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Idaho  
Nevada  
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**Date:** April 11 22, 2016

**Great Basin Correspondence: #2016-03**

**To:** Great Basin Wildland Fire Agencies  
**From:** Chair, Great Basin Coordinating Group  
**Subject:** Great Basin Standard Operating Procedures for SEAT Mobilization/Demobilization

**Issue:** The purpose of this document is to provide consistent intent to how SEATs are ordered, dispatched and demobilized within the Great Basin Geographic Area. The Great Basin Aviation Committee has collaborated with the Great Basin Operations Committee and other aviation personnel and recommended these protocols for dispatching and demobilization of DOI Exclusive Use Single Engine Airtankers (SEATs).

**Background:** Nationally, there are 33 Exclusive Use SEATs contracted by BLM, each contract is 100 days starting at various dates and locations across the west. Each GACC is assigned a number of SEATs and Project Inspectors are assigned to manage the individual SEAT contracts.

The rapid response of SEATs is critical to maximizing initial attack safety, effectiveness, and efficiency. This includes responding to incidents outside of the hosting dispatch area. SEATs should be ordered early in the day to maximize effectiveness.

The following direction applies only to the DOI Exclusive Use SEATs.

**Ownership:**

- SEATs are national resources allocated to each Geographic Area. The Great Basin further allocates its SEATs to the various GB states.
- The hosting unit will provide base personnel necessary to support each aircraft.
- When a SEAT is assigned to a local unit, a preposition charge code will be provided by the GBCC that can be used to support the aircraft (this includes additional staffing necessary to meet agency policy).

- Home unit designation in the resource ordering status system (ROSS) does not imply local ownership or control of the aircraft.
- The BLM State Aviation Managers will work with State and Regional Office Duty Officers and the Great Basin Coordination Center (GBCC) to preposition, assign, and distribute aircraft within the Great Basin states.

#### **Mobilization:**

- Aircraft will be dispatched to local incidents as needed by the local dispatch center.
- If the aircraft is not currently working an incident they ***must*** be dispatched to an incident upon request by the GACC or neighboring dispatch center. A courtesy call to the hosting Duty Officer should be made ***after*** dispatching the aircraft.
- Permission is not required from the hosting Duty Officer before dispatching the aircraft at the request of the GACC or neighboring Dispatch Center.
- Movement of SEAT support vehicles will be a strategic decision made on a case by case basis. Conflicts will be adjudicated by the State Aviation Managers (SAM) and the GBCC.

#### **Demobilization:**

- Upon completion of an incident assignment, the aircraft will be released to dispatch center managing the current incident per the GB Mobilization Guide.
- The local dispatch center will coordinate with the GACC as to the release location or other instruction on reassignment.
- The GACC will coordinate with the respective SAM(s) on the redistribution or reassignment within the Geographic Area. Reassignment of the aircrafts home unit in ROSS will be a strategic decision between the GACC and the SAM(s).

#### **Additional points:**

- Hosting Unit Duty Officers should have no expectation that the aircraft will return to its original location at the end of shift.
- SEATs will be sent as requested and available to an active fire and not held by the hosting unit for the fire they might have.
- If the hosting unit requires a SEAT after the original aircraft is dispatched, additional aircraft should be ordered following normal dispatch procedures.
- Field units should not rely solely on ROSS to determine current aircraft commitments.
- SEATs are initial attack resources and should be made primarily available for IA. The aircraft should not be committed to ongoing fires for long periods of time unless particular fire requirements require their unique capabilities.

Please contact the BLM State Aviation Manager in your state with questions: Idaho: Mike Reid at 208-373-3853; Utah: Cameron Dingman at 801-539-4241; Nevada: Josh Fulton at 775-861-6535 and Arizona: Darrin Mathis at 602-417-9308.