanker Guide (ISOG), and the appropriate contract the SEAT services were obtained under.

The Interagency Single Engine Air Tanker Operational Procedures Handbook is not a policy document. It was designed to help SEAT Managers and agency personnel implement the guidelines identified in the ISOG. It is *recommended* that all agencies use the handbook as a reference or guide for conducting SEAT operations.

Copies of the ISOG, handbook and the required forms can be found on the BLM National SEAT Web site at: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Airops/seat.html>

Individual agencies may have additional policy documents that pertain to SEAT operations. These policies must not conflict with the ISOG and SEAT contract. It is the responsibility of the individual agency to provide additional guidance to the SEAT Managers during their initial briefing.

COMPONENT B: Agency Roles and Responsibilities Defined

Texas Forest Service Aviation Management Officer or Air Operations Branch Director:

All SEAT operations conducted within Texas will be under the direction of the assigned Incident, the Aviation Management Officer or their designee. The Incident Management Team or Aviation Manager is responsible for the following duties:

- Coordinates efforts with dispatch personnel to ensure the correct type of SEAT is ordered within their agency specific requirements.
- Coordinates with the dispatch personnel to order the SEAT Manager and any other miscellaneous overhead that may be needed for the SEAT operation.
- Ensures that all retardant and water supplies are available for conducting SEAT operations.
- Verifies that the SEAT Manager has received an initial briefing for conducting SEAT operations on their unit. The initial briefing must cover the elements outlined in the “Initial Pilot / Manager Briefing” checklist, as required by the Interagency Single Engine Air Tanker Guide (ISOG). (*Appendix A*). The TFS may provide the SEAT Manager with additional briefing elements that are specific to aviation operations.
- Identifies or designates the primary point of contact for the SEAT Manager to interface with on all aspects of their operations.
- Ensures that the SEAT Manager, pilot and support personnel have all the necessary information to conduct or receive a daily briefing.
- Coordinates with the SEAT Manager and dispatch personnel to provide any logistical support identified for the SEAT operation.
- Directly responsible for interfacing with the SEAT Manager, pilot and support personnel on any safety issue or concern that is identified. Responsible for verifying that steps have been taken to resolve and monitor the safety concerns or issues.
- Interfaces with ground personnel to monitor the effectiveness of the SEAT drops. Helps the SEAT pilot and ground personnel work together to enhance the effectiveness or general use of the SEAT to achieve their objects.
- Interfaces with other aviation resource to monitor the interaction of the SEAT operations with aviation operations. Acts as a central point to bring together the aviation resources and help resolve any concerns or problems that may be identified.
- Verifies that the SEAT Manager conducts a close out with the using agency at the end of their assignment.

Aviation Management Officer- Charles “Boo” Walker is responsible for all Texas Forest Service air operations programs. He is the Contracting Officers Representative (COR) on all aircraft contracts, arranges for and assists aircraft and pilot inspectors, maintains contact with the operators, and supervises all air tanker dispatches. He is responsible for the operation and provides guidance for the portable retardant plants located in Texas. He reports directly to the Department Head – Incident Response.

Emergency Response Coordinator- Cynthia Foster is responsible for ordering and tracking, and demobilizing all types of firefighting aircraft for the TFS, obtaining Temporary Flight Restrictions (TFR), receiving flight plans, handles flight following for the western part of the state, and acts as the direct link to the Southern Area Coordination Center (SACC) for the TFS. She reports to the Chief of Fire Operations.

Regional Dispatchers- There are five Regional Dispatch Centers in Texas (Linden, Henderson, Woodville, Conroe, and LaGrange). They handle the scheduling of detection aircraft, dispatching of aircraft assigned to the zone, flight following, and reporting. Regions that do not have full time dispatchers will be assigned a dispatcher on an as needed basis.

TFS Aviation Liaisons- The portable tanker bases will have a local TFS representative designated to coordinate with the Base managers on the operation and logistical support of the base. This person works for the local TFS administrator, but coordinates activities with the Aviation Management Officer. All contact with the FBO should go through these liaisons.

TFS Regional Fire Coordinator- There are 18 RFCs across the state that coordinates fire training and suppression in their Regions. See the map at this link <http://www.tamu.edu/ticc/Images/rfcmap.pdf>

COMPONENT C: SEAT Manager and SEAT Coordinator Qualifications

SEAT Manager (SEMG):

All SEAT Managers and trainees mobilized for Texas will meet the training and experience requirements outlined in the Interagency Single Engine Air Tanker Guide (ISOG).

It is up to the individual agencies to ensure their sponsored SEAT Managers and trainees meet the minimum qualifications outlined in the ISOG. Individual agencies may have additional requirements for the SEAT Managers that they sponsor.

All SEAT Manager and trainees will have a copy of their qualification displayed on their agency's fire and aviation qualification documentation card. The qualification card must be carried with the SEAT Manager at all times.

SEAT Manager duties are described in the ISOG. Additional duties or tasks pertinent to SEAT operations may be identified to the SEAT Manager by the using agency during their initial briefing. Any additional duties or tasks identified must not interfere with their ability to perform the tasks outlined in the ISOG.

SEAT Coordinator (SECO):

All SEAT Coordinators (SECO) and trainees utilized for Texas will meet the training and experience requirements outlined in the ISOG. All SECO's mobilized for Texas will be done in accordance with the procedures outlined in the ISOG. Mobilizing a SECO in to a specific area in Texas should be coordinated between the different agencies located in the targeted area.

The following are some general guidelines that will be used when mobilizing a SECO for a specified area:

- SECOs must receive a full briefing from an established point of contact for their assignment.
- The point of contact designated for the SECO is responsible for ensuring resource tracking is being conducted with the SECO throughout their assignment.
- The SECO will provide a close out interview and written review documenting current findings, and recommendations.

COMPONENT D: Standardized Aircraft Utilized in Texas

SEAT Contracts:

All SEAT aircraft and SEAT pilots will have current Interagency Data Cards in their possession.

SEATs contracted and flown on interagency fires utilize the federal National On Call SEAT Contract or individual federal Variable Term SEAT Contracts.

Both types of contracts are written by the Department of Interior, Aviation Management (DOI-AM)

DOI-AM publishes a SEAT Aircraft Source List available from their web site that displays the approved aircraft listed on the National On Call SEAT Contract. Information about the individual Variable Term Contracts based in the Southwest area can be found in the current Southwest Area Mobilization Guide.

The SEAT Manager must verify the type of contact that is being used and to check the pilot and aircraft data cards. If there are any discrepancies in the cards, the aircraft or pilot will not be used until these issues are resolved.

Due the large land areas that the Texas Forest Service provides protection for, the TFS will only use turbine powered aircraft. The aircraft must have an effective payload of 500 gallons or more.

SEAT contracts will be requested to include a portable mixing/fueling support vehicle for each aircraft or large enough to support two aircraft. The unit allows aircraft to sustain flight operations at remote locations. The contractor provides all safety equipment needed to support SEAT aircraft and its ground crew. The support unit is not optional for this type of contract; it is included in the contract price of the aircraft as a complete SEAT module.

National On Call contracts (NOC) are considered short term contracts used on a call when needed basis. **All NOC aircraft are designated as national resources.** NOC aircraft are normally called for short duration assignments of one week or less. Occasionally when severe fire conditions exist they may be utilized for longer periods when funding is approved.

These contracts do not have an assigned home base; the aircraft will be assigned to a base of operation. All flight costs will originate from this base of operation. These costs will be documented on an AMD 23 pay document showing flight time, per diem, and support equipment service miles. The NOC aircraft source list can be viewed on the NBC/AMD website at www.oas.gov in the Flight Coordinating Center under National On Call contracts.

Costs will be turned into the Regional Fire Coordinator or AOBD daily. If the incident is eligible for FEMA funding assistance more information maybe required.

All AMD 23 forms should list the Texas Forest Service as the User organization. The Billee code for TFS is 94E0 (Nine Four Echo Zero).

COMPONENT E: Standardized Briefing Elements

In order to ensure that SEAT Managers, pilots and support personnel receive consistency and critical information to safely perform their jobs, two types of briefings have been identified and standardized throughout the different regions in Texas:

- **Initial Pilot/Manager Briefing**
- **Daily Briefing**

Initial Pilot/Manager Briefing:

The initial briefing must cover the elements outlined in the “Initial Pilot / Manager Briefing” checklist, as required by the ISOG (*Appendix A*). The using Region may provide the SEAT Manager with additional briefing elements that are specific to their agency or aviation operations.

Daily Briefing:

The using Region must ensure that the SEAT Manager, pilot and support personnel receive a briefing each day. The TFS will provide personnel to conduct a briefing, or supply the SEAT Manager with the necessary information to conduct their own. The minimum elements of the daily briefing must consist of:

- **Daily Intelligence:** (*Review the fire weather, planning levels, situation reports, and updates on the current fire status.*)
- **Airspace Deconfliction:** (*Updates on any new or existing TFR's in the area of operations, and any changes to the aerial hazard map*)
- **Communications:** (*Updates on any changes or additional frequencies*)
- **Operations:** (*Updates on changes with additional aircraft or aviation overhead, and a review on any planned aerial or ground mission that may affect SEATs.*)
- **Safety:** (*Relay any safety messages generated for the fire and aviation operations.*)

COMPONENT F: Standardize Information Given for Dispatching SEATs:

All dispatches for SEAT aircraft will be conducted through the SEAT Manager that has been assigned operational control of the SEAT. Airtanker Base Managers are authorized to oversee SEAT operations, without the presence of the SEAT Manager, while they are assigned to work out of their base. Dispatches can be conducted through the Airtanker Base Manager provided they have coordinated with the assigned SEAT Manager.

SEAT Managers are required by the ISOG to ensure that the pilot receives a complete mission briefing prior to departure. The Aircraft Dispatch Form (NFES #2657) was designed for SEAT operations, and contains all the pertinent information that the SEAT Manager and Airtanker Base Managers will need to conduct their mission briefing. All dispatchers will use this form to help standardize the critical information needed for dispatching the SEAT.

Aircraft operating on fire in Texas will be issued a copy of the aviation communications plan. These frequencies will be published daily in the Aviation Operations Plan.

SEAT dispatches must include the following *minimum* information:

- Fire name and number
- Lat/Long (*degrees, minimum, seconds*) and / or VOR radial and distance to fire.
- Elevation of the fire.
- Air-to-Air contact and frequency

- Air-to-Ground contact and frequency
- Other aviation resources order, inbound or over the fire.
- Any known aerial hazards
- Airspace deconfliction information (military routes, TFRs, etc)
- Reload base information.

COMPONENT G: Standardized Retardant / Suppressant Materials Utilized

Only products approved and listed on the National Retardant Contract will be utilized in Texas. All agencies utilizing these products will participate in the Lot Acceptance / Quality Assurance (LA/QA) Program, as required by the National Retardant Contract. A list of approved products can be found on the Forest Service web site:

Wildland Fire Chemical System (WFCS) <http://www.fs.fed.us/rm/fire/>

The Texas Forest Service uses liquid concentrate retardant as their primary retardant. The use of Class A foam and Thermo Gel will be used a case by case basis.

All orders for retardant and supplements will go through the Texas Interagency Coordination Center.

COMPONENT H: Key Elements Required for Safe and Effective SEAT Base Operations

SEATs can be operated out of a variety of locations throughout Texas. Locations can vary greatly from well established air tanker bases to undeveloped isolated airstrips. No matter what type of base or locations SEATs are working from, minimum standards have been established to help ensure safe and effective operations:

- All runways and ramp areas will be utilized with the approval of the pilot. These runways should be minimum of 5000 feet, unless special permission is obtained from the Aviation management Officer.
- All locations must have some type of communication established and maintained while operating from the site.
- The using agency must have agreements in place or be directly involved with the approval process for utilizing the site prior to operations.
- The SEAT Manager must be provided a briefing about the site by using agency personnel prior to operations.
- Crash/Rescue plan must be identified or developed for the site.
- Hazmat plan must be identified or developed for the site.
- A Risk Management Worksheet (RMW) or Job Hazard Analysis (JHA) must be available to the SEAT Manager to review and use at the SEAT base. The host Region will utilize the RMW that was developed in the Interagency SEAT Operational Procedures Handbook.
- A pre-inspection must be made and documented by the Regional Fire Coordinator or the SEAT Manager prior to a designated period of use.
- Adequate facilities and logistical support must be in place to ensure the welfare of all personnel that are assigned to the SEAT operation. (*trailer, shade, water, ect*)
- An assessment of any security concerns or issues must be made by the SEAT Manager to the Regional Fire Coordinator.
- A post inspection must be made by the regional Fire Coordinator or SEAT Manager at the end of the designated period of use.

To help promote efficient operations during transitions with SEAT contractors and managers, operations conducted from mobile or temporary bases *should* be documented on the **Texas Mobile SEAT Base Plan (Appendix B)**. Documenting these operations can aid agencies with long term planning as well as help establish a network of SEAT bases throughout the geographic area.

All SEAT operations under the operational control of the Texas Forest Service will be conducted from established airports. Incidents wishing to conduct operations from other than approved airports must first have the permission of the Aviation Management Officer.

COMPONENT I: Standardized Safety Reporting System Utilized

The safety and welfare of personnel is of the utmost importance in any aviation operation. An active program of hazard identification and reporting is critical for trend analysis and accident prevention.

Employees and contractors are responsible for continually monitoring all aspects of the SEAT operation for existing or potential hazards, and reporting them on a Safecom. A Safecom is an aviation communique' that is used to report any condition, act, observation or maintenance problem that may have the potential to cause an aviation related mishap. The Safecom web site can be accessed at: <https://www.safecom.gov/>

The Seat Manager should fill out the safecom listing the Texas Forest Service as the operational control Agency, on the form under agency box use *state* from the drop down box and *Texas* from the drop down box for Region and State. A copy of the safecom should be kept by the Seat manager and one copy sent to the Air Operations Branch Director or regional Fire Coordinator.

COMPONENT J: Central Point Established for Information Dissemination

One of the key factors that helps unite multiple agencies located in a large geographic area is to establish a central point for information to be disseminated. Sharing information and having a vehicle in place to effectively notify all personnel over a large geographical area of any safety concerns, issues or notices is an invaluable tool.

The TFS Aviation management Officer uses the Texas Interagency Coordination Center Web Site on the "Aviation" page dedicated to air operations in Texas. Posting information to the web site will be done through a designated member of the coordination center. The minimum information that will be displayed on the web site is:

- Direct link to the BLM National SEAT Web site.
- Posting Safety Alerts, Bulletins, or Notices pertinent to SEAT operations.
- Copy of the Texas Forest Service SEAT Operating Plan
- Copy of the Texas Mobile SEAT Base Plan
- Copy of the SEAT Base Evaluation Summary
- Copies of RWA for SEAT Manager and SEAT Base Operations

COMPONENT K: Mechanism Establish for a Feedback and Monitoring Loop

The Texas Forest Service will conduct an Aviation Conference call each morning with all Aviation resources. The conference call number will be in the daily Aviation Management Plan. This conference call is designed to get input directly from the personnel conducting operations in the field.

A “SEAT Operations Evaluation Form” (*Appendix C*) has been developed to provide a vehicle for obtaining feedback from the field operations. This form is designed to allow anyone participating in the SEAT operations the opportunity to evaluate key elements of the operation, and provide possible solutions or suggestions to areas that had concerns or problems. The forms will be reviewed for possible trends in safety concerns or policy revision suggestions.

COMPONENT L: STATEWIDE SEAT NETWORK

SEAT aircraft support initial and extended attack operations as a rapid response resource. The logistics and movement of ground support equipment and personnel may require 2-12 hours for repositioning or transition from one base of operations to another. All airports identified in this plan have a written SEAT Base Operating Plan for that airport.

The Statewide Network system has been developed to service interagency areas within Texas and bordering states. The network allows for interagency aircraft to transition effectively from an incident to another region as needed. The network continues to be standardized where possible to ensure that base structure is simplistic, user friendly and economical for all partners.

COMPONENT M: SEAT Base Categories:

The Texas Forest Service operates no category 1 SEAT Bases.

Category 1 Bases

Any established full service or bulk bases published in the Interagency Air tanker Base Directory that supports SEAT Operations. Personnel are in place and continually staff base operations.

The TFS has two category 2 bases one in Abilene and Fort Stockton.

Category 2 Bases

An airport with portable and semi-portable storage and loading equipment located on site that can readily be activated on an as needed basis. Site use agreements are in place with hosting airport authority and personnel are either permanently assigned or placed on an on call status to support seasonal SEAT operations. Water delivery is available.

Category 3 Bases

An airport with portable and semi-permanent water and or retardant storage tanks on site that can support any contractor’s mobile loading equipment on an as needed basis. Site use agreements are in place with hosting airport authority. Personnel are assigned to the base as needed to support short term SEAT operations. Water delivery is available.

Category 4 Bases

Airports that have been selected as, capable of supporting short term SEAT operations. No water or retardant storage available. Site use agreements are in place with hosting airport authority. Water delivery is not available.

Heavy Air Tanker Bases

The TFS doesn't have any permanent Heavy Air Tanker Bases located in Texas. We will operate portable Fixed Wing Bases at selected locations during heavy fire seasons. Most of these bases will be able to accommodate SEAT operations. The Air Tanker Base Manager will be the point of contact for the SEAT Manager, pilot, and support personnel. It will be the SEAT Managers responsibility to ensure that the SEAT Module has been properly briefed on base operational procedures before aircraft integrate into the base operations.

Component N: Operations

The TFS will normally order two SEAT aircraft to work in pairs for an incident. These aircraft will be based at the same airport. One will have their support trailer set up to load both aircraft. The second trailer will remain mobile at the airport. If the fire response is over 50 miles from the airport and there is enough time to send the mobile trailer to a closer airport, the trailer will go to set up operations closer to the fire. Both aircraft will use the first airport support trailer until the SEAT Manager informs them the second trailer is up and operational. Usually the second trailer will only have Class A foam or Gel. The decision to move to a closer location will be made by the AOBD or AMO.

Component O: Security

The development of plans and procedures for each base will be coordinated with the Regional Fire Coordinator. The SEAT Manger and RFC should complete an assessment together. The Regional office will be responsible for implementing the security plan for each base within their Region.

APPENDIX A

INITIAL PILOT / MANAGER BRIEFING

The Initial Pilot / Manager Briefing was designed to provide the SEAT Manager with a guideline or checklist

to brief the SEAT contract personnel on their initial contact. The briefing is a combination of all the information the SEAT Manager received from the using agency and the Fixed Wing Base Operator.

I. BASE OF OPERATIONS:

- A. Fixed Wing Base Operator: (Provide name and phone numbers).
- B. A & P Mechanic / Avionic Shop: (Provide the location of the nearest avionic shop if known).
- C. Weather Service: (Provide the phone number and location).
- D. Security: (Evaluate the airport security and relay the using agency security plans).
- E. Aircraft safety procedures and crash rescue responsibilities / capabilities.
- F. Types of retardant used and water sources available on site and re-supply plan.
- G. Identify who is who in the area of operations.
- H. Review the aircraft capabilities and limitations for operating in the area of responsibility with the pilot.
- I. Duty hours, and start and end of normal duty day.
- J. Procedures for crew and pilot while on standby.
- K. Aircraft safety procedures and crash rescue responsibilities / capabilities.
- L. Contract evaluation criteria.

II. INITIAL ATTACK OPERATIONS:

- A. Operational area of responsibility: (Provide map overview).
- B. Remote bases or alternate sites: (Provide map overview).
- C. Local resources and location: (Provide map overview).
- D. Emergency landing sites: (Provide map overview).
- E. Additional aerial resources and location.
- F. Review the initial attack procedures established in the Unit Aviation Plan
- G. Copy of SEAT Operational Plan.
- H. Review of aerial hazard map.
- I. Local initial attack procedures.

III. COMMUNICATION PROCEDURES:

- A. Discuss and provide a copy of the communication plan.
- B. Review local interagency frequencies and procedures for:
? Ramp Frequency ? National Flight Following ? Zone Flight Following ? Remote Base Frequencies
? Air to Air Tactical (Air Attack and Reconnaissance) ? Air Guard ? Air to Ground
- C. Review of flight following sequencing and loss of communication procedures.
- D. Introduce to aviation dispatchers.
- E. Review of emergency / crash rescue procedures.
- F. Location of area repeaters (Provide map overview).
- G. Review the Fire Traffic Area (FTA) procedures.

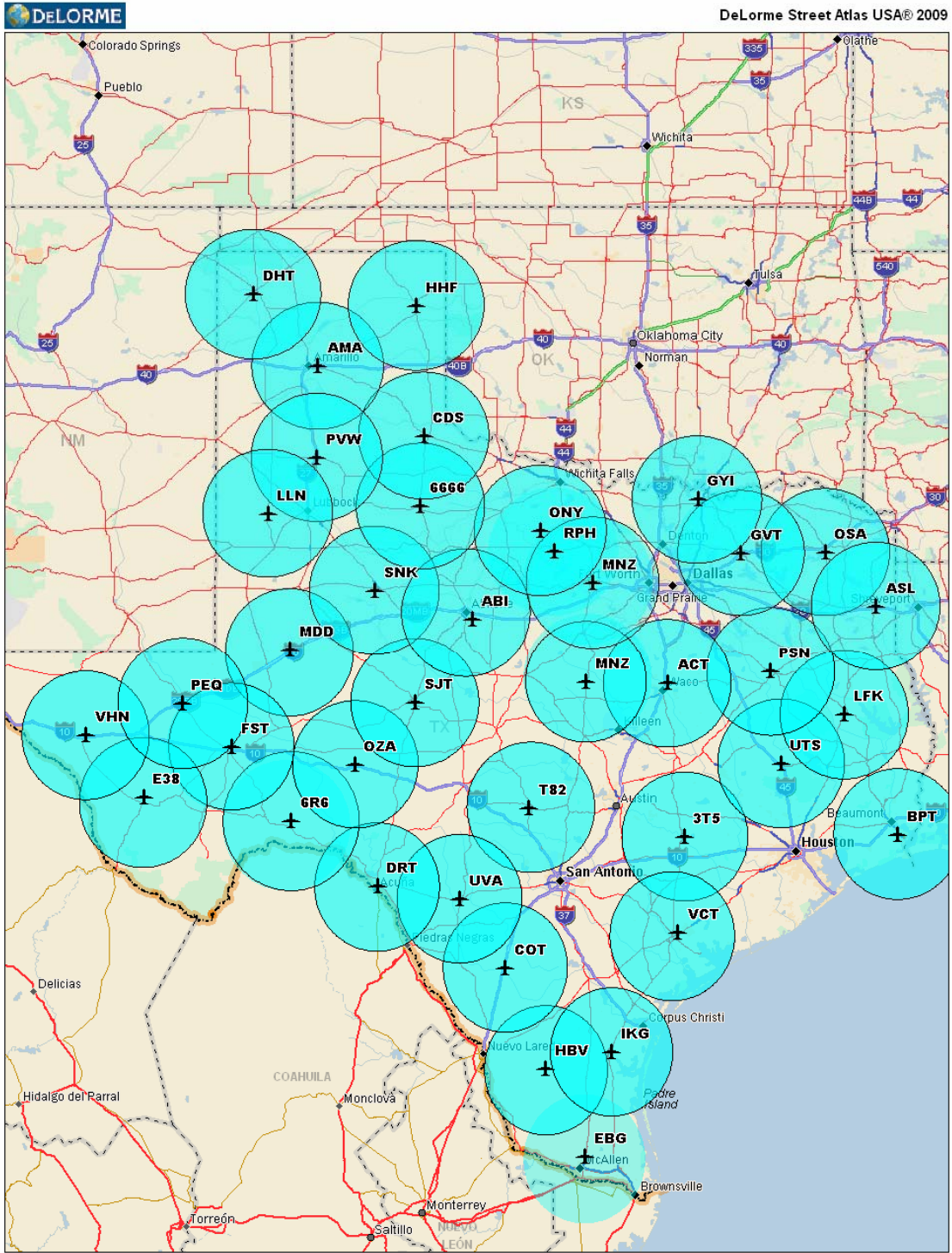
IV. BRIEFING SUMMARY:

- A. Overview of normal and storm weather patterns.
- B. Daily weather and intelligence briefing procedures.
- C. Overview of fire behavior, both normal and current.
- D. Review of fuel types and terrain within area of operation.

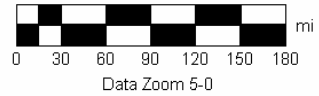
V. LOCAL PLANS, POLICIES AND PROCEDURES:

- A. Identify and introduce Unit Aviation Officer.
- B. Review copy of the Unit Aviation Plan.
- C. Review copy of the SEAT Operations Plan.
- D. Review the Interagency Aviation Mishap Response Plan.
- E. Review the aerial hazard map and identify hazards.
- F. Review local concerns and constraints (Cultural, Political and Resources).
- E. Overview of local airspace coordination issues and procedures.

APPENDIX B



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APPENDIX B

CITY	Aiport	SEAT CAT	Runway length	Lat/Long
Abilene	ABI	2	7202 x 150 ft.	32-24-40.7523N / 099-40-54.8298W
Alice	KALI	4	5997 x 100 ft.	27-44-27.2000N / 098-01-37.0000W
Alpine	E38	4	6003 x 75 ft.	30-23-03.2000N / 103-41-00.9000W
Amarillo (Rick Hudson)	KAMA	4	13502 x 200 ft.	35-13-09.7247N / 101-42-21.3476W
Andrews	E11	4	5816 x 75 ft.	32-19-52.0000N / 102-31-46.3000W
Angleton/Lake Jackson	KLBX	4	7000 x 100 ft.	29-06-31.1000N / 095-27-43.5000W
Arlington	KGKY	4	6080 x 100 ft	32-39-49.9000N / 097-05-39.4000W
Bay City	KBYY	4	5107 x 75 ft.	28-58-23.7180N / 095-51-48.4390W
Baytown (RWJ)	54T	4	5035 x 40 ft.	29-45-42.0000N / 094-50-47.4000W
Beaumont/Port Aruthur	KBPT	4	6750 x 150 ft.	29-57-03.0000N / 094-01-14.5000W
Berclair	7T3	4	8000 x 150 ft.	28-36-30.4700N / 097-36-34.3500W
Big Spring	KBPG	4	8802 x 100 ft.	32-12-45.4000N / 101-31-17.9000W
Borger	KBGD	4	6300 x 100 ft. /	35-42-03.2175N / 101-23-37.1884W
Brenham	11R	4	5496 x 75 ft.	30-13-08.4000N / 096-22-27.4000W
Brownfield	KBFE	4	5217 x 75 ft.	33-10-23.3160N / 102-11-34.5191W
Brownsville	KBRO	4	7400 x 150 ft.	25-54-24.6000N / 097-25-33.1000W
Brownwood	KBWD	4	5599 x 150 ft	31-47-37.0400N / 098-57-23.3830W
Burnet	KBMQ	4	5000 x 75 ft.	30-44-20.1410N / 098-14-18.9968W
Canadian	KHHF	4	5000 x 75 ft.	35-53-43.1080N / 100-24-13.1030W
Center	F17	4	5501 x 75 ft.	31-49-53.7000N / 094-09-23.1000W
Childress	KCDS	4	5949 x 75 ft.	34-26-01.6104N / 100-17-16.7704W
Cleburne	KCPT	4	5700 x 100 ft	32-21-13.5500N / 097-26-01.5000W
College Station	KCLL	4	7000 x 150 ft.	30-35-18.9000N / 096-21-49.8000W
Colorado City	T88	4	5420 x 60 ft.	32-28-06.3420N / 100-55-16.0400W
Corpus Christi	KCRP	4	7508 x 150 ft.	27-46-13.3000N / 097-30-04.4000W
Corsicana	KCRS	4	4999 x 75 ft	32-01-41.0510N / 096-24-02.0820W
Cotulla	KCOT	4	5005 x 75 ft.	28-27-24.1000N / 099-13-

				06.0000W
Dalhart	KDHT	4	6400 x 75 ft	36-01-21.3060N / 102-32-50.1990W
Dallas	KADS	4	7202 x 100 ft.	32-58-06.8140N / 096-50-11.2120W
Dallas	KDAL	4	8800 x 150 ft.	32-50-49.6000N / 096-51-06.4000W
Dallas	KRBD	4	6451 x 150 ft.	32-40-51.1000N / 096-52-05.5000W
Del Rio	KDRT	4	6300 x 100 ft.	29-22-27.1450N / 100-55-37.7650W
Denton	KDTO	4	5999 x 150 ft.	33-12-02.5982N / 097-11-52.7181W
Denver City	E57	4	5780 x 50 ft	32-58-30.3710N / 102-50-31.7510W
Dimmett	T55	4	5500 x 60 ft.	34-34-00.2480N / 102-19-21.7010W
Dryden	6R6	4	4525 x 75 ft.	30-02-45.6850N / 102-12-46.4920W
Dumas	KDUX	4	5474 x 75 ft.	35-51-28.5519N / 102-00-47.1229W
Eagle Pass	5T9	4	5506 x 100 ft.	28-51-25.5340N / 100-30-48.4840W
Edinburg	KEBG	4	5000 x 75 ft.	26-26-30.0000N / 098-07-20.0000W
El Paso	KELP	4	12020 x 150 ft.	31-48-26.1000N / 106-22-39.3000W
El Paso	T27	4	6885 x 50 ft.	31-43-11.4020N / 106-14-12.9120W
Falfurrias	KBKS	4	5002 x 75 ft.	27-12-24.6000N / 098-07-16.2000W
Fort Hood	KGRK	4	10000 x 200 ft.	31-04-02.1000N / 097-49-44.1000W
Fort Stockton	KFST	2	7507 x 100 ft	30-54-54.9000N / 102-54-46.0000W
Fort Worth	KFTW	4	7501 x 150 ft.	32-49-11.2000N / 097-21-44.8000W
Fort Worth	KAFW	4	9600 x 150 ft.	32-59-15.5000N / 097-19-07.7000W
Fort Worth	KFWS	4	6002 x 100 ft.	32-33-54.8200N / 097-18-29.0800W
Fort Worth	4T2	4	6000 x 140 ft.	32-58-38.4490N / 097-29-18.0760W
Fredricksburg	T82	4	5001 x 75 ft.	30-14-35.7000N / 098-54-33.1000W
Gainesville	KGLE	4	6000 x 100 ft.	33-39-04.9000N / 097-11-49.3000W
Galveston	KGLS	4	6001 x 150 ft.	29-15-55.2000N / 094-51-37.5000W
Georgetown	KGTU	4	5000 x 100 ft	30-40-43.7124N / 097-40-45.7815W
Graham	KRPH	4	5000 x 75 ft.	33-06-38.6000N / 098-33-17.2000W
Greenville	KGVT	4	8030 x 150 ft.	33-04-04.2200N / 096-03-55.1970W
Hamilton	KMNZ	4	5000 x 75 ft.	31-39-57.3350N / 098-08-55.0950W

Harlingen	KHRL	4	8301 x 150 ft.	26-13-42.6000N / 097-39-15.8000W
Hebbonville	KHBV	4	4999 x 75 ft.	27-20-58.4000N / 098-44-13.1000W
Hereford	KHRX	4	5387 x 75 ft.	34-51-27.9332N / 102-19-35.0903W
Hondo	KHDO	4	6059 x 150 ft.	29-21-34.3000N / 099-10-36.0000W
Houston Hooks	KDWH	4	7009 x 100 ft.	30-03-42.6000N / 095-33-10.0000W
Houston Sugarland	KSGR	4	8000 x 100 ft.	29-37-20.1110N / 095-39-23.5040W
Houston Ellington	KEFD	4	9001 x 150 ft.	29-36-26.4000N / 095-09-31.5000W
Houston Lone Star	KCXO	4	6000 x 150 ft.	30-21-08.5135N / 095-24-52.3406W
Houston Southwest	KAXH	4	5003 x 100 ft.	29-30-22.1000N / 095-28-36.9000W
Houston Executive	KTME	4	5050 x 100 ft.	29-48-25.8400N / 095-53-52.4900W
Huntsville	KUTS	4	5006 x 100 ft.	30-44-48.7920N / 095-35-13.8000W
Ingleside	KTFP	4	5000 x 75 ft.	27-54-46.9000N / 097-12-41.4000W
Jacksonville	KJSO	4	5011 x 75 ft.	31-52-09.6120N / 095-13-02.6050W
Jasper	KJAS	4	5500 x 70 ft.	30-53-08.5500N / 094-02-05.7700W
Junction	KJCT	4	5000 x 75 ft.	30-30-40.5360N / 099-45-48.4390W
Kerrville	KERV	4	6000 x 100 ft.	29-58-36.2344N / 099-05-08.4434W
Killeen	KILE	4	5495 x 100 ft.	31-05-09.0000N / 097-41-11.4000W
Kingsville	KIKG	4	5999 x 75 ft.	27-33-03.1000N / 098-01-51.3060W
La Grange	3T5	4	5001 x 75 ft.	29-54-28.6980N / 096-57-00.0460W
Lamesa	2F5	4	5000 x 75 ft.	32-45-22.6668N / 101-55-12.8278W
Lancaster	KLNC	4	5000 x 100 ft.	32-34-45.0880N / 096-43-08.5840W
Laredo	KLRD	4	8236 x 150 ft.	27-32-37.5000N / 099-27-41.6000W
Levelland	KLLN	4	6110 x 75 ft.	33-33-09.0340N / 102-22-20.9920W
Longview	KGGG	4	10000 x 150 ft.	32-23-02.4520N / 094-42-41.3520W
Lubbock	KLBB	4	11500 x 150 ft.	33-39-49.1000N / 101-49-22.0000W
Lufkin	KLFK	4	5398 x 100 ft.	31-14-02.4500N / 094-45-00.0000W
Marfa	KMRF	4	6214 x 75 ft.	30-22-15.9700N / 104-01-03.3110W
Marshall	KASL	4	5000 x 100 ft.	32-31-13.8000N / 094-18-28.0000W
Mc Allen	KMFE	4	7120 x 150 ft.	26-10-33.0000N / 098-14-

				19.0000W
Mc Kinney	KTKI	4	7001 x 100 ft.	33-10-40.6000N / 096-35-25.9000W
Mesquite	KHQZ	4	5999 x 100 ft.	32-44-49.0660N / 096-31-49.5020W
Midland	KMAF	4	9501 x 150 ft.	31-56-33.1000N / 102-12-06.8900W
Midland	KMDD	4	5022 x 75 ft.	32-02-11.4880N / 102-06-03.7000W
Midland	7T7	4	5000 x 42 ft.	31-51-30.4590N / 102-04-26.4890W
Midlothian/Waxahachie	KJWY	4	4999 x 75 ft.	32-27-22.4000N / 096-54-45.7000W
Mineral Wells	KMWL	4	5996 x 100 ft.	32-46-53.7800N / 098-03-36.6300W
Mount Pleasant	KOSA	4	5000 x 75 ft.	33-05-43.9200N / 094-57-41.4600W
Muleshoe	2T1	4	5100 x 60 ft.	34-11-06.4910N / 102-38-27.9530W
Nacogdoches	KOCH	4	5000 x 75 ft.	31-34-39.9500N / 094-42-36.4000W
New Braunfels	KBAZ	4	5364 x 100 ft.	29-42-16.2000N / 098-02-32.0000W
Odessa	KODO	4	5703 x 75 ft.	31-55-14.0000N / 102-23-13.5000W
Olney	KONY	4	5101 x 75 ft.	33-21-03.1700N / 098-49-09.0000W
Ozona	KOZA	4	6000 x 75 ft.	30-44-07.0090N / 101-12-10.6990W
Palacios	KPSX	4	5001 x 150 ft.	28-43-39.0329N / 096-15-03.4474W
Palestine	KPSN	4	5005 x 100 ft.	31-46-46.9000N / 095-42-22.7000W
Pampa	KPPA	4	5866 x 100 ft.	35-36-46.7990N / 100-59-46.5445W
Paris	KPRX	4	6002 x 150 ft.	33-38-11.8000N / 095-27-02.7000W
Pearsall	T30	4	5027 x 60 ft.	28-49-20.1000N / 099-06-32.5000W
Pecos	KPEQ	4	6237 x 80 ft.	31-22-56.6000N / 103-30-38.6000W
Perryton	KPYX	4	5700 x 75 ft.	36-24-46.5030N / 100-45-05.6770W
Plains	F98	4	5001 x 75 ft.	33-13-02.2000N / 102-49-48.8000W
Plainview	KPVW	4	5997 x 100 ft.	34-10-05.3300N / 101-43-02.4100W
Port Isabel	KPIL	4	8001 x 200 ft.	26-09-58.3000N / 097-20-45.2000W
Port Lavaca	KPKV	4	5004 x 75 ft.	28-39-14.5037N / 096-40-52.7370W
Presidio	T77	4	5200 x 75 ft.	29-38-02.6470N / 104-21-41.7250W
Rockport	KRKP	4	5608 x 100 ft.	28-05-12.4000N / 097-02-40.6000W
San Angelo	KSJT	4	8049 x 150 ft.	31-21-27.9000N / 100-29-46.7000W

San Antonio	KSAT	4	8502 x 150 ft.	29-32-01.3000N / 098-28-11.2000W
San Marcos	KHYI	4	6330 x 100 ft.	29-53-33.8920N / 097-51-46.8150W
Seminole	KGNC	4	5376 x 75 ft.	32-40-31.2144N / 102-39-09.5846W
Sherman/Denison	KGVI	4	9000 x 150 ft.	33-42-50.8000N / 096-40-25.2000W
Snyder	KSNK	4	5600 x 100 ft.	32-41-36.1989N / 100-57-01.6781W
Spearman	E42	4	5002 x 75 ft.	36-13-15.6000N / 101-11-40.2000W
Sulphur Springs	KSLR	4	5001 x 75 ft.	33-09-35.4000N / 095-37-16.1000W
Sweetwater	KSWW	4	5840 x 100 ft.	32-28-02.5067N / 100-27-59.6317W
Temple	KTPL	4	6301 x 150 ft.	31-09-09.0000N / 097-24-28.0000W
Terrell	KTRL	4	5006 x 75 ft.	32-42-33.0410N / 096-16-02.6090W
Tyler	KTYR	4	7200 x 150 ft.	32-21-14.9000N / 095-24-08.5900W
Uvalde	KUVA	4	5255 x 100 ft.	29-12-40.8076N / 099-44-36.9033W
Van Horn	KVHN	4	6000 x 75 ft.	31-03-28.2390N / 104-47-01.7000W
Vernon	F05	4	5099 x 100 ft.	34-13-32.4050N / 099-17-01.5000W
Victoria	KVCT	4	9101 x 150 ft.	28-51-09.2000N / 096-55-06.5540W
Waco	KACT	4	6596 x 150 ft.	31-36-40.6380N / 097-13-49.8690W
Waco	KPWG	4	5501 x 75 ft.	31-29-05.7000N / 097-18-59.5000W
Wharton	KARM	4	5004 x 75 ft.	29-15-15.4000N / 096-09-15.8000W
Wichita Falls	KSPS	4	13101 x 300 ft.	33-59-19.6660N / 098-29-30.8160W
Wink	KINK	4	5000 x 100 ft.	31-46-46.6620N / 103-12-04.9030W
Zapata	T86	4	5000 x 60 ft.	26-58-07.6300N / 099-14-56.0700W

***Airports Highlighted in Yellow have written SEAT Base Plans on File.

APPENDIX C

SINGLE ENGINE AIR TANKER PILOT EVALUATION

Air tanker Number: _____ Assigned Base: _____

Aircraft Type: _____

Fire Incident/incident number: _____

Geographic Location: _____

Pilot: _____ Company: _____

FIRE OPERATIONS:

Did Resource Meet Mission Expectation? _____

I/A Response Time: _____ Reload Turn Times: _____

Steep Terrain Operations: Yes _____ No _____

Drop Patterns Acceptable: _____

Fuel Type: *Light Fuels* _____ *Moderate Fuels* _____ *Heavy Fuels* _____ Model: _____

Uniformity of Coverage: _____

Tank system: *Constant flow* _____ *Gravity feed* _____

PRODUCT DISPENSED *Water* _____ *Retardant* _____ *Foam* _____ *Gel* _____ Other: _____

Total Gallons Delivered: _____ Number of drops: _____

EVALUATOR COMMENTS / OBSERVATIONS (use additional pages if needed.)

EVALUATOR: Incident Commander _____ Air Attack _____ Lead Plane _____ Air Operations _____

Air Support _____ Air tanker Base Manager _____ Division Supervisor _____ SEAT Manager _____

Crew Boss _____ Other: _____

Name: _____ Date: _____

Phone: (_____) _____ -- _____ Ex: _____

Organization: _____ Cell: (_____) _____ -- _____

Address: _____ Fax: (_____) _____ -- _____

_____ Email: _____

Please provide one copy to:

National Program Manager, SEAT
National Interagency Fire Center
3833 South Development Drive
Boise, Idaho 83705