

Interagency Operations Guide for Single Engine Air Tankers and Amphibious Water Scooper

**Idaho Department of Lands
and
US Forest Service
Regions 1 and 4
and
Idaho BLM**

2018

Participating Agencies

Idaho Department of Lands
Idaho Panhandle National Forests
Clearwater/Nez Perce National Forests
Payette National Forest
Clearwater-Potlatch Timber Protective Association
Southern Idaho Timber Protective Association
Bureau of Land Management – Idaho

TABLE OF CONTENTS

OBJECTIVE.....	1
AUTHORITIES.....	1
RESPONSIBILITY	1
POLICY	1
GENERAL OPERATIONS GUIDANCE.....	1
MISSION PROTOCOLS	2
SEAT/AMPHIBIOUS WATER SCOOPER ADMINISTRATIVE BASE SUMMARY INFORMATION	2
SAFETY.....	3
SAFECOM REPORTS.....	3
ACCIDENT RESPONSE AND REPORTING	4
DISPATCHING	4
REQUEST FOR DISPATCH OUTSIDE OF ADMINISTRATIVE BASE RESPONSE AREA	4
MOVEMENT OF AIRCRAFT FOR STANDBY	5
ALTERNATE AIRFIELD OPERATIONAL REQUIREMENTS	5
IDL REMOTE SEAT BASES.....	5
FREQUENCIES.....	6
FLIGHT FOLLOWING.....	6
MANAGEMENT AND OPERATIONS.....	6
Minimum Fuel Requirements.....	6
Daylight Operations.....	6
Pilot-in-Command.....	7
Rapid Refueling.....	7
Hot Loading of Retardant	7
Aircraft Wash Down.....	7
Authorized Breaks	7
Designated Abort/Jettison Areas	8
Supplying Water	8
Ordering Retardant/Foam.....	8
Retardant/Foam Use	8
Unscheduled Maintenance	9
Meals	9
TIMEKEEPING	9
APPENDIX A – Approvers’ and Reviewers’ Signature Pages	
APPENDIX B – Coeur d’Alene Air Tanker Base	
APPENDIX C – Grangeville Air Tanker Base	
APPENDIX D – McCall Air Tanker Base	
APPENDIX E – Boise Air Tanker Base – Mountain Home Seat Base – Ontario Seat Base	
APPENDIX F – Twin Falls Airbase	
APPENDIX G – Pocatello Air Tanker Base	
APPENDIX H – Idaho Department of Lands Addendum to the Interagency Seat Operations Guide	
APPENDIX I – Amphibious Water Scooper Guide	

OBJECTIVE

To provide operational direction and stipulate the use agreement for managing a safe, efficient, and effective interagency Single Engine Air Tanker (SEAT) and Amphibious Water Scooper (AWS) operation in Idaho. The aircraft involved in this agreement will be under exclusive-use contract to Idaho Department of Lands and will be assigned to administrative base(s) at Coeur d'Alene, Grangeville, and McCall Air Tanker Bases. These aircraft are contracted to meet the fire protection responsibilities of Idaho Department of Lands (IDL), Clearwater-Potlatch Timber Protective Association (CPTPA), and Southern Idaho Timber Protective Association (SITPA). The aircraft are also available for fire protection responsibilities for the cooperating agencies outlined in this guide. Specific use and protocols for the aircraft will be addressed in the attached Appendices.

AUTHORITIES

This plan is a Local Operating Plan, specific to the objective above, as provided for in the Cooperative Fire Protection Agreement, 07-FI-11015600-087, between the US Department of the Interior, Bureau of Land Management, Idaho; National Park Service, Pacific Northwest Field Office; Bureau of Indian Affairs, Northwest Regional Office; US Fish and Wildlife Service, Pacific Region; US Department of Agriculture, Forest Service, Pacific Northwest, Intermountain, and Northern Regions; and the state of Idaho Department of Lands.

RESPONSIBILITY

Idaho Department of Lands is responsible for providing exclusive-use contracted SEATs and a Tactical Amphibious Water Scooper for interagency wildfire use at the locations shown in the **SEAT/AMPHIBIOUS WATER SCOOPER ADMINISTRATIVE BASE SUMMARY INFORMATION**. The US Forest Service is responsible for providing the Air Tanker Base facility, water, retardant, and Air Tanker Base management for the IDL SEATs and AWS while at the Coeur d'Alene, Grangeville, or McCall Air Tanker Bases. Other bases will provide similar support; however, administrative support for the aircraft will remain with the designated administrative base.

POLICY

All SEAT/AWS operations conducted will comply with direction set forth in the Idaho Department of Lands exclusive-use SEAT and the exclusive-use AWS contracts. The Standards for Airtanker Base Operations (SABO), NFES 002271, and the Interagency Single Engine Air Tanker Operations Guide (ISOG), NFES # 1844, are not policy documents for IDL operations, but are used as guides. IDL has an addendum to ISOG that outlines where IDL standard practices differ from the ISOG. For federal operations, the SABO and ISOG are policy documents and will be followed.

GENERAL OPERATIONS GUIDANCE

A contract briefing and prework session will be held to review the contracts and to cover the following items:

- Mission Priority Protocol(s)
- Funding
- Ramp Traffic Flow Procedures
- Hot Loading/Refueling Procedures
- Water Scooping Restrictions (Aquatic Invasive Species Weed Concerns)
- Base Communication Procedures

- Emergency Procedures
- Basic Safety Procedures
- Dispatch Procedures
- Pilot/Aircraft Inspections

The briefing participants will include:

- Contractor or Vendor Representative
- Pilots and Vendor Support Personnel
- Air Tanker Base Personnel
- Federal and State Aviation and Fire Managers

MISSION PROTOCOLS

SEATs and AWS will primarily be utilized for initial attack fire suppression. They can and will be ordered for initial attack prior to ground personnel arriving on scene. When aerial supervision resources are co-located with retardant aircraft, they should be launched together on the initial order to maximize safety, effectiveness, and efficiency of incident operations.

Refer to Table 2. Incident Aerial Supervision Requirements, Interagency Aerial Supervision Guide, NFES 002544, for further guidance.

SEAT/AMPHIBIOUS WATER SCOOPER ADMINISTRATIVE BASE SUMMARY INFORMATION

Coeur d'Alene Air Tanker Base

Contracting Officer's Representative (COR):	Kevin Benton, IDL Aviation Officer
SEAT Manager (SEMG) T-837 & FB 201	Stan Goode or designee
Contractor:	Aero Tech, Inc. Clovis, NM
Assigned Aircraft: T-837	One (1) AT-802A — 799 Gallons Maximum
Contractor:	Dauntless Air, Inc. Appleton, MN
Assigned Aircraft: FB-201	One (1) AT-802A Amphibious Water Scooper — 799 Gallons Maximum
Type of Contract:	Both Exclusive-Use Contracts with IDL
Daily Contract Availability:	Paid by IDL (see Note)
Hourly Suppression Rate:	Paid by Ordering Agency
Retardant/BlazeTamer380:	Supplied by CDA Air Tanker Base - Charged to Incident
Facility and On-Site Management:	Coeur d'Alene Air Tanker Base Personnel
Administrative and Timekeeping designee for T837 and FB 201;	Coeur d'Alene Air Tanker Base Manager or

Grangeville Air Tanker Base

Contracting Officer's Representative (COR):	Kevin Benton, IDL Aviation Officer
SEAT Manager (SEMG) T-822 & T- 835	Donnie Vankommen or designee
Contractor:	Columbia Basin Helicopters, Inc. LaGrande, OR

Assigned Aircraft: T-822 and T-835	Two (2) AT-802A — 799 Gallons Each
Type of Contract:	Exclusive-Use Contract with IDL
Daily Contract Availability:	Paid by IDL (see Note)
Hourly Suppression Rate:	Paid by Ordering Agency
Retardant:	Supplied by Grangeville Air Tanker Base - Charged to Incident
Facility and On-Site Management:	Grangeville Air Center (GAC)/Air Tanker Base Personnel
Administrative and Timekeeping:	GAC Air Tanker Base Manager for T-822 & T-835

McCall Air Tanker Base

Contracting Officer’s Representative (COR):	Kevin Benton, IDL Aviation Officer
SEAT Manager (SEMG) T-833	Michael Bassett or designee
Contractor:	Aero Tech, Inc. Clovis, NM
Assigned Aircraft: T-833	One (1) AT-802A — 799 Gallons Each
Type of Contract:	Exclusive-Use Contract with IDL
Daily Contract Availability:	Paid by IDL (see Note)
Hourly Suppression Rate:	Paid by Ordering Agency
Retardant:	Supplied by McCall Air Tanker Base - Charged to Incident
Facility and On-Site Management:	McCall Air Tanker Base/Air Tanker Base Personnel
Administrative and Timekeeping:	McCall Air Tanker Base Manager for T-833

NOTE: The IDL has established a suppression flight rate for all users including IDL fires when these aircraft are flying. This suppression rate includes the flight time rate plus one-eighth of the daily availability rate for each hour flown.

SAFETY

Safety of personnel and aircraft is the number one priority in SEAT and AWS operations. All safety deficiencies shall be corrected and brought to the attention of the Air Tanker Base Manager (ATBM)/SEAT Manager (SEMG) with follow-up notification to the IDL Duty Officer (DO) or Contracting Officer’s Representative (COR). If safety deficiencies call for submission of a SAFECOM report, the form will be provided to the agency who has operational control at the time of the SAFECOM, and to the IDL DO/COR within 24 hours of the time the incident occurred.

NOTE: The Chief Pilot for Dauntless Air has identified scoop sites along the Snake River in Idaho that are suitable for the AWS FireBoss to scoop from. Prior to any Dauntless Air FireBoss pilot utilizing these sites, or any other river system sites, they must receive a high level and low level rotor-winged recon flight to identify potential hazards and to become familiar with approach and departure. IDL will make arrangements for these flights.

SAFECOM REPORTS

The purpose of the SAFECOM report is to identify safety problems, or hazardous situations, which can be shared with other aviation personnel in the hope of eliminating the same hazard elsewhere. A SAFECOM will be filled out any time the pilot, base personnel, or other personnel identify a problem that has the potential to cause an aviation-related mishap. If not initiated by the SEMG, the reports will be submitted to the SEMG, if possible, for review and processing. The SEMG will discuss the report with those affected and submit the report electronically to the agency with operational control, the designated administrative base manager, and IDL DO/COR within 24 hours of the time the incident occurred.

ACCIDENT RESPONSE AND REPORTING

1. Ensure that appropriate action to mobilize medical care for personnel involved in the accident has been taken.
2. Advise all on-scene personnel to protect the accident site, and not to release any information on the accident, or on personnel involved, until authorized by the Line Officer.
3. If any accident occurs, follow the Interagency Aviation Mishap Response Guide and Checklist, NFES 2659.
4. A list of individuals that need to be notified is found in each Air Tanker Base Appendix.

DISPATCHING

Requests for the SEATs and AWS will be placed through the appropriate dispatch center. All requests will be placed on a standard Aircraft Order Form. The dispatcher will record the necessary request information regarding the mission on an Aircraft Dispatch Form, and then send to the Air Tanker Base for transmission to the pilot(s). The pilot(s) must have an accurate copy of the completed Aircraft Dispatch Form onboard the aircraft prior to takeoff.

Dispatch Priorities for the SEATS and AWS are:

1. **Protection of human life and property.**
2. **Protection of natural resource values.**
3. **Initial Attack Dispatches.**
4. **Support of ongoing fire suppression operations.**

REQUEST FOR DISPATCH OUTSIDE OF ADMINISTRATIVE BASE RESPONSE AREA

IDL will allow one or more SEATs and/or the AWS to be dispatched outside the Air Tanker Administrative Base response area during most of the fire season. Dispatch will notify the **Statewide Duty Officer** and **Agency Coordinators** of this action. If one or more SEATs/AWS are assigned to an incident at an alternate base location for more than one day, the incident will pay for the Daily Availability, Remain Overnight (RON), Extended Standby (ES), mileage, and flight time **rather** than the suppression rate.

Exceptions: IDL may limit the availability of IDL's exclusive-use aircraft to take fire assignments outside of the normal dispatch area of their respective Administrative Air Tanker Base during periods of "High" or above fire danger and also during periods of above average fire activity. When a request for the SEATs or AWS is received from outside the Administrative Air Tanker Base response area during periods of "High" or above fire danger, a "fill" on the order must be approved by the IDL Statewide Duty Officer. The IDL Statewide Duty Officer must authorize the request. In addition, the appropriate Agency Coordinators will be notified. Furthermore, the aircraft will return to the Administrative Air Tanker Base every night in accordance with the daylight flying rules listed (see Daylight Operations), unless prior arrangements have been approved by the IDL Duty Officer, or if the pilot believes it prudent for safety reasons to RON at another location. When this exception is in place, and again when it is lifted, IDL's Statewide Duty Officer will notify the hosting dispatch of the change in procedure. This agreement affirms that the SEATs and AWS are under exclusive-use contract to Idaho Department of Lands, and that IDL retains authorization and approval for use outside the local operating area.

MOVEMENT OF AIRCRAFT FOR STANDBY

If IDL would like to move aircraft from one base to another for pre-positioning:

1. IDL contacts the proposed receiving base to determine their ability to accept the resource and the sending base to communicate their intentions.
2. IDL Statewide Duty Officer then coordinates with the respective dispatch centers to change control of the aircraft in the Resource Ordering and Status System (ROSS).
3. Sending dispatch changes control of the resource to the receiving dispatch in ROSS, and the sending unit completes an Aircraft Flight Request/Schedule.
4. Flight is charged to the agency requesting the move, and flight following occurs as normal.

ALTERNATE AIRFIELD OPERATIONAL REQUIREMENTS

The SEATs or AWS may operate from alternate bases when ordered and dispatched to an incident. The SEATs or AWS will only operate from alternate airfields when:

1. The airstrip has an approved SEAT Base Plan.
2. Personnel trained for SEAT operations are stationed at the alternate airfield.
3. Arrangements have been made to use the field (e.g., emergency use agreement established by the proper authority).
4. Appropriate logistical support (i.e., fuel, water, retardant, gel, or foam) can be provided.
5. Adequate communications are available for flight following and supporting the SEATs.
6. Support equipment and personnel will **NOT** accompany the SEATs and AWS on assignments to alternate bases **unless specifically requested by the ordering agency**.
7. Assignments to established Air Tanker Bases will be deemed to meet the above requirements.
8. An exception to this would be for the sole use of the AWS when it is scooping water. There may be situations where the AWS might use an alternate airfield for refueling purposes, or to RON, that would not typically be used as an alternate SEAT Base due to a lack of water for retardant mixing.
9. Loaded, the AWS Fire Boss requires ~ 4,000' of runway; and empty, ~ 3,000'.

IDL REMOTE SEAT BASES

IDL has established temporary SEAT Base Plans for reloading aircraft at airports that are remote from the existing Air Tanker Bases in Idaho. These remote bases will be used as a temporary reload location during fire events when the time needed to return to the tanker base can be reduced by operating the remote base. When IDL SEATs operate from remote bases, a NWCG qualified SEMG, will oversee the safety of the operation and the necessary logistical support. The Contractor will do the loading of retardant or BlazeTamer380 and fueling of the aircraft.

As these are short-duration operations and the SEATs will return to their primary base at the end of each shift the Air Tanker Base Manager will continue to be the SEMG for the contract.

IDL SEAT operations from remote bases will follow the protocols outlined in *Chapter 6, V. SEAT Base Categories* found in the ISOG. Most IDL remote operations will be at airports that will meet the definition of a Category II Base. However, the operation will be short in duration, and the SEATs will return to their primary base daily.

FREQUENCIES

Each Air Tanker Base appendix has a list of the normal fire frequencies currently in use and available for initial attack. Large fires will have their own assigned frequencies and will be different from this list.

All needed frequencies and assigned identifiers will be written on the Aircraft Order Form given to the pilot prior to takeoff. Any time the aircraft is diverted, the frequencies and identifiers will be given. A **sterile cockpit** shall be maintained from takeoff until well clear of traffic pattern, and from a five (5) mile radius prior to landing to minimize the possibility of flight crew distraction.

It is the ATBM's, or assigned SEMG's, responsibility to ensure that the pilot has the correct radio frequencies for air-to-ground, air-to-air, flight following, command, and any appropriate alternate frequencies. However, a collective effort should be made by all parties to ensure that the correct frequencies have been communicated.

FLIGHT FOLLOWING

Automated Flight Following (AFF) is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. Mission flight following check-in intervals for all aircraft are not to exceed fifteen (15) minute intervals, unless dispatch has communicated to the pilot that they will be flight following on AFF.

Check-ins will normally be with the designated dispatch office, but with concurrence, can be made with other aircraft at the fire site or designated ground personnel. When field flight following is approved, the person performing the flight following must have contact with dispatch for timely notification of any emergencies. If communication cannot be maintained between the SEAT/AWS or other designated entity, the aircraft will return to base.

For detailed procedures on AFF, see the *National Interagency Mobilization Guide*, Chapter 20 subheading **Flight Plans and Flight Following**.

MANAGEMENT AND OPERATIONS

The ATBM, or designee, at each Air Tanker Base will function as IDL's SEMG and as IDL's Exclusive Use Contract Project Inspector when the aircraft are stationed at the base. Administrative duties will remain with the aircraft's designated ATBM. Only trained and qualified personnel at the Air Tanker Base will load and/or assist loading the aircraft. The Contractor is responsible for fueling the aircraft.

Minimum Fuel Requirements

The SEATs will carry a minimum of 90 minutes of fuel computed at the average fuel consumption rate. This includes the 30 minutes of reserve fuel required by Federal Aviation Regulations (FAR) Part 91.151. The AWS will typically have about 220 gallons of fuel and be capable of approximately 2.5 hours of operation with a 30-minute fuel reserve.

Daylight Operations

Single-engine aircraft on mission flights shall be limited to flight operations during daylight hours and Visual Flight Rules (VFR) conditions. Daylight hours are defined as occurring from 30 minutes before official sunrise to 30 minutes after official sunset.

Pilot-in-Command

Pilots are responsible for approaching each mission in the safest possible manner and shall decline any mission or situation that they feel uncomfortable with, or consider unsafe, and reassess the situation.

The pilot-in-command (PIC) shall have sole authority for determining load and aircraft capabilities. Downloading is at the discretion of the pilot.

Rapid Refueling

Refueling operations are the sole responsibility of the vendor and will not be performed by government personnel. Rapid refueling is approved provided that appropriate dry-break equipment is installed, and the Contractor provides an approved written standard operating procedure for the process. The following conditions are required:

- Base personnel and the Contractor must agree to rapid refuel.
- Contractor employees are trained in rapid refueling.
- Prior to use, the Contractor must demonstrate the procedure.
- The pilot agrees to shut down for fueling after no more than two fuel cycles, or when flight time has exceeded four hours. A fuel cycle is defined as one full tank of fuel.

Hot Loading of Retardant

Hot loading of retardant is only authorized by trained agency crews who are located at a permanent Air Tanker Base, by the Contractor's stationed on-site loader, or by trained personnel at a remote base. In addition, the following requirements must be met for both rapid refueling and hot loading.

- Upon initial arrival at a new base, pilots will shut down and receive a facilities and aviation briefing.
- The pilot and ramp manager shall remain in contact.
- All loading operations must be conducted in the safe area behind the trailing edge of the front wing.
- The pilot will signal the loader when the aircraft has been loaded to the proper level with retardant. The loader will disconnect the hose and remove it from the loading area.
- If the micro-motion meter, or other measuring methods, indicates the calculated load has been pumped, the loader shall stop the loading even if the PIC has not signaled the loader that the desired gallons have been reached. Discrepancies will be discussed and corrected to ensure aircraft are not overloaded.
- The pilot shall remain at the controls of the aircraft during all rapid refueling and hot loading operations.
- There shall be no simultaneous hot loading and refueling.

Aircraft Wash Down

Washing or rinsing the aircraft will be done in either the retardant pit or area designated by the ATBM. The AWS will have its tank and floats hot water pressure washed (minimum 140° F) by the vendor prior to reporting for duty. The PIC will be given a map showing all lakes in northern Idaho known to be infested with any invasive aquatic weed such as Eurasian Watermilfoil (EWM). If dipping from one of these water bodies, the aircraft will report back to the base. The vendor will do a thorough hot water pressure wash (minimum 140° F) before working from another un-infested water body. Appendices will identify the restrictions on utilizing water bodies.

Authorized Breaks

Authorized breaks for inspections, or minor maintenance during daily availability, will be granted

if requested and operational activity permits. The COR, or the Air Tanker Base Manager in the absence of the COR, has authority to approve authorized breaks.

Designated Abort/Jettison Areas

Each Air Tanker Base has a designated jettison area that is described in their Base Operation Plan and in the Appendices of this document. In-flight emergencies requiring retardant/foam load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above.
- Notify the appropriate dispatch center of the location and aircraft status as soon as possible.
- Any retardant aborted for safety reasons will be paid for by the incident that ordered it.
- Any retardant aborted for other reasons will be paid for by IDL, who will resolve the issue with the vendor.

Supplying Water

When operating from any base, it will be the responsibility of the SEMG or Air Tanker Base Manager to ensure an adequate supply of water is available. The ATBM will need to provide adequate hose and fittings at airports that have a well/hydrant capable of supplying 2400 gals/hour. For airport locations that do not have an adequate water supply, the ATBM will request the necessary resources from the local agency.

Ordering Retardant/BlazeTamer380

All Bases under this agreement are established Air Tanker Bases, and the ATBMs are delegated as the Project Inspectors on the national retardant contract. All retardant orders will be placed by the ATBM. When operating from IDL remote bases, IDL is responsible for administering the retardant.

Any base may order BlazeTamer 380 for use by IDL SEATS and AWS from the Coeur d'Alene Cache. IDL will make available billing code information to ATBMs for this purpose. The Pilot will be responsible for tracking the use of BlazeTamer 380 so that it can be appropriately charged to the fires it was used on. The Pilot will report usage of Blaze Tamer 380 to ATBM for recording onto the daily Flight Use Report for approval. It may also be used in cooperator aircraft as long as the amount used and the fires where it was used is tracked and submitted to IDL for billing to the appropriate agency.

Retardant/BlazeTamer380 Use

The Chief of the US Forest Service signed a Record of Decision (ROD) in December of 2011 regarding the application of retardant on national forest lands. The ROD involved ways to minimize potential negative effects of retardant on "Threatened/Endangered/Proposed Candidate or Sensitive Species." Dispatch and Tanker Bases will have maps showing streams in Idaho that require a minimum 300' buffer and other avoidance areas. The standard practice on all lands already requires a 300' buffer on either side of the waterway. The intent is to ensure that no retardant is deposited within the 300' buffer. SEAT or AWS pilots will be informed, either by Dispatch or the Incident Commander, of streams within the fire area in need of a buffer. On federal lands, there may also be areas requiring buffers for terrestrial organisms and/or cultural and archeological features. Any known or suspected misapplications of

retardant or foam shall be reported to the Incident Commander and Air Tanker Base Manager as soon as feasible.

Unscheduled Maintenance

In the event an aircraft becomes unavailable due to a maintenance issue, it is the Contractor's responsibility to ensure that any maintenance is completed correctly in accordance with Federal Aviation Administration (FAA) regulations. A certified aviation maintenance technician will complete the necessary work and make the appropriate entry in the aircraft log book. Major repairs or alterations will require an FAA Inspector's Authorization.

When this has been completed and the PIC agrees with the log book entry, the PIC makes the decision the aircraft is ready to return to service. The PIC will then inform the ATBM that the aircraft is in service. The ATBM will inform the IDL COR or designee (e.g., the IDL Duty Officer) of the Contractor's actions, and the IDL COR (or designee) will return the aircraft to contract. Aircraft will not be dispatched to an incident prior to being returned to contract by the IDL COR or designee.

Federal agencies may keep IDL aircraft from operating on federal protection until the maintenance has been approved by their inspector. However, this will not stop flights on IDL or Timber Protective Association (TPA) protection.

Meals

During periods of higher fire danger, it may be in the best interest of the agencies to keep the pilots and ground crews on base through meal times. The agencies, at their discretion, will provide lunches/refreshments (water, electrolyte replacement drinks, fruit) to the pilots and ground crews. Cost of the lunches will be paid by the ordering agency.

TIMEKEEPING

The administrative ATBM is responsible for approving a Flight Use Report each day and for submitting it to the Contractor for approval and signatures. Electronic copies shall be forwarded to the IDL Bureau of Fire Management (kbenton@idl.idaho.gov) and dgodfrey@idl.idaho.gov). Adjustments discovered during the IDL audit process will be brought to the attention of the ATBM. The ATBM/SEMG/AWS Manager is also responsible for tracking aircraft daily flight hours, availability, retardant/water usage (amount and cost by fire number), and pilot flight and duty time. The signed Flight Use Report will be mailed a minimum of twice monthly to the IDL Bureau of Fire Management, 3284 W. Industrial Loop, Coeur d'Alene, ID, 83815, ATTN: Kevin Benton. If the SEAT is at another tanker base, that ATBM will supply the Administrative ATBM with the daily timekeeping information.

The IDL has established a suppression flight rate for all users including IDL fires when these aircraft are flying. This suppression rate includes the flight time rate plus one-eighth of the daily availability rate for each hour flown.

APPENDIX A

Reviewers' Signature Page

/S/ Greg Loper Date: 4/27/18
Greg Loper, Interagency Aviation Officer
Idaho Panhandle National Forests

/S/ H. Stan Goode Date: 5/21/18
Harold S. Goode, Air Tanker Base Manager
Coeur d'Alene (COE)

/S/ William Acton Date: 5/18/18
William H. Acton, Forest Aviation Officer
Clearwater and Nez Perce National Forests

/S/ Donnie Vankomen Date: 5/18/18
Donnie Vankomen, Air Tanker Base Manager
Grangeville (GIC)

/S/ Len H Young Date: 5/3/18
Len Young, Chief Fire Warden
Clearwater-Potlatch Timber Protective Association

/S/ Ken Stump Date: 5/2/18
Ken Stump, Chief Fire Warden
Southern Idaho Timber Protective Association

/S/ Todd Franzen Date: 5/23/18
Todd Franzen, Acting Forest Aviation Officer
Payette National Forest

/S/ Michael A. Bassett Date: 5/23/18
Michael Bassett, Air Tanker Base Manager
McCall (MYL)

Approvers' Signature Page

/S/ John Harris
John Harris, Regional Aviation Officer
USDA Forest Service, Region 1

Date: 5/21/18

/S/ Samuel Ramsay
Samuel Ramsay, Regional Aviation Officer
USDA Forest Service, Region 4

Date: 5/30/18

/S/ Nicholas Strohmeier
Nicholas Strohmeier, Acting State Aviation Manager
Bureau of Land Management, Idaho State Office

Date: 5/18/18

/s/ Kevin Benton
Kevin Benton, Fire Aviation Program Manager
Idaho Department of Lands

Date: 5/22/18

APPENDIX B
COEUR D'ALENE AIR TANKER BASE
ADDITIONAL INFORMATION

ACCIDENT REPORTING

In case of an incident/accident, contact the individuals listed below:

Crash Rescue – Emergency	911
Coeur d'Alene Dispatch.....	208-772-3283
IDL Statewide Duty Officer	208-769-1530
Kevin Benton, IDL Aviation, Coeur d'Alene, ID	208-666-8651 or 208-290-8969 (C)
Greg Loper, Interagency Aviation Officer.....	208-762-6926 or 208-659-9574 (C)
John Harris, R-1 Aviation Officer	406-370-3342
Vacant, R-1 Aviation Safety Manager.....	406-329-3235
BLM Idaho Duty Officer	208-373-4080

SEAT OPERATIONS TELEPHONE DIRECTORY

Coeur d'Alene Dispatch.....	208-772-3283
Kevin Benton, IDL Aviation Program Manager (COR)	208-666-8651 (W) (C)
IDL Statewide Duty Officer	208-769-1530
Destry Scheel, Dispatch Center Manager	208-762-6904
Harold S. "Stan" Goode, Air Tanker Base Manager.....	208-762-6901
John Harris, R-1 Aviation Officer	406-370-3342
Vacant, R-1 Aviation Safety Manager.....	406-329-3235 406-370-3341 (C)
Nicholas Strohmeyer, Acting BLM Idaho State Aviation Manager.....	208-373-3853 208-514-5330 (C)
Aero Tech Pilots & Support: (Nancy Bishop).....	575-763-4300
Chris Bohan (T-837).....	259-839-8124
Mark Wagner (Driver).....	
Dauntless Air (Brett L'Esperance)	617 686-8976(C) 320-297-9088 (W)
Aldo Leonardi (FB-201).....	530-383-2420 (C)
Ivan Moe (Ground Support).....	218-766-6322 (C)

FLIGHT PATTERNS AND PROFILES

Coeur d'Alene is an uncontrolled airport. There can be simultaneous aircraft on converging runways under calm weather conditions. Additional vigilance is necessary when taking off on Runway 02/20 or Runway 06/24 to avoid the potential of collision where the two runways converge. Right traffic for Runway 02; standard traffic for other runways.

RESPONSE AREA

The response area for the SEATs based at Coeur d'Alene is the same as the dispatch area for the Coeur d'Alene Interagency Dispatch Center (CDC). Any requests to dispatch the SEATs outside this response area will require following the process outlined in this agreement in the section titled **Request for Dispatch Outside of Administrative Base Response Area**.

DESIGNATED JETTISON AREA

The non-emergency abort/jettison area is approximately seven miles northeast NE of the Airport at **47° 50.25' by 116° 37.25'**. (See map posted at the Retardant Base office.) In-flight emergencies requiring retardant or BlazeTamer380 load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above.
- Notify CDC of location and aircraft status as soon as practical

USE OF BLAZETAMER380

The Amphibious Water Scooper can be loaded at the base with retardant or water. The plane will be equipped with an induction system that will allow the PIC to deliver BlazeTamer380 on all subsequent loads scooped from a nearby water source as well as the initial load of water. If no suitable water source is available, the Water Scooper can be used as a conventional SEAT and return to the base to reload with retardant or water. If the IC, or land management agency, does not want BlazeTamer380 used, or there is a sensitive water source near the fire unsuitable for BlazeTamer380 use, then this information needs to be communicated to the PIC. The BlazeTamer380 suppressant would typically be applied right on the fire edge instead of pretreating a line ahead of the fire edge. At the IC's direction, the pilot can scoop and deliver straight water loads if treating near stream buffers or sensitive areas.

FREQUENCIES

NORTH IDAHO SEAT/AWS CHANNEL PLAN

AM FREQUENCIES:						
CH	RX	TONE	TX	TONE	ALPHA	FUNCTION
	124.625	--	124.625	--	Primary	Coeur d' Alene Dispatch Zone Primary Air-to-Air
	132.025	--	132.025	--	Primary	Grangeville Dispatch Zone Primary Air-to-Air
	122.900	--	122.900	--	BAK CNTRY	Back Country General Aviation Air-to-Air
	124.125	--	124.125	--		KCOE & S80(GIC) Tanker Base Ramp
	122.800		122.800		KCOE KCOE & S80(GIC)	CTAF
	125.475		125.475		Secondary	Coeur d'Alene Dispatch Zone Secondary Air-to-Air

COEUR D'ALENE DISPATCH CENTER

Destry Scheel, Center Manager
 11569 N. Airport Drive Hayden, ID 83835
 TEL (208) 772-3283 FAX (208) 762-6909/6927 idcdc@fs.fed.us

	PRIMARY		
	RECEIVE	TRANSMIT	
	FREQ/TONE	FREQ/TONE	MODE
National Flight Following**	168.650/110.9	168.650/110.9	Narrow
Primary Air to Ground IA (ID06) A/G IDL	151.1450	151.1450	Narrow
Secondary Air to Ground IA (ID06) A/G 54	168.5375	168.5375	Narrow
Tertiary Air to Ground IA (ID06) A/G 47	167.7250	167.7250	Narrow
Air to Air IA (ID06)	124.625	124.625	
Coeur d'Alene Tanker Base	124.125	124.125	
Monitors Air Guard	168.625	168.625/110.9	Narrow

IDAHO PANHANDLE NATIONAL FORESTS

**National Flight Following transmit antenna is now on Mica Peak. Use Teaken, Simmons, or Saddle repeaters if unable to contact dispatch on National Flight Following from the extreme south, southeast and north areas of the zone. BLM frequencies may be assigned for incident flight following.

U.S. FOREST SERVICE

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ/TONE	FREQ/TONE	FREQ/TONE	
North Zone Sandpoint, Priest Lake, Bonners Ferry Ranger Districts				
Black Mountain FS (BF)	172.400/107.2		165.4875/103.5	Narrow
Hall Mountain (BF)	172.400/107.2		165.4875/123.0	Narrow
Saddle Mountain (BF/PL)	172.400/107.2		165.4875/131.8	Narrow
Horton Ridge (PL)	172.400/107.2		165.4875/156.7	Narrow
Sandpoint Baldy (Spt/PL)	172.400/107.2		165.4875/110.9	Narrow
Lunch Peak (Spt)	172.400/107.2		165.4875/136.5	Narrow
Little Blacktail (Spt)	172.400/107.2		165.4875/100.0	Narrow
Lightning Mountain (Spt)	172.400/107.2		165.4875/167.9	Narrow
Sandpoint IA (Spt)	169.400/156.7	169.400/156.7		Narrow
Central Zone Coeur d'Alene River Ranger District				
Mica FS	169.925/107.2		165.5625/167.9	Narrow
Monument Peak	169.925/107.2		165.5625/131.8	Narrow
Faset Peak	169.925/107.2		165.5625/123.0	Narrow
Wardner FS	169.925/107.2		165.5625/136.5	Narrow
Little Guard	169.925/107.2		165.5625/156.7	Narrow
South Zone St. Joe Ranger District				
St. Joe Baldy	171.800/107.2		162.075/167.9	Narrow
Huckleberry Mountain	171.800/107.2		162.075/156.7	Narrow
Marks Butte	171.800/107.2		162.075/123.0	Narrow
Dunn Peak	171.800/107.2		162.075/103.5	Narrow
Middle Sister	171.800/107.2		162.075/131.8	Narrow
Simmons Ridge	171.800/107.2		162.075/110.9	Narrow
Snow Peak	171.800/107.2		162.075/136.5	Narrow
Forestwide				
COM USE 1	168.6125	168.6125		Narrow
COM USE 2	163.7125	163.7125		Narrow
COM USE 3	173.6250	173.6250		Narrow
COM USE 4	167.1375	167.1375		Narrow

COEUR D'ALENE DISPATCH CENTER

(cont)

IDAHO DEPARTMENT OF LANDS

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / TONE	FREQ / TONE	
North Zone Priest Lake (PLS), PendOreille Lakes (POS), Kootenai Valley (KVS) Districts				
Lakeview (PLS)	159.465/100.0		151.2650/100.0	Narrow
Lookout Mtn (PLS)	TBD		TBD	Narrow
Black IDL (KVS)	159.300/114.8		151.325/123.0	Narrow
Schweitzer (POS)	159.3375/100.0		151.4375/136.5	Narrow
Hoodoo (POS)	159.3375/100.0		151.4375/127.3	Narrow
Central Zone Mica (MIS), Cataldo (CAS) Districts.				
Mica IDL (MIS)	159.300/127.3		151.325/110.9	Narrow
Wardner Peak (CAS)	159.195/151.4		151.2125/110.9	Narrow
South Zone West St. Joe (SJS), Ponderosa (PDS) Districts.				
Baldy (SJS)	159.255/136.5		151.175/100.0	Narrow
Elk Butte (SJS/PDS)	159.255/100.0		151.175/123.0	Narrow
Teakean Butte (PDS)	159.300/123.0		151.325/100.0	Narrow
Moscow Mountain (PDS)	159.1125/146.2		151.2125/107.2	Narrow
Statewide				
IDL Direct 1	159.255/ 77.0	159.255/ 77.0		Narrow
IDL Direct 2	159.285/ 77.0	159.285/ 77.0		Narrow
IDL Direct 3	159.300/ 77.0	159.300/ 77.0		Narrow
IDL Direct 4	159.465/ 77.0	159.465/ 77.0		Narrow
IDL Direct 5	159.450/ 77.0	159.450/ 77.0		Narrow
IDL Project Repeater	159.285		151.445/100.0	Narrow

BUREAU OF INDIAN AFFAIRS

COEUR D'ALENE TRIBE (ID-CDT)

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / TONE	FREQ / TONE	
South Zone				
CDT Repeater (Tekoa Butte)	172.5875/210.7		164.8375/167.9	Narrow
CDT Tac 2	166.6375	166.6375		Narrow
CDT Tac 3	172.5875/210.7	172.5875/210.7		Narrow

BUREAU OF LAND MANAGEMENT

COEUR D'ALENE DISTRICT OFFICE (ID-COD)

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / TONE	FREQ / TONE	
Zonewide				
Mica Peak/Direct	164.5250/107.2	164.5250/107.2		Narrow
St. Joe Baldy	164.5250/107.2		163.0250/114.8	Narrow
Wardner Peak	164.5250/107.2		163.0250/131.8	Narrow
Cottonwood Butte	164.5250/107.2		163.0250/107.2	Narrow

APPENDIX C

GRANGEVILLE AIR TANKER BASE ADDITIONAL INFORMATION

ACCIDENT REPORTING:

In case of an incident/accident, contact the individuals listed below:

Crash Rescue—Emergency	911
Mark DeCaria, GVC Dispatch Coordinator.....	208-983-6801
IDL Statewide Duty Officer	208-769-1530
Kevin Benton, IDL Aviation Program Manager (COR)	208-666-8651
	208-290-8969 (C)
Jeremiah Miller, IDL Fire Warden - Craigmont.....	208-924-5571
	208-816-3390 (C)
Nick Carter, IDL Fire Warden, Maggie Creek.....	208-935-2141
Pat Hagen, Area Manager, Maggie Creek	208-935-2141
	(C)
Jay Sila, Area Manager, Clearwater/Craigmont.....	208-476-4501
	208-921-7316 (C)
Len Young, Chief Fire Warden, C-PTPA	208-476-5612
	208-827-1211 (C)
Willy Acton, Zone Aviation Officer.....	208-983-9571
	208-507-0942 (C)
John Harris, R-1 Aviation Officer	406-370-3342
	(C)
Vacant, R-1 Aviation Safety Manager	406-329-3235
	(C)
Bob Lippincott, NPNF Fire Staff.....	208-983-4066
	208-983-5672 (C)
Nicholas Strohmeier, Acting BLM Idaho State Aviation Manager.....	208-373-3853
	208-514-5330 (C)

SEAT OPERATIONS TELEPHONE DIRECTORY:

Grangeville Interagency Dispatch Center (GVC).....	208-983-6800/6802
Grangeville Aviation Dispatch.....	208-983-6803/6804
Kevin Benton, IDL Aviation & Investigation Program Manager (COR)	208-666-8651
	(C)
Jeremiah Miller, IDL Fire Warden - Craigmont.....	208-924-5571
Nick Carter, IDL Fire Warden, Maggie Creek.....	208-935-2141
Donnie Vankomen, Air Tanker Base Manager.....	208-983-9577
	505-860-2529 (C)
Willy Acton, Zone Aviation Officer.....	208-983-9571
	208-507-0942 (C)
John Harris, R-1 Aviation Officer	406-370-3342
Vacant, R-1 Aviation Safety Manager	406-329-3235
Regional Aviation Group, Forest Service	406-329-4900
John Farro, R-1 Aircraft Maintenance/Safety Inspector.....	406-829-7345
	406-370-3347 (C)
James Grasham, R-1 Fixed Wing Specialist.....	406-329-4914
	208 660 4139 (C)
Columbia Basin Helicopters, Inc. (Albert Hanson)	541-403-1419
Unknown	
Unknown	

RESPONSE AREA

The response area for the SEATs based at Grangeville is the same as the dispatch area for the Grangeville Interagency Dispatch Center (GVC). Any requests to dispatch the SEATs outside this response area will require following the process outlined in this agreement in the section titled **Request for Dispatch Outside of Administrative Base Response Area**.

DESIGNATED JETTISON AREAS:

45° 51.385'/116° 10.68'

This area is south of Grangeville on IDL land. This should pose minimal impact on private holdings. The area is located on the western slope of Mt. Idaho and east of the Whitebird Grade on Highway 95.

In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- Notify GVC of location and aircraft status as soon as possible.

FREQUENCIES

AM CHANNELS						
DISPLAY	RX Freq.	RX Tone	TX Freq.	TX Tone	Band	Description
BAK CNTRY	122.9	0.0	122.9	0.0		Back Country General Aviation Air-to-Air
GIC Unicom	122.8	0.0	122.8	0.0		Grangeville Airport Unicom (2011)
NAT FF	168.650	110.9	168.650	110.9		Nat'l Flight Following
AIR GUARD	168.625	0.0	168.625	110.9	N	Air Guard-(In Air Guard Channel)
Smoke Jumper	168.550		168.550	123.0		Jumper Air to Ground

GRANGEVILLE INTERAGENCY DISPATCH CENTER

Mark DeCaria, Center Manager
 104 Airport Road
 Grangeville, Idaho 83530
 TEL: (208) 983-6800 FAX: (208) 983-4065
idgvc@fs.fed.us

	PRIMARY		MODE
	RECEIVE	TRANSMIT	
National Flight Following	168.650/110.9	168.650/110.9	Narrow
Tanker Base	124.125	124.125	
Grangeville Air to Air IA (ID07)	132.025	132.025	
Clear/Nez Air to Ground 1 (ID07) A/G 17	167.9875	167.9875	Narrow
Clear/Nez Air to Ground 2 (ID07) A/G 45	167.6500	167.6500	Narrow
IDL Air to Ground (ID07) A/G 03	151.1450	151.1450	Narrow
Air Guard	168.625	168.625/110.9	Narrow
Fire Aviation Network (FAN) High Camp *	173.1625/146.2	166.0000/114.8	Narrow
Fire Aviation Network (FAN) Hemlock *	173.1625/146.2	166.0000/151.4	Narrow
Fire Aviation Network (FAN) Iron Mtn.*	173.1625/146.2	166.0000/162.2	Narrow
*Functioning - usage in testing for local flight following			

U.S. FOREST SERVICE

NEZ PERCE - CLEARWATER NATIONAL FORESTS

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ/TONE	FREQ/TONE	FREQ/TONE	
North Fork / Palouse District				
North 1: Gold Hill	170.500		165.0125/156.7	Narrow
North 2: Junction Mountain	170.500		165.0125/136.5	Narrow
North 3: Eagle Point	170.500		165.0125/162.2	Narrow
North 4: Elk Butte	170.500		165.0125/141.3	Narrow
North 5: Osier Ridge	170.500		165.0125/100.0	Narrow
North 6: Hemlock Butte	170.500		165.0125/151.4	Narrow
Powell District				Narrow
East 1: Beaver Ridge	171.5750		166.2625/100.0	Narrow
East 2: Diablo Mountain	171.5750		166.2625/151.4	Narrow
East 3: Bear Mountain	171.5750		166.2625/156.7	Narrow
East 4: Rocky Point	171.5750		166.2625/162.2	Narrow
Lochsa District				Narrow
South 1: Hemlock Butte	172.2250		165.7000/100.0	Narrow
South 2: Coolwater Mtn.	172.2250		165.7000/151.4	Narrow
South 3: Castle Butte	172.2250		165.7000/156.7	Narrow
South 4: Doty Ridge	172.2250		165.7000/162.2	Narrow
Salmon River District:				
Nez West 1: Slate Point	170.5625		164.1375/107.2	Narrow
Nez West 2: High Camp	170.5625		164.1375/114.8	Narrow
Nez West 3: Black Butte	170.5625		164.1375/162.2	Narrow
Nez West 4: Heavens Gate	170.5625		164.1375/146.2	Narrow
Nez West 5: Cold Springs	170.5625		164.1375/141.3	Narrow
Nez West 6: Pilot Knob	170.5625		164.1375/156.7	Narrow
Red River/Moose Creek District:				
Nez East 1: Iron Mtn.	173.1375		166.2000/162.2	Narrow
Nez East 2: Anderson Butte	173.1375		166.2000/107.2	Narrow
Nez East 3: Burnt Knob	173.1375		166.2000/114.8	Narrow
Nez East 4: Oregon Butte	173.1375		166.2000/127.3	Narrow
Nez East 5: Fog Mtn.	173.1375		166.2000/146.2	Narrow
Nez East 6: Shissler	173.1375		166.2000/156.7	Narrow
Nez East 7: Gardiner	173.1375		166.2000/141.3	Narrow
Nez East 8: Coolwater East	173.1375		166.2000/167.9	Narrow

GRANGEVILLE INTERAGENCY DISPATCH CENTER

(cont)

IDAHO DEPARTMENT OF LANDS

(Check for changes in removal of tone on one side)

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / TONE	FREQ / TONE	
IDL Air – Ground A/G 03	151.1450	151.1450		Narrow
IDL Direct 2	159.2850/77.0	159.2850/77.0		Narrow
IDL Direct 1A	159.2550/114.8	159.2550/114.8		Narrow
Project Fire	159.2850/100.0		151.4450/100.0	Narrow

CRAIG MOUNTAIN FIRE PROTECTIVE DISTRICT

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / TONE	FREQ / TONE	
Cottonwood Butte	159.4650/136.5		151.2650/127.3	Narrow
Jim Creek	159.2325/131.8		151.3325/123.0	Narrow

MAGGIE CREEK FIRE PROTECTIVE DISTRICT

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / TONE	FREQ / TONE	
Woodrat Mountain	159.4500/136.5		151.3100/100.0	Narrow
Teaken	159.3000/123.0		151.3250/100.0	Narrow

NEZ PERCE TRIBE

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / digital TONE	FREQ / TONE	
Teaken	154.1375	159.1575/D754*		Narrow
Sundown	154.2725	151.4675/D371*		Narrow

*note: DCS tone

CLEARWATER POTLATCH TIMBER PROTECTIVE ASSOC'N (CPTPA)

	PRIMARY		REPEATER	MODE
	RECEIVE	TRANSMIT	TRANSMIT	
	FREQ / TONE	FREQ / TONE	FREQ / TONE	
CT Direct #1	159.2700	159.2700		Narrow
CT Repeater #1 (Elk Butte)	159.2700		151.2050 / 97.4	Narrow
CT Direct #2	153.0650	153.0650		Narrow
CT Repeater #2 (CPTPA 2)	153.0650		158.1600/ 97.4	Narrow
CT Direct #3	153.3200	153.3200		Narrow
CT Repeater #3	153.3200		158.2950/192.8	Narrow

APPENDIX D
McCALL AIR TANKER BASE
ADDITIONAL INFORMATION

ACCIDENT REPORTING

In case of an incident/accident, contact the individuals listed below:

Crash Rescue – Emergency	911
Payette Dispatch	208-634-2757
IDL Statewide Duty Officer	208-769-1530
Kevin Benton, IDL Aviation Program Manager, Coeur d’Alene, ID	208-666-8651 (W) 208 290-8969 (C)
Paul Wagner, Chief Fire Warden, SITPA, McCall, ID.....	208-634-2268 (W) 208-634-8005 (C)
Sam Ramsay, R-4 Aviation Officer	801-620-1890 (W) 801-745-7867 (C)
Nikki Sandhoff, R-4 Aviation Safety Manager	801-620-1856 (W) 385-264-4018 (C)
BLM Duty Officer	208-373-4080

SEAT OPERATIONS TELEPHONE DIRECTORY:

Payette Dispatch	208-634-2757
IDL Statewide Duty Officer	208-769-1530
Kevin Benton, IDL Aviation Program Manager (COR)	208-666-8651
Ken Stump, SITPA/IDL Local Aviation Contact.....	208-634-2268
Gary Murphy, Payette Dispatch	208-634-0395
Michael Bassett, McCall Air Tanker Base Manager	208-634-0357
Denny Lewis, Asst. Air Tanker Base Manager.....	208-634-0357
Todd Franzen, Acting Payette NF Aviation Officer.....	208-399-9909
Sam Ramsay, R-4 Aviation Officer	801-620-1890 801-745-7867
Nikki Sandhoff, R-4 Aviation Safety Manager	801-620-1856 (W) 385-264-4018 (C)
Nicholas Strohmeier, Acting BLM Idaho State Aviation Manager.....	208-373-3853 208-514-5330 (C)
Aero Tech Pilots & Support: (Nancy Bishop)	575-763-4300
Greg Schultz (T-833).....	218-469-0392
Phil Dolan (Driver)	

FLIGHT PATTERNS and PROFILES

Uncontrolled airport, standard left-hand pattern.

RESPONSE AREA

See Map on last page of this appendix, Appendix D.

The response area for the SEATs based at McCall is shown on the attached map. Any requests to dispatch the SEATs outside this response area will require following the process outlined in this agreement in the section titled **Request for Dispatch Outside of Administrative Base Response Area.**

DESIGNATED JETTISON AREA

The designated jettison area at McCall is East of the Airport on the backside of Jughandle Mountain (**44°49.43' 115°57.20'**). In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above.
- Notify Payette Dispatch of location and aircraft status as soon as possible.

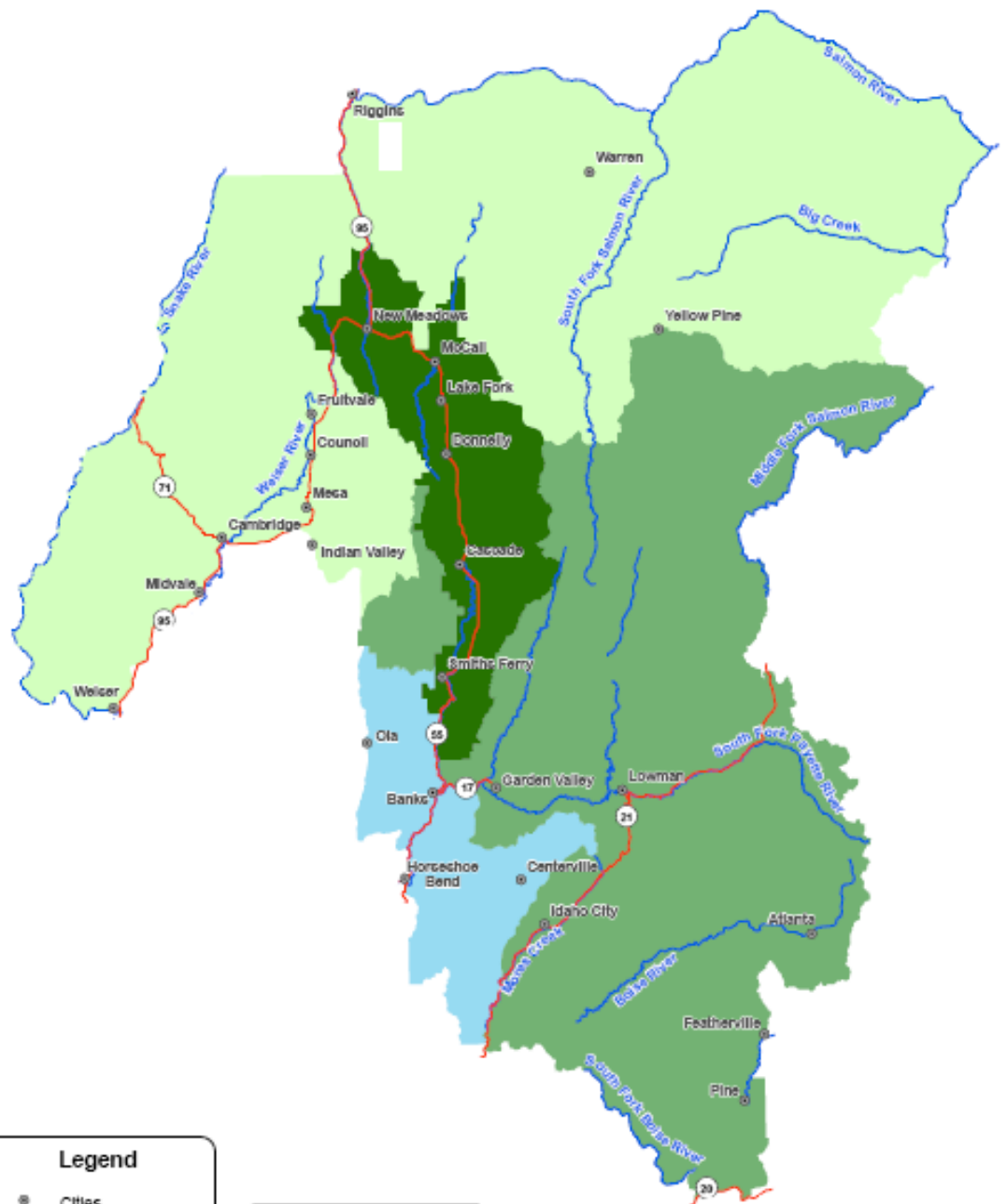
FREQUENCIES

FM Frequencies							
Display	Channel	RX	RX Tone	TX	TX Tone	Band	Description
AIR GARD		168.625	0.0	168.625	110.9	N	Air Guard –(in Air Guard Channel)
SMITH MT		171.55	0.0	165.075	131.8	N	Payette West-Smith Mtn. Rptr.
ELK		169.9	0.0	164.7875	131.8	N	Payette East-Elk Rptr.
NAT F F		168.650	110.9	168.650	110.9	N	Nat'l Flight Following (C/N, BOF)
PAF A/G 87		168.6875	0.0	168.6875	0	N	Payette Air to Ground
PAF A/G 46		167.7000		167.7000		N	Payette Air to Ground 2
PAY EAST		169.9	0.0	169.9	110.9	N	Payette East
PAY WEST		171.55	0.0	171.55	110.9	N	Payette West
JMPR A/G		168.55	0.0	168.55	0	N	Smokejumper Air to Ground
Snowbank		159.4500	0.0	151.3100	110.9	N	SITPA Snowbank Repeater
Brundage		159.4500	0.0	151.3100	146.2	N	SITPA Brundage Repeater
Direct		159.4500	0.0	159.4500	0.0	N	SITPA Direct
SITPA Tac		159.2250	0.0	159.2250	0.0	N	SITPA Tac

AM Frequencies							
Display	Channel	RX	RX Tone	TX	TX Tone	Band	Description
PAF FF		121.825	--	121.825	--		Payette Flight Following
PAF AA1		119.375	--	119.375	--		Primary Payette Air to Air
PAF AA2		120.225	--	120.225	--		Secondary Payette Air to Air

Single Engine Air Tankers

Southwest IA Response Area



Legend

- Cities
- State Highways
- Major Rivers
- Fire Protection Districts
- BOISE NF
- IDL-SOUTHWEST
- PAYETTE NF
- SITPA

Vicinity Map

Legend

- Response Area



Disclaimer:
 This map has been compiled using the best information available to the Idaho Department of Lands at the time and may be updated and/or revised without notice. In situations where known accuracy and completeness is required, the user has the responsibility to verify the accuracy of the map and the underlying data sources.

APPENDIX E

BOISE AIR TANKER BASE – MOUNTAIN HOME SEAT BASE – ONTARIO SEAT BASE ADDITIONAL INFORMATION

ACCIDENT REPORTING

In case of an incident/accident, contact the individuals listed below:

Boise Dispatch	208-384-3400
Idaho Department of Lands Statewide Duty Officer.....	208-769-1530
Kevin Benton, IDL Aviation Program Manager, Coeur d'Alene, ID	208-666-8651
	208 290-8969 (C)
Casper Urbanek, Fire Warden, IDL Southwest Area, ID.....	208-334-3488
	208-914-4619 (C)
Bob Shindelar, Fire Management Officer – Boise NF	208-373-4176(W)
	208-994-8701 (C)
Andy Delmas, Fire Management Officer – Boise BLM.....	208-384-3401(W)
.....	208-871-1831(C)
Sam Ramsay, R-4 Aviation Officer.....	801-620-1890 (W)
	801-745-7867 (C)
Nikki Sandhoff, R-4 Aviation Safety Manager.....	801-620-1856 (W)
	385-264-4018 (C)
Nicholas Strohmeier, Acting BLM Idaho State Aviation Manager	208-373-3853
	208-514-5330 (C)
BLM Idaho State Duty Officer.....	208-373-4080

SEAT OPERATIONS TELEPHONE DIRECTORY

Boise Dispatch	208-384-3398
NIFC Ramp.....	208-387-5529
Boise Tanker Base.....	208-387-5664
Mtn Home SEAT Base.....	208-587-5281
IDL Statewide Duty Officer	208-769-1530
Kevin Benton, IDL Aviation Program Manager (COR)	208-666-8651 (W)
Casper Urbanek, Fire Warden, IDL Southwest Area, ID.....	208-334-3488
	208-914-4619 (C)
Jill Leguineche, Boise Dispatch Center Manager	208-384-3380 (W)
.....	208-308-3634 (C)
Les Dixon, Boise Air Tanker Base Manager	208-387-5664
	208-861-5243 (C)
Dave Perez, Asst. Air Tanker Base Manager	208-994-1477 (C)
Miguel Bilbao, BLM/ Mountain Home SEAT Base Manager	208-871-7549 (C)
Doug Marolf, Boise NF Aviation Officer	208-634-3948 (C)
Nicholas Strohmeier, Boise District BLM Aviation Officer	208-384 3402(W)
.....	208-514-5330
Sam Ramsay, R-4 Aviation Officer.....	801-620-1890 (W)
	801-745-7867 (C)
Nikki Sandhoff, R-4 Aviation Safety Manager.....	801-620-1856 (W)
	385-264-4018 (C)
Nicholas Strohmeier, Acting BLM Idaho State Aviation Manager	208-373-3853
	208-514-5330 (C)

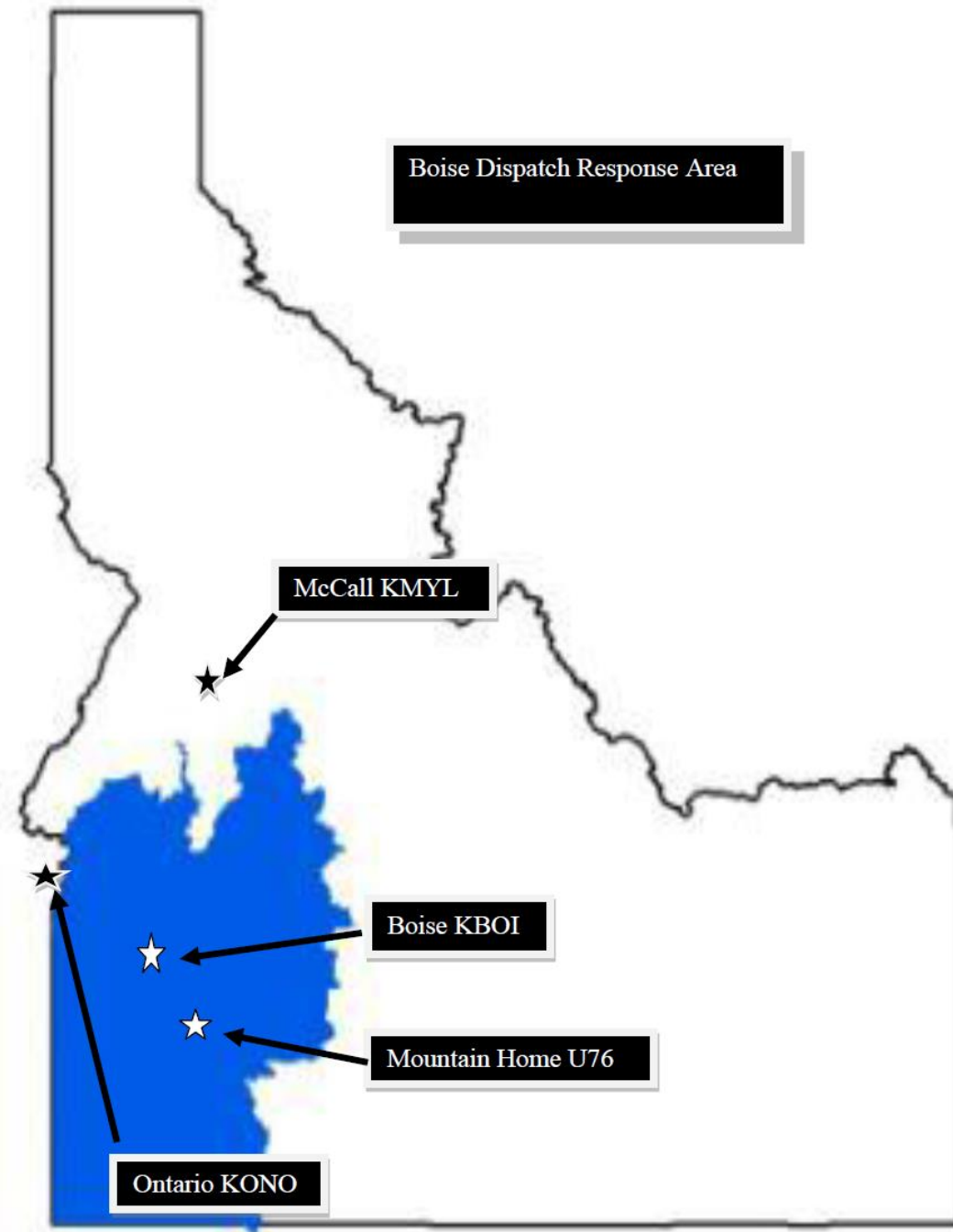
FLIGHT PATTERNS and PROFILES

Boise International is Class C airspace, Controlled Airport. Helicopter training operations on third runway. IDANG, LATN, and MTR routes and training outside of MOAs with A-10 and C-130. MOA south of Snake River. Backcountry air 122.9 between BOI, Salmon, McCall, and Frank Church Wilderness.

RESPONSE AREA

The Boise Air Tanker Base is centrally located in southwest Idaho to provide a base of operations for tactical firefighting aircraft supporting wildfire suppression efforts for federal and cooperating agencies which fall within its zone of influence. The response area for the SEATs based at Boise is shown on the map below. Agencies served are: BLM Boise District, Boise NF, IDL- Southwest Area, City and Counties. Ontario, Oregon, SEAT Base is used as a reload base.

Any requests to dispatch the SEATs outside this response area will require following the process outlined in the section titled **Request for Dispatch Outside of Administrative Base Response Area**.



DESIGNATED JETTISON AREAS – BOISE AND MOUNTAIN HOME

Boise: The non-emergency abort/jettison area is approximately 7.8 miles East of the Airport at 43° 26.06'N LONG by 116° 06.25'W. Watch for Towers (2). (See map posted at the Retardant Base office.)

Mountain Home SEAT Base: Lockman Butte, NE of U76 and north of Interstate 84, (**43°12.84' x 115°43.5'**). Avoid cattle, drop high to disperse the drop.

In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

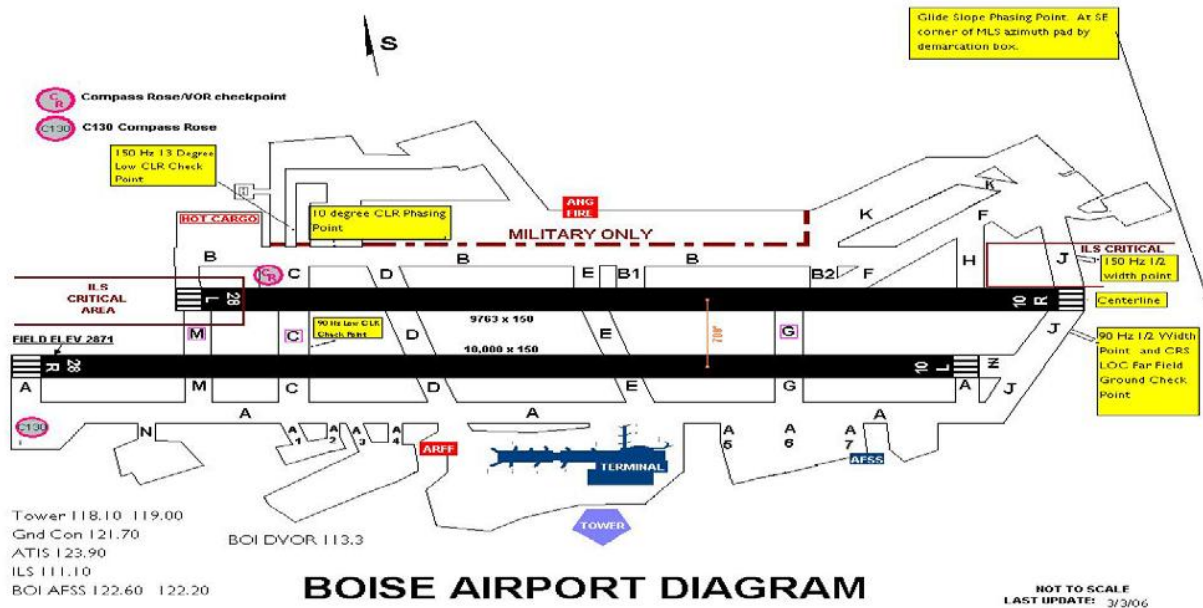
- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above.
- Notify Boise ATB or Boise Dispatch of location and aircraft status as soon as possible.

FREQUENCIES

AM Frequencies			
Display	RX	TX	Description
BDC AA1	124.425	124.425	Primary Boise Air to Air
BDC AA2	125.375	125.375	Secondary Boise Air to Air
BDC AA3	127.425	127.425	Terterary Boise Air to Air
TWF IA AA	121.375	121.375	South Idaho Initial Attack Air to Air
Vale IA AA	125.075	125.075	Vale OR Initial Attack Air to Air
PAF IA AA	118.875	118.875	Payette Initial Attack Air to Air
Boise Tanker Base	133.575	133.575	Tanker Base
NIFC Ramp	135.675	135.675	NIFC Ramp
Mountain Home SEAT Base	123.975	123.975	Mountain Home SEAT Base
BOI ATIS	123.9	123.9	BOI ATIS
BOI Clearance Delivery	125.9	125.9	Clearance delivery
Boise North App	126.9	126.9	BOI North Approach
Boise South App	119.6	119.6	BOI South Approach
Boise Tower	118.1/ 119.0	118.1/ 119.0	BOI Tower
Boise Ground	121.7	121.7	BOI Ground
Mountain Home CTAF	122.8	122.8	U76 CTAF
Mountain Home App	124.8	124.8	Mountain Home Approach
Cowboy Control	134.1	134.1	Range Control for MOA's

FM Frequencies						
Display	RX	RX Tone	TX	TX Tone	Band	Description
AIR GARD	168.6250	0.0	168.6250	110.9	N	Air Guard –(in Air Guard Channel)
Boise Local FLT	173.7625	0.0	173.7625	110.9	N	Boise NF Local Flight Follow
NAT F F	168.6500	110.9	168.6500	110.9	N	Nat'l Flight Following
Boise A/G 17	167.9875	0.0	167.9875	0.0	N	Boise Air to Ground 17
Boise A/G 45	167.6500	0.0	167.6500	0.0	N	Boise Air to Ground 45
IDL A/G	151.1450	0.0	151.1450	100.0	N	IDL A/G (AKA A/G 3)
Ada County IA A/G	159.4725	0.0	159.4725	0.0	N	Ada County/ Boise City A/Grd
Boise NF N Zone	171.4500	0.0	171.4500	0.0	N	Boise NF North Zone Direct
Boise NF Zone Rptr	171.4500	0.0	164.1625	156.7	N	BOF North Zone Whitehawk Rptr
BOF S Zone	172.2000	0.0	172.2000	0.0	N	Boise NF South Zone Direct
BOF S Zone Rptr	172.2000	0.0	165.4125	179.9	N	Boise NF South Zone Trinity Rptr
BLM Boise Direct	168.4250	0.0	168.4250	0.0	N	BLM Boise Direct
BLM Boise Rptr	168.4250	0.0	163.1250	151.4	N	BLM Boise Cinnabar Rptr
IDL Direct 1	159.2550	0.0	159.2550	0.0	N	IDL Direct 1
IDL Repeaters	159.4650	0.0	151.2650	131.8	N	IDL Hawley Repaeter

BOISE TANKER BASE



The Boise Tanker Base is located at the NIFC ramp off of Taxiway A, A3 and A4.

The Mountain Home SEAT Base is at Mountain Home Municipal – U76. Parking is on the general aviation ramp, and loading is on the run-up pad on runway 28. The SEAT Base office is a trailer near the GA Ramp. Washdowns are at the GA Ramp

MOUNTAIN HOME

MOUNTAIN HOME
MUNICIPAL

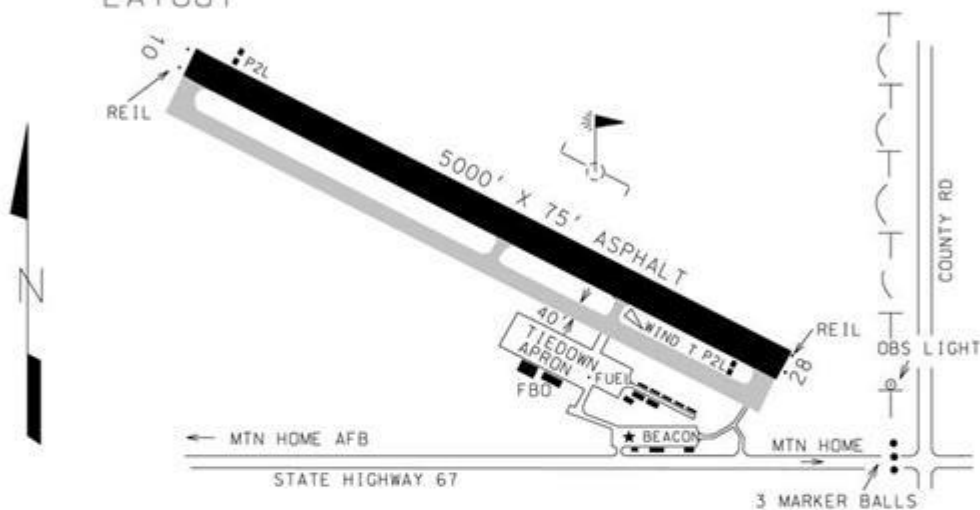
U76

LOCATION

LAT 43°07.90' LONG 115°43.83'



LAYOUT



ELEVATION 3167

CTAF 122.8

LOCATION 2 MILES W OF MTN HOME

FUEL 100LL

VOR FREQ RAD NM
MUO 114.9 354° 9.1

SERVICES MAJOR A & P REPAIRS,
RENTAL, SALES, COURTESY CAR,
INSTRUCTION, FOOD AND LODGING
ADJACENT AREA

COMMUNICATIONS CTAF 122.8
AWOS-3 122.8 MHA FB 124.8
RCO 122.6 (BOISE RADIO)

MANAGER 208-587-3585

NAV AIDS NDB/GPS RWY 28
PAPI, RWY 10/28

FBO(s)
MOUNTAIN HOME AVIATION 208-587-3585

LIGHTS MIRL, C/G BEACON

ATTENDED 0800 - 1700

REMARKS

HIGH PERFORMANCE MILITARY JET OPERATIONS IN THE AREA. CONTACT MHA FB APPROACH CONTROL ON 124.8 FOR TRAFFIC ADVISORIES. NDB 333 "STI", 3.3 NM EAST OF AIRPORT. ACTIVATE MIRL, REIL AND PAPI CTAF. 52' MARKED/LIGHTED POWERLINE CROSSES RWY 28 APPROACH 1500' FROM THRSHLD.

01/09

MOUNTAIN HOME

MOUNTAIN HOME
MUNICIPAL

U76

ONTARIO SEAT BASE

SEAT OPERATIONS TELEPHONE DIRECTORY:

Vale Dispatch.....	541-473-6295
IDL Statewide Duty Officer.....	208-769-1530
Kevin Benton, IDL Aviation Program Manager (COR).....	208-666-8651
Cassandra Fleckenstein, Vale Dispatch Center Manager	541-473-6295
Brian Rindlisbacher, Ontario SEAT Base Manager	208-387-5664
	208-741-0723 (C)
Jonathan Manski, Vale/Burns Aviation Officer	541-573-4319
Kurt Kleiner, BLM Oregon State Aviation Manager	503-808-6593
Nicholas Strohmeier, Acting BLM Idaho State Aviation Manager	208-373-3853
	208-514-5330 (C)



The SEAT Base is located on the NE corner of the GA Ramp. The Ontario Base serves as a reload base for Boise Dispatch response area and the Payette NF.

FM Frequencies						
Display	RX	RX Tone	TX	TX Tone	Band	Description
AIR GARD	168.6250	0.0	168.6250	110.9	N	Air Guard –(in Air Guard Channel)
Boise Local FLT	173.7625	0.0	173.7625	110.9	N	Boise NF Local Flight Follow
NAT F F	168.6500	110.9	168.6500	110.9	N	Nat'l Flight Following
Boise A/G 17	167.9875	0.0	167.9875	0.0	N	Boise Air to Ground 17
Boise A/G 20	168.1750	0.0	168.1750	0.0	N	Boise Air to Ground 20
IDL A/G	151.1450	0.0	151.1450	100.0	N	IDL A/G (AKA A/G 3)
JMPR A/G	168.5500	0.0	168.5500	0.0	N	Smokejumper Air to Ground
Vale A/G 62	169.3625	0.0	169.3625	0.0	N	Vale OR Air to Ground 62
Vale A/G 50	162.2875	0.0	168.2875	0.0	N	Burns OR Air to Ground 50
Vale BLM Direct	171.6500	0.0	171.6500	88.5	N	Vale BLM Vale Direct
Vale (Jordan)	172.1125	0.0	172.1125	88.5	N	Vale BLM Jordan Direct
Ontario CTAF	122.8		122.8			
Ontario ASOS	135.275					KONO Weather
IDL Direct	159.2250	0.0	159.2250	0.0	N	IDL Direct
IDL Repeaters	159.4650	0.0	151.2650	131.8	N	IDL Hawley Repaeter
BLM Boise Direct	168.4250	0.0	168.4250	0.0	N	BLM Boise Direct

APPENDIX F
TWIN FALLS AIRBASE
ADDITIONAL INFORMATION

ACCIDENT REPORTING

In case of an incident/accident, contact the individuals listed below:

Crash Rescue – Emergency	911
South Central Idaho Interagency Dispatch	208-886-2373
IDL Statewide Duty Officer	208-769-1530
Kevin Benton IDL Aviation Program Manager, Coeur d’Alene, ID	208-666-8651(W)
	208-290-8969 (C)
Sam Ramsay, R-4 Aviation Officer.....	801-620-1890 (W)
	801-745-7867 (C)
Nikki Sandhoff, R-4 Aviation Safety Manager.....	801-620-1856 (W)
	385-264-4018 (C)

SEAT OPERATIONS TELEPHONE DIRECTORY:

South Idaho Dispatch.....	208-732-7265
IDL Statewide Duty Officer	208-769-1530
Kevin Benton, IDL Aviation Program Manager (COR)	208-666-8651
Celina Stewart, Aircraft Dispatcher, South Idaho Dispatch	208-732-7265
Jasper Lloyd, Airbase Manager.....	208-735-6505
Matthew James, SEAT Manager.....	208-735-6514
Eric Gleckler, Twin Falls BLM/Sawtooth NF Aviation Officer	208-735-6501
Sam Ramsay, R-4 Aviation Officer.....	801-620-1890 (W)
	801-745-7867 (C)
Nikki Sandhoff, R-4 Aviation Safety Manager.....	801-620-1856 (W)
	385-264-4018 (C)

Henry’s Aerial Service	870-589-0870
Henry’s Pilots & Support:	
Darin Henry (Relief)	870-589-0870
Cleo King (T-813).....	601-695-0798
Johnny Broome (T-814)	870-995-2796
Curtis Carpenter (Relief)	216-225-6047
Bob Speckman (Driver).....	612-750-8657

FLIGHT PATTERNS and PROFILES

Controlled airport.

RESPONSE AREA

See Map on last page of this Appendix.

The response area for the SEATs based at Twin Falls is shown on the attached map. Any requests to dispatch the SEATs outside this response area will require following the process outlined in the section titled **Request for Dispatch Outside of Administrative Base Response Area.**

DESIGNATED JETTISON AREA

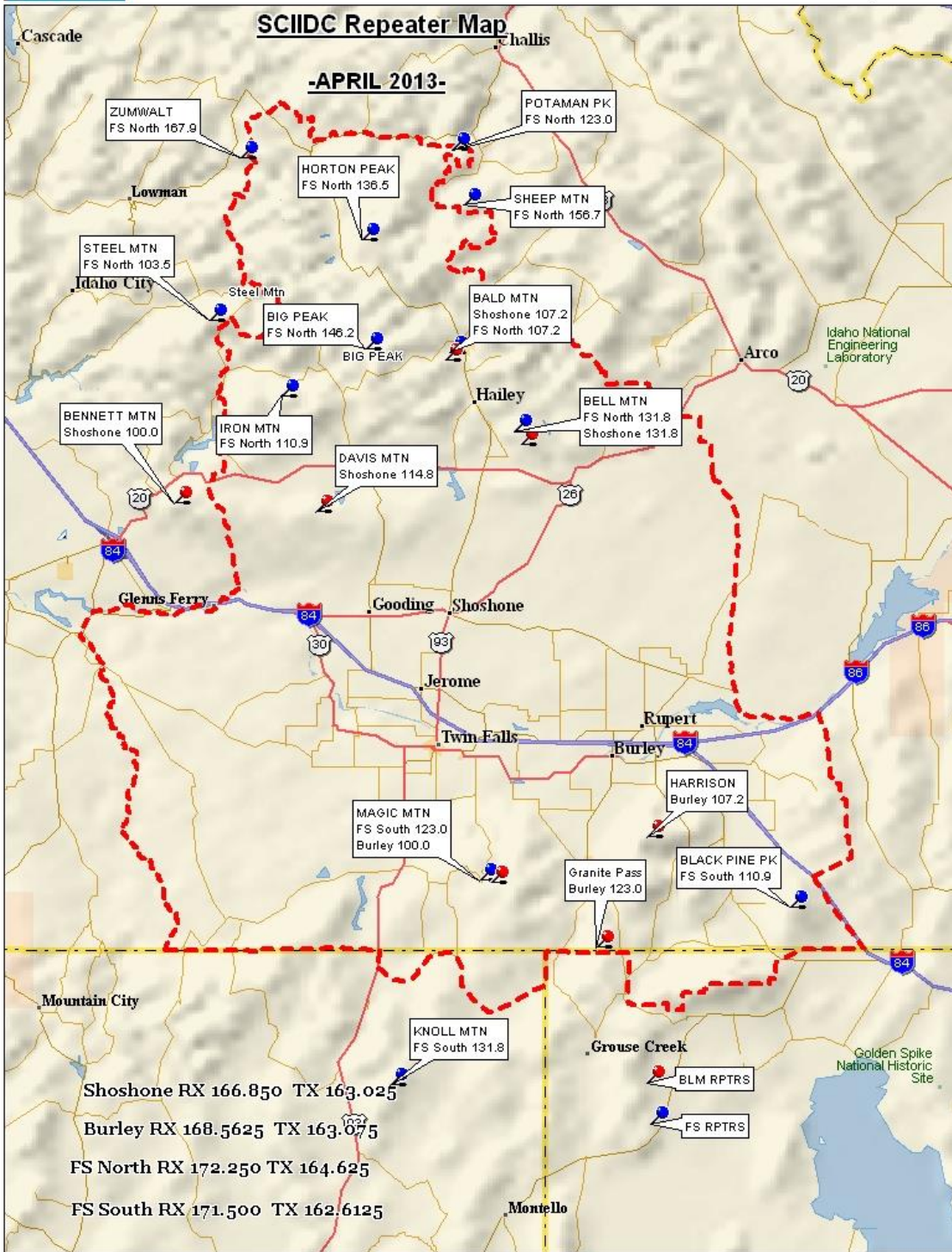
The designated jettison area at Twin Falls is West of the Airport 8nm, Berger Butte (**42°26.5' 114°39.2'**). In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above.
- Notify South Idaho Dispatch of location and aircraft status as soon as possible.

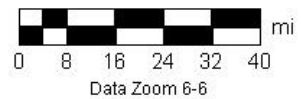
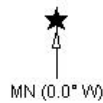
FREQUENCIES

REPEATER NAME	AGENCY	RX	RX TONE	TX	TX TONE
TWIN FALLS DISTRICT - BLM					
Shoshone Direct	BLM	166.8500 (N)		166.8500 (N)	
Bennett Mountain	BLM	166.8500 (N)		163.0250 (N)	100.0
Bald Mountain	BLM	166.8500 (N)		163.0250 (N)	107.2
Bell Mountain	BLM	166.8500 (N)		163.0250 (N)	131.8
Davis Mountain	BLM	166.8500 (N)		163.0250 (N)	114.8
Burley Direct	BLM	168.5625 (N)		168.5625 (N)	
Magic Mountain	BLM	168.5625 (N)		163.0750 (N)	100.0
Mt. Harrison	BLM	168.5625 (N)		163.0750 (N)	107.2
Portable Repeater	BLM	168.5625 (N)		163.0750 (N)	114.8
Granite Pass	BLM	168.5625 (N)		163.0750 (N)	123.0
Tactical 1	BLM	172.7750 (N)		172.7750 (N)	
Tactical 2	BLM	173.8625 (N)		173.8625 (N)	
Tactical 3	BLM	168.6375 (N)		168.6375 (N)	
Tactical 4	BLM	166.8000 (N)		166.8000 (N)	
SAWTOOTH - USFS					
Sawtooth North	USFS	172.2500 (N)		172.2500 (N)	
Basin Butte (<i>Summer '13</i>)	USFS	172.2500 (N)		164.6250 (N)	100.0
Bald Mtn	USFS	172.2500 (N)		164.6250 (N)	107.2
Iron Mtn	USFS	172.2500 (N)		164.6250 (N)	110.9
Bell	USFS	172.2500 (N)		164.6250 (N)	131.8
Horton	USFS	172.2500 (N)		164.6250 (N)	136.5
Big Peak	USFS	172.2500 (N)		164.6250 (N)	146.2
Zumwalt	USFS	172.2500 (N)		164.6250 (N)	167.9
Sheep Mtn.	USFS	172.2500 (N)		164.6250 (N)	156.7
Steel Mtn.	USFS	172.2500 (N)		164.6250 (N)	103.5
Potaman Peak	USFS	172.2500 (N)		164.6250 (N)	123.0
North Portable	USFS	172.2500 (N)		164.6250 (N)	179.9

SAWTOOTH – USFS (cont.)					
Sawtooth South	USFS	171.5000 (N)		171.5000 (N)	
Black Pine	USFS	171.5000 (N)		162.6125 (N)	110.9
Magic Repeater	USFS	171.5000 (N)		162.6125 (N)	123.0
Knoll Mountain	USFS	171.5000 (N)		162.6125 (N)	131.8
Hegler (<i>Summer '13</i>)	USFS	171.5000 (N)		162.6125 (N)	136.5
South Portable	USFS	171.5000 (N)		162.6125 (N)	179.9
Tactical 1	USFS	162.2250 (N)		162.2250 (N)	
Tactical 2	USFS	168.6125 (N)		168.6125 (N)	
Project 1	USFS	163.7125 (N)		163.7125 (N)	
MISC.					
IDL TAC 1	IDL	159.1450 (N)		159.1450 (N)	
IDL TAC 2	IDL	159.2850 (N)		159.2850 (N)	
Air to Ground 03	IDL	151.1450 (N)		151.1450 (N)	
Air to Ground 19		168.1250 (N)		168.1250 (N)	
Air to Ground 54		168.5375 (N)		168.5375 (N)	
Air to Air AM Frequency		121.3750 (N)		121.3750 (N)	
Secondary A/A AM Frequency		126.4250 (N)		126.4250 (N)	
National Flight Follow		168.6500 (N)	110.9	168.6500 (N)	110.9
National Air Guard		168.6250 (N)	110.9	168.6250 (N)	110.9
Local Flight Follow Bennett		170.1000 (N)		164.8000 (N)	100.0
Local Flight Follow Harrison		170.1000 (N)		164.8000 (N)	107.2
Local Flight Follow Big Peak		170.1000 (N)		164.8000 (N)	146.2
Life Flight		155.2800 (N)		155.2800 (N)	156.7



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APPENDIX G
POCATELLO AIR TANKER BASE
ADDITIONAL INFORMATION

ACCIDENT REPORTING

In case of an incident/accident, contact the individuals listed below:

Crash Rescue – Emergency	911
Eastern Idaho Interagency Fire Center (East Idaho Dispatch).....	208-524-7600
IDL Statewide Duty Officer	208-769-1530
Kevin Benton-, IDL Aviation Program Manager, Coeur d’Alene, ID	208-666-8651 (W) 208 290-8969 (C)
Sam Ramsay, R-4 Aviation Officer.....	801-620-1890 (W) 801-745-7867 (C)
Nikki Sandhoff, R-4 Aviation Safety Manager.....	801-620-1856 (W) 385-264-4018 (C)
Nicholas Strohmeier, Acting BLM Idaho State Aviation Manager	208-373-3853 208-514-5330 (C)
BLM Idaho State Fire Duty Officer.....	208-373-4080

SEAT OPERATIONS TELEPHONE DIRECTORY

East Idaho Dispatch.....	208-524-7600
IDL Statewide Duty Officer	208-769-1530
Kevin Benton, IDL Aviation Program Manager (COR)	208-666-8651
Center Manager, East Idaho Dispatch	208-524-7615
Robert Dauphinais, Pocatello Air Tanker Base Manager.....	208-235-4702
VACANT, SEAT Manager	208-235-4705
Bob Barnes, Idaho Falls BLM/Caribou-Targhee NF Aviation Manager....	208-235-4701
Sam Ramsay, R-4 Aviation Officer.....	801-620-1890 (W) 801-745-7867 (C)
Nikki Sandhoff, R-4 Aviation Safety Manager.....	801-620-1856 (W) 385-264-4018 (C)
Nicholas Strohmeier, Acting BLM Idaho State Aviation Manager	208-373-3853 208-514-5330 (C)
BLM National SEAT Coordinator.....	208-387-5419

FLIGHT PATTERNS and PROFILES

Uncontrolled airport, standard left-hand pattern.

RESPONSE AREA

See Map.

The response area is shown on the attached maps. Large Air Tanker bases at Pocatello and West Yellowstone support SEAT operations for eastern Idaho. Possible alternate airports that may support SEAT operations include Arco, Challis, Salmon, Rexburg, Idaho Falls, Malad, and Bear Lake. Any requests to dispatch the SEATs outside this response area will require following the process outlined in the section titled **Request for Dispatch Outside of Administrative Base Response Area.**

DESIGNATED JETTISON AREA

The designated jettison area at Pocatello is north west of the American Falls Reservoir (**43°12.2' 112°51.6'**). In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

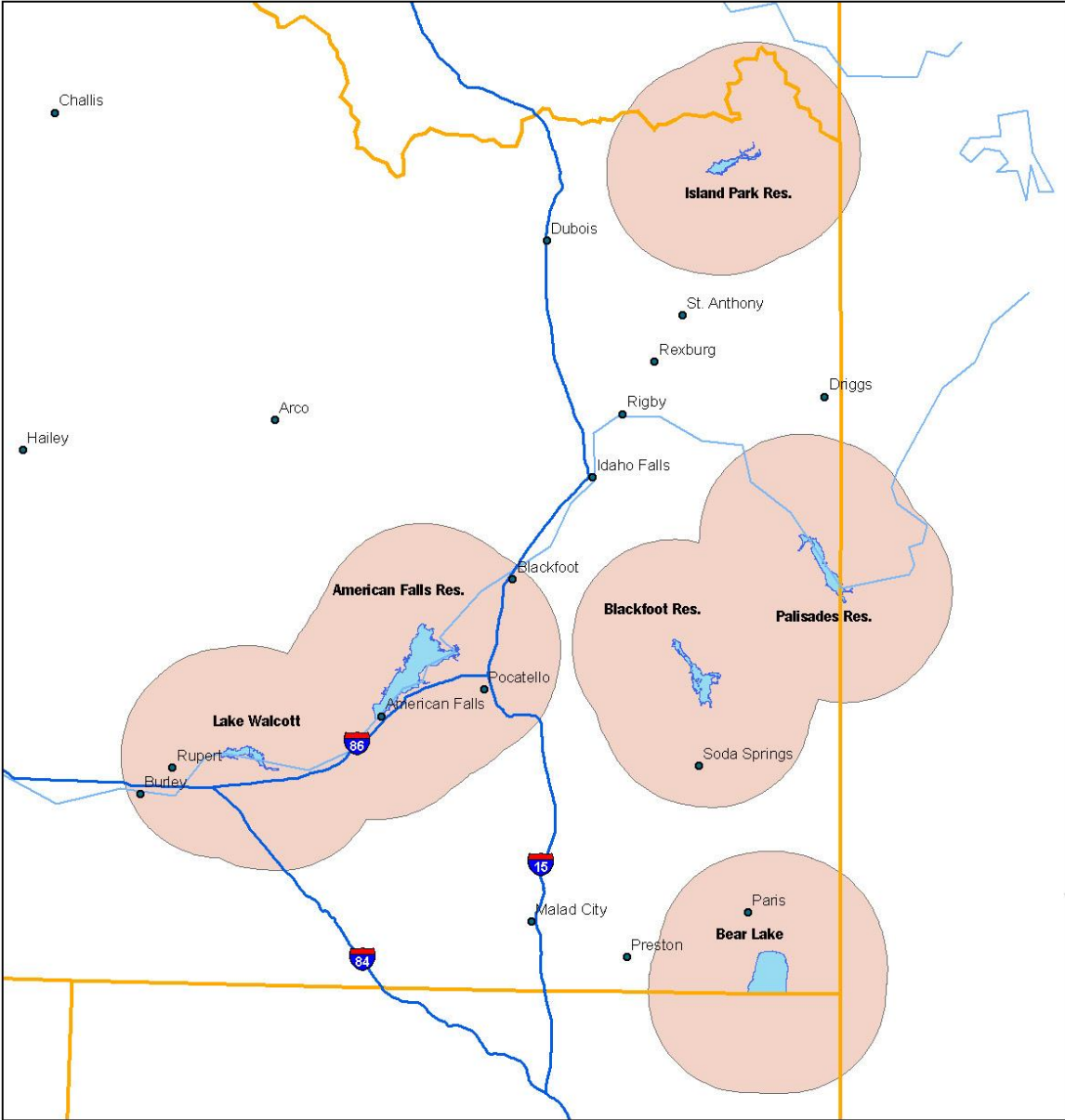
- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows, attempt to jettison the load as high as possible. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above.
- Notify East Idaho Dispatch of location and aircraft status as soon as possible.

FREQUENCIES

AM Frequencies							
Display	Channel	RX	RX Tone	TX	TX Tone	Band	Description
EID AA1		124.475	--	124.475	--		Primary E. Idaho Air to Air
EID AA2		125.775	--	125.775	--		Secondary E. Idaho Air to Air
EID AA3		132.775	--	132.775	--		Tertiary E. Idaho Air to Air
PIH ATB		123.975	--	123.975	--		Pocatello Tower

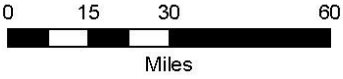
FM Frequencies							
Display	Channel	RX	RX Tone	TX	TX Tone	Band	Description
AIR GUARD		168.625	0.0	168.625	110.9	N	Air Guard –(in Air Guard Channel)
NAT F F		168.650	110.9	168.650	110.9	N	Nat'l Flight Following
LOCAL FF		167.150	0.0	163.175	114.8	N	East Idaho Local FF
A/G 15		167.525	0.0	167.525	0.0	N	East Idaho A/G
A/G 17		167.9875	0.0	167.9875	0.0	N	East Idaho A/G
A/G 03		151.145	0.0	151.145	100.0	N	East Idaho A/G (IDL freq)

Potential Water Sources for Water Scooper A/C Eastern Idaho Area



Legend

- County Seat
- Water Sources
- Scooper Radius: 20miles

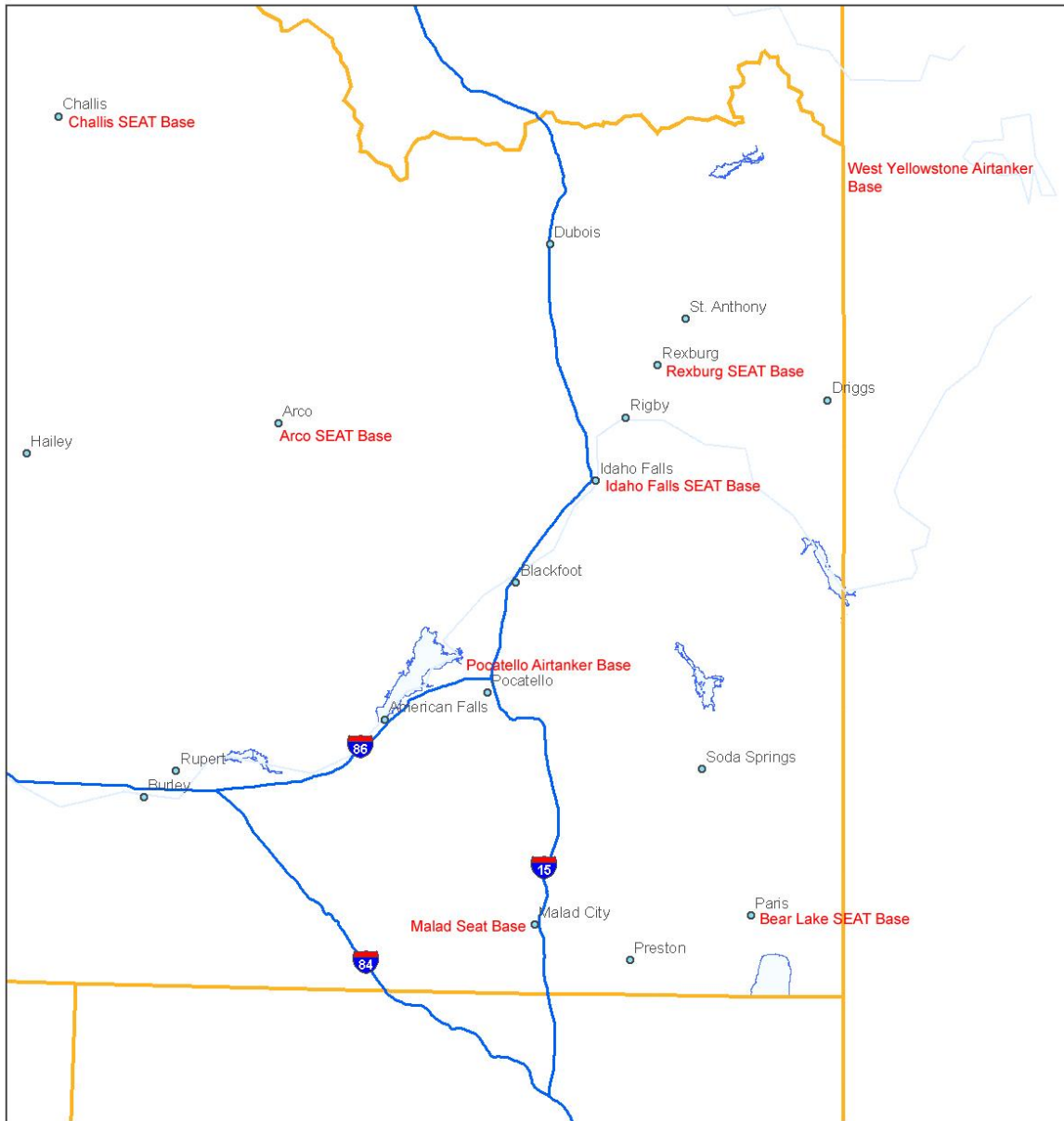


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Map Date: 02/01/2007 Update: 4/24/2013



Remote SEAT Base Airports Eastern Idaho Area



Legend

- County Seat
- SEAT Base



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reliability, completeness of these data for individual use or aggregate
use with other data.

Map Date: 02/01/2007 Update: 4/24/2013



APPENDIX H
Idaho Department of Lands
Addendum to the
Interagency Single Engine Air Tanker Operations Guide

Idaho Department of Lands (IDL) accepts the Interagency Single Engine Air Tanker Operations Guide (ISOG) as a **guide**. IDL will use the ISOG, with the modifications described in the portions below, as the standard for planning and implementation of its fire suppression Single Engine Air Tanker (SEAT) program.

The ISOG provides a reference for proper procedures, safe practices, and accident prevention measures established for both ground and flight operations. IDL has written this addendum to ISOG to outline where IDL standards *differ* from ISOG.

All IDL aviation operations are to be conducted in a manner that mitigates hazards and risk to employees, Contractor personnel, and the public. SEAT operations will adhere to Federal Aviation Regulations, the contract, and then ISOG guidance as amended by IDL.

Chapter 2: Personnel

II. Pilot Qualification, Certification, Currency, and Experience

B. Pilot Qualifications

IDL SEAT contracts require pilots to be approved by USDOJ-AM and have a current Interagency Pilot Qualification Card or the equivalent. IDL contracts allow for vendors who are qualified under NAFTA to work in the United States. IDL expects these vendors to have pilots, aircraft, and support vehicles equivalent to the ISOG standards and will accept bids from those companies that do.

III. SEAT Pilot Carded Ratings

A. Level II Rated Pilots

IDL operates its SEATs as an Aerial Strike Team of two or three SEATs. Only rarely will a single SEAT respond to a fire. There will always be a lead pilot, who is Level I rated, with each strike team. This lead pilot will provide the aerial supervision when an ATGS or ASM is not available. If additional aircraft are operating within the FTA, then IDL requires an ATGS be ordered and the FTA be cleared of the other aircraft while retardant drops are being made.

IV. SEAT Manager Position

A. General

IDL's primary SEAT bases are established Air Tanker Bases, and the Air Tanker Base Manager is the SEMG for the SEATs assigned to each base. When IDL SEATs are assigned to remote bases, a NWCG qualified SEMG will oversee the safety of the operation and the necessary logistical support. The Contractor will do the loading of retardant or gels and fueling of the aircraft.

As these are short-duration operations, and the SEATs will return to their primary base at the end of each shift, the Air Tanker Base Manager will continue to be the SEMG for the contract.

IDL SEAT operations from remote bases will follow the protocols outlined in the ISOG, *Chapter 6. V. Operations from Off Airport (Remote) Areas*. Most IDL remote operations will be at airports that will meet the definition of a Category II Base. However, the operation will be short in duration, and the SEATs will return to their

primary base daily.

Chapter 3: Operational Planning

III. SEAT Contracting

IDL uses its own exclusive-use contracts for acquisition of its SEATs. If additional SEATs or large air tankers are needed, they are acquired through existing agreements with interagency cooperators. If IDL air tanker needs cannot be met through these procedures, then the IDL Aviation Officer/COR will utilize a call-when-needed procurement process to obtain additional air tankers to meet the immediate need.

V. Preparing for SEAT Operations

D. Operational Planning

IDL has an Interagency Operations Guide for each of its primary bases at Coeur d'Alene, Grangeville, and McCall. In addition, IDL has a Remote SEAT Base Operations Plan for each remote SEAT Base that may be used.

I. Process for Returning a SEAT to Contract Availability

IDL has a process that is different than what is found in this section of the ISOG. Since IDL does not operate public use aircraft, the process for returning a SEAT to contract availability is as follows:

In the event an aircraft becomes unavailable due to a maintenance issue, it is the Contractor's responsibility to ensure that any maintenance is completed correctly in accordance with FAA regulations. A certified aviation maintenance technician will complete the necessary work and make the appropriate entry in the aircraft log book. Major repairs or alterations will require an FAA Inspector's Authorization (IA).

When this has been completed and the PIC agrees with the log book entry, the PIC makes the decision the aircraft is ready to return to service. The PIC will then inform the ATBM that the aircraft is in service. The ATBM will inform the IDL Duty Officer of the Contractor's actions, and the IDL Duty Officer will return the aircraft to contract.

Chapter 6: SEAT Bases and Landing Areas

IV: Operations from Off Airport (Remote) Areas

IDL considers all of its operations away from the primary or other established Air Tanker Base to be **Remote Bases**. Most of these remote bases will be at airports that meet the requirements of a Category II SEAT Base. This section of ISOG best describes how these bases will be managed. The one exception to this section is that IDL will allow hot loading at these sites. The Contractor will do the loading of retardant or gels and fueling of the aircraft.

APPENDIX I AMPHIBIOUS WATER SCOOPER GUIDE

AIRCRAFT: The contracted aircraft provided by Aero Spray, Inc., is an Air Tractor AT-802A equipped with Wipline Model 10000 amphibious floats and the PT6A-67 engine (1,600 hp).

Fuel: Jet A

Minimum Runway Length Loaded: 4,000'
 Empty: 3,000'

(These distances loaded/empty have an additional safety margin built in by the Contractor. At the pilot's discretion, shorter runways may be used depending on the environmental variables.)

Minimum Water Scooping Distance (Ingress/Scoop/Egress): 5,000 – 6,000'
(Dependant on density altitude, wind speed/direction and load, actual distance on the water is approximately 2,200 – 2,500'.)

Maximum Scoopable Load Size: 600-799 gal (Depends on fuel and other variables.)

Retardant/Foam/Gel: Typically loaded at Tanker Base w/retardant or gel. After the first load, pilot will begin scooping water and injecting foam unless directed to deliver straight water by the IC. Coverage Levels of 0.5 to 6.0 w/ are available. Aircraft will carry at least 45 gallons of foam which should inject 7 to 14 loads depending on concentration. At the IC's request, the pilot can drop straight water, if necessary, across streams or in sensitive areas when the water source is free of invasive aquatic species.

Cruising Speed: Empty: 150 KIAS (approx. 173 mph)
 Loaded: 135 KIAS (approx. 155 mph)

Fuel and Working Time: Aircraft can carry up to 380 gallons of fuel and, assuming a 30-minute ferry from tanker base, can operate approximately 2.5 hours before returning to base while maintaining a 40-gallon (30 minute) fuel reserve.

Approx. Performance: Fire @ 5 miles from water source = 10,500 gal/hour
 Fire @ 10 miles from water source = 7,000 gal/hour
 Fire @ 20 miles from water source = 3,818 gal/hour

RETARDANT and BLAZETAMER380: The Amphibious Water Scooper can be loaded at the base with retardant or water. The plane will be equipped with an induction system that will allow the PIC to deliver BlazeTamer380 on all subsequent loads scooped from a nearby water source as well as the initial load of water. If no suitable water source is available, the Water Scooper can be used as a conventional SEAT and return to the base to reload with retardant or water. If the IC, or land management agency, does not want BlazeTamer380 used, or there is a sensitive water source near the fire unsuitable for BlazeTamer380 use, then this information needs to be communicated to the PIC. The BlazeTamer380 suppressant would typically be applied right on the fire edge instead of pretreating a line ahead of the fire edge. At the IC's direction, the pilot can scoop and deliver straight water loads if treating near stream buffers or sensitive areas.

When constructing a fireline down to a lake or pond, or if constructing a fireline across a stream (Class 1 or 2), aerial retardant or BlazeTamer380 lines should be stopped 300' from the water (refer to Retardant/BlazeTamer380 Use). This information needs to be communicated to the AWS pilot with sufficient lead time so that they can apply two (2) rinse loads without BlazeTamer380 before laying an aerial control line (water only) within 300' of the stream or water body. This is an advantage of using the AWS, as they can quickly reload and change from straight water to BlazeTamer380 from load to load. Any water drops that might enter a stream, or other water body, should be from a source that is known to be free of any invasive aquatic species.

At the end of a fire assignment, if the pilot is not going back to the Tanker Base to refuel and return, the pilot will need to drop two rinse loads on the fire to clean out the tank before returning to the Tanker Base.

INVASIVE AQUATIC SPECIES: Some of northern Idaho's lakes are infested with *Eurasian Water Milfoil (EWM)*, *Flowering Rush (FR)*, *Curlyleaf Pondweed (CP)* and *New Zealand Mudsnaills (NZM)* (NZM mostly in Snake River) which are introduced aquatic weeds or mollusk species that can rapidly spread into un-infested waters. A map will be available on the wall at the tanker base showing infested waters, and the pilot will be given an 8 ½" x 11" version to carry in the cockpit for reference. The Contractor is required to hot water pressure wash (minimum 140° F water) the inside of the tank along with the outside of the floats prior to reporting for duty. The aircraft needs a thorough hot water pressure wash, at temperatures of at least 140° F, for all areas of the plane in contact with the water.

If the pilot begins scooping from a water body known to contain invasive species, they shall not switch to an un-infested water body without first returning to the tanker base for a thorough hot water pressure wash (minimum 140° F) of the inside of the tank and the outside of the floats. The only exception to this requirement would be in a case of a threat to life where the pilot needed to scoop and deliver water to save human life.

AIRCRAFT WASHDOWN: Normally the aircraft will be working from one of the established tanker bases. These bases have a designated area for washing aircraft down so that any contaminants will not enter a waterway. It is possible that the AWS will at times be working from a Remote Tanker Base without this type of set-up. In these cases, the Contractor will be required to have a hot water pressure washer (minimum 140° F water) with their Support Truck to wash the aircraft down as necessary if they had to scoop from contaminated waters. The Remote Seat/AWS Base Manager will be required to make sure that any wash down occurs in an area where threat of waterway contamination is avoided. Preferably, this would be done back at the regular tanker base.

If the AWS is sent on an out-of-state assignment, the COR/DO will contact the receiving dispatch unit to inquire about possible invasive species threats and will ensure that the aircraft is clean when it leaves Idaho and clean when it returns.

TACTICAL CONSIDERATIONS: The AWS requires a minimum of 5,000 – 6,000 lineal feet for ingress/scooping/egress to fill its tank. Many large lakes and reservoirs in Idaho have at least 5,000' lineal water scooping distance. It is possible that some of stretches on the large rivers (Kootenai, Pend Oreille, Spokane, Snake, or Clearwater) may have places to scoop. The pilot will make the final decision on whether a body of water is suitable for scooping. Known water sources that are suitable for scooping will be listed in the tanker base appendices for the area supported by that tanker base.

If the distance from the scooping water source to the fire exceeds the distance back to the tanker base, it may be preferable to return to the base and reload with retardant. This decision should be made between the PIC and the IC.

If it is necessary to construct line within 300' of a water body, or if attempting to check the spread of fire within 300' of water, the AWS can apply loads of straight water within this zone, after first applying two rinse loads without foam outside of the 300' retardant/foam free zone. Any water drops that might enter a stream or other water body should be from a source that is known to be free of any invasive aquatic species.

Drop heights can be as low as 60 – 150' above canopy level depending on terrain, wind, and temperature. As with any retardant/water drop, all line personnel should be moved at least 200' – 300' off to the side and preferably where the pilot can see them. Depending on the desired coverage level, it is quite possible to break tops out of trees or break snags with the drop, so crews should be totally clear of the drop site.

MIXING AIRCRAFT: The AWS has the potential to make very quick turnaround times (3 to 5 minutes) if the water source is within 5 -10 miles. This poses a challenge for ground crews trying to work in close proximity to the drop zone. It will be up to the IC/Aerial Supervisor to determine how best to utilize the AWS without endangering the firefighters or requiring the plane to waste excessive recon/circling time. If there is a helicopter also on the fire, preferably they should be working on a different flank of the fire. If three (3) or more aircraft are working the fire, then an ATGS, ASM, or Lead should be ordered for aerial supervision.

AWS SAFETY PLAN: To assist with pilot and public safety, the pilot will notify Dispatch of the Lat/Long of their scooping location. If the scooping site will be used for a significant period of time the dispatch center will call the appropriate County Sheriff to see if they can dispatch a boat to oversee the scoop site during scooping operations. Pilot will notify Dispatch when they cease scooping at this location or change locations, so that Dispatch can relay this information to the Sheriff's Office. This mobilization will be voluntary on the part of the Sheriff's Office.

FIREFIGHTING USE OF WATER IN IDAHO:

Idaho Code allows the use of water as stated in this excerpt from *Idaho Code*, Title 42-201:

...(3) Notwithstanding the provisions of subsection (2) of this section, water may be diverted from a natural watercourse and used at any time, with or without a water right:

- (a) To extinguish an existing fire on private or public lands, structures, or equipment, or to prevent an existing fire from spreading to private or public lands, structures, or equipment endangered by an existing fire;*

COUNTY SHERIFF CONTACT INFORMATION AND BOAT INFORMATION:

Boundary County: They have two Boats (one Staffed) w/GPS, located in Bonners Ferry.

Bonner County: They have seven boats, six in the water and one smaller boat on a trailer. All boats are marked, have full radio coverage, and have GPS. One boat is on Priest Lake (Kalispell Bay) and five boats on POL (Garfield/Hope/Murphy/Riley Ck/Albeni Falls Dam).

Kootenai County: They have eight boats, plus one Supervisor boat (five to six are usually staffed). Two boats are on Lake CDA (north and south), one on Hayden, one on CDA River, one rover.

Benewah County: They have two boats (one upriver and one down St. Joe River from town). Boats have radios, but they were not sure as to GPS. If we can give them a location by river miles from St. Maries, that should work.

CDA Tribe: They have four boats on south end of Lake CDA/Chatcolet. They are dispatched by Kootenai County Sheriff. No radios, but usually have cell coverage.

Clearwater County: They have two boats based at Big Eddy. Boats are marked and have GPS. They have full radio coverage. It takes them one and a half hours to get to north end of reservoir. If we are using Dworshak as a scooping site, the first call should go to CPTPA as they have seven day/week boat coverage on the reservoir.

CPTPA: They have one boat based at Big Eddy and do daily patrols. Boat is under contract with US Army Corps of Engineers (COE). The COE also have several of their own boats. CPTPA has seven day/week patrol boat, and this should be the first call if scooping on the reservoir. They will call the Clearwater Sheriff if they need assistance.

Nez Perce County: They have two jet boats staffed and one additional boat if needed. All boats have a radio, and two of them have GPS. They have co-op agreement with Asotin County who also have boats and is the more likely location to scoop downriver from Lewiston.

Valley County: They have five boats staffed all summer with GPS and radios. They generally have boats on Payette, Cascade Reservoir, Warm Lake, and Deadwood Reservoir. They also have two jet skis available.