



WORLAND

SEAT BASE/AIR BASE

CATEGORY 1

NIFC SEATs

The Worland Seat base has no primary base management positions currently. The primary contact will be the UAM or as designated.

LOCATION: 1440 AIRPORT ROAD, WORLAND, WY 82401

Base Email: worlandseatbase@gmail.com

Password: Iloveseats307!

PHONE NUMBER: TBD

RAMP FREQUENCY: **123.975**

PRIMARY CONTACT: HENRY GILLILAND (UAM),

EMAIL: hgillila@blm.gov

PHONE NUMBER: 307-349-6823

ZONE FMO: BRIAN CRESTO

EMAIL: bcresto@blm.gov

PHONE NUMBER: 307-899-1221

WY STATE AVIATION MANAGER: GREG RESER(SAM)

EMAIL: greser@blm.gov

PHONE NUMBER: 307-350-2202

CODY INTERAGENCY DISPATCH:

EMAIL: wycdc@firenet.gov

PHONE NUMBER: 307-578-5740

AGENCY: WINDRIVER BIGHORN BASIN DISTRICT BLM

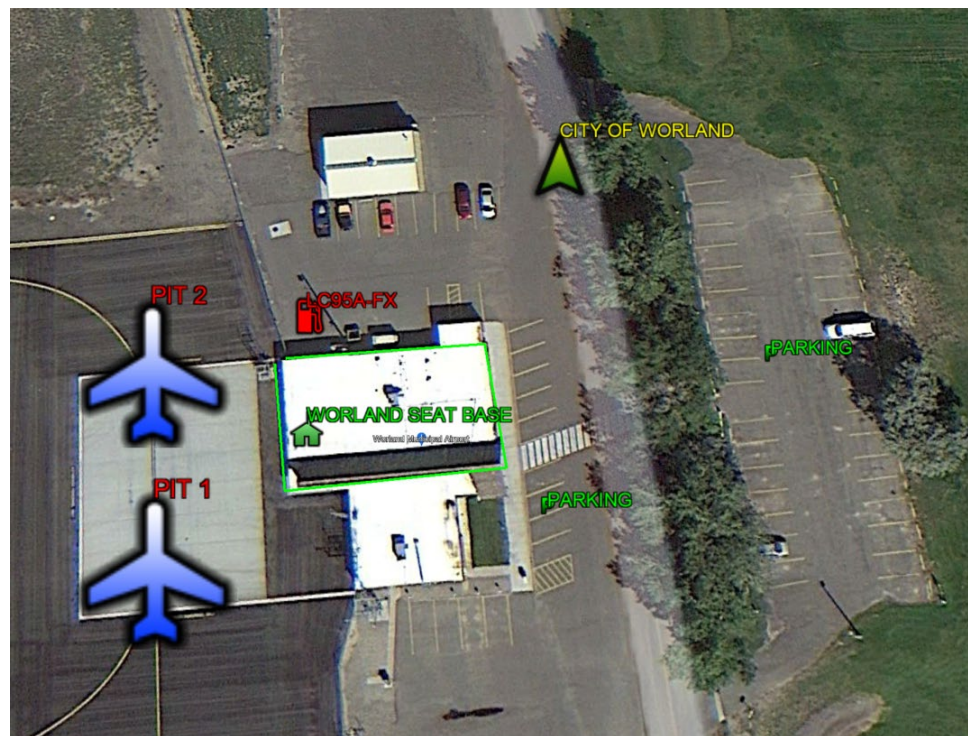
AGREEMENT: Formal lease agreement (XXXXX)

JETTISON AREA: 2.5 MILES SOUTHEAST OF KWRL LAT 43 56.676N LONG -107 54.874W

-All jettisoned loads need to be tracked by fire/date/time and gallons dropped.



BASE LAYOUT



WORLAND MUNICIPAL AIRPORT

AIRPORT MANAGER: **LYNN MURDOCH 307-347-8977, worlandairport@rtconnect.net**

IDENTIFIER: **KWRL**

LAT: 43 57.77 LONG: 107 57.03

ELEVATION: 4252 FT/1296M

RUNWAY: 7000FT(L) X 100FT(W)

UNICOM: 123.050 WX ASOS: 135.475

FBO: SKY AVIAITON, 307-347-6138 MANAGER: TY RAGLAND 303-579-2946

FUEL: JET A, AV-GAS (100LL) HOURS OF OPERATION: 0800-1700

HOT RE-FUELING: **NO**, per local BLM policy.

Please plan for after-hours fueling by calling 1 hour to 30 minutes ahead.

SECURITY: The airport has locked gates and controlled service entry gates. All personnel will need to get access cards from the airport manager for access to main RAMP via truck. All cards must be returned prior to demob or a fee may be accessed.

CODY INGERAGENCY DISPATCH

PHONE NUMBERS: 1-800-295-9954 / 1-307-578-5759

EMAIL: wycdc@firenet.gov

NATIONAL FLIGHT FOLLOWING: (RX: 168.650 TX: 168.650 Tone: 110.9)

AVIAITON FREQUENCIES: National Flight Following, Air Guard

AGENCY FREQUENCIES MONITORED: USFS, BLM, BIA, NPS

FLIGHT FOLLOWING REQUIRMENTS: AFF, Agency FF with 15 min Check-ins, Combination AFF/Agency

DISPATCH CHECK-IN INFORMATION: T-Number, Amount of fuel, Mission Objective, General Heading, ETA to Incident

- 15 Minute Check-In Requirements: Call dispatch when on the ground. **(This may be negotiated by the SEMG and Dispatch during high fire frequency.)**
- If National Flight Following has heavy radio traffic, use the BLM direct frequency to contact Cody Dispatch Center.

ORDERING OF GENERAL SUPPLIES AND EQUIPMENT

Via [general message form](#), verbal, or email with UAM, Dispatch or designated.

UAM: Henry Gilliland, 307-349-6823 hgillila@blm.gov

Fire Business: Wade Wyman, 307-431-1903 wwyman@blm.gov

Cody Dispatch: 307-578-5740 wycdc@firenet.gov

Inventory: SEMG will update seat base inventory sheet found in the TEAMs share point.

SEAT BASE FACILITIES

SEAT Base Facilities Contains the following: <i>(Provide as much detail as possible in the comments.)</i>			
Item	Yes	No	Comments
Outside Shade	x		Trees, building, golf course
Indoor Office Space	x		Multiple offices
Electricity	x		
Water	x		
Indoor Restrooms	x		
Portable Toilets		x	
Kitchen Area		x	
Sleeping Area	x		
Outside Lights	x		
Garbage Services	x		
Storage Area	x		
Other Amenities: <i>(List any amenities like microwave, showers, TV, etc.)</i> TV, Microwave, Smoker Grill, Couches			
Office Equipment Available at the Base: [x] Copier [x] Computer [x] Internet Access [x] Printer [x] Fax Machine [x] Telephone (landline) [] Other:			
Types of Radios Available at the Base: [x] VHF-AM Base Station [] VHF-AM Vehicle Radio [x] VHF-AM Handheld Radio [x] VHF-FM Base Station [] VHF-FM Vehicle Radio [] VHF-FM Handheld Radio Other:			

VEHICLE PARKING

Parking is available around the South and East side of the building. With overflow parking to the East across the street from the building.



SEAT BASE FACILITY SECURITY

The airport is secure via fence and card activated entry gates. SEAT Manager and vendor personnel will need to check airport gate cards out from the airport manager. **All personnel with airport gate cards will be expected to return the cards before leaving their assignment or a replacement fee will be accessed.**

The SEAT base is secure via lock and key. A key will be issued to the SEMG and appropriate SEAT Base personnel. A key will also be available in the Lock Box.

Facility Lock-up procedures: The SEMG is responsible for locking the base, or as designated by the SEMG.

RAMP OPERATIONS

Number of pits: 2

Max number of SEATs: 8 (SEMG and UAM will determine based on staffing)

Tie Downs in the Pit: 0 (Tie downs available in GA Parking to the South.)

Containment: Portable Vinyl Pit

Safety Equipment: Eye Wash, First Aid Kit, Fire Extinguishers

Wash-Down Procedures: Due to SWPPP requirements all wash-down water will be vacuumed up using one of the 2 hazmat vacuums available. The vacuum contents will be pumped into the stock tank within the secondary containment where it can be disposed of at later time.

Equipment Available: Power washer, buckets

Designated Maintenance or Shut Down Area: Hangers may be available upon request, maintenance is also allowed in the parking areas.

Pit Access/Egress: Pilots will request permission to enter the reload pits. Pilots will receive a “Thumbs Up) from the RAMP/FWPT and will communicate gallons received before leaving the pit.

RAMP Communications: VHF-AM (122.675) The base has one base station AM and 1 FM for monitoring FIRE frequencies. Multiple handhelds with headsets and push to talks are available. Everyone on the ramp should be utilizing the radios that are available.

Airtanker Rotation Policy: Rotation will follow national policy stated in the NWCG Standards for Airtanker Base Operations, chapter 6, page 10.

RAMP PERSONNEL

Authorized Loaders: Vendor Personnel, Qualified Government Personnel

Minimum Staffing for 2 aircraft (4): 1 SEMG/ATBM, 1 RAMP/FWPT, 2 RTCM/MXMS/VENDOR LOADERS

Staffing for additional aircraft will be determined on a case-by-case basis with the SEMG and UAM.

PPE: Eye and Hearing Protection (Shorts, closed toe shoes are approved)

Hi-Visibility Vest Requirements: **Orange-FWPT**, **Yellow/Green-RAMP**, **Blue-Loaders**

WATER SYSTEM

Primary Water Source: 300 gpm

Back-up Water Source: Order water tenders from dispatch.

Water is supplied via 4-inch waterline from the city. The system will be an air gap into our storage tank. The city will also install and maintain a backflow preventer and meter in their system.

Primary shut off will be in the cities pit with a butterfly valve on the BLM side of the hose lay as well.

During high water usage, more than 30,000 gallons a day coordination with the regional water commission will be needed.

RETARDANT SYSTEM

Retardant Contract: Perimeter Solutions (Bulk Contract)

Pump Systems: Water and retardant can be pulled through a blender and loaded via micro-motions. As a back-up retardant and water can be mixed in the poly chemical tank and loaded onto aircraft. Each load reading will be logged and recorded per the NWCG Standards for Airtanker Base Operations.

Micro-motion: All micro-motion receipts will be saved and stapled to the end of the day retardant report.

Pumps (4): Gas, BLM Owned (BLM is responsible for all maintenance, fuel, oil, gaskets, ect)

RETARDANT SUPPLY

Liquid: LC 95A-FX Storage Tanks: 1 Capacity: 8000 gallons

Recirculation Schedule: 1 hour, every day when staffed.

Mix Ratio: 5.5:1

Refrac: 11.5 – 14 Marsh Funnel Time: 32-50 sec

Re-Order Trigger Point: Less than 2000 gallons (consult UAM for all orders near the end of the fire season)

Ordering Retardant: ***Contact UAM(Henry Gilliland)/WY State Aviation Manager(Greg Reser), Once the load arrives the bill of Lading will need to be copied/scanned and emailed to the SAM(Greg Reser) as soon as possible.***

Ordering Timeline: 24 hours in advance

Spills: **If a large spill may happen, please inform UAM, Dispatch and WY Hazmat Coordinator and follow your SWPPP: [Kellen Waldo 307-775-6092](tel:307-775-6092)**

INITIAL BRIEFING

Wind River Bighorn Basin District Unit Aviation Manager or designated (Duty Officer) personnel will brief incoming SEMG/ATBM on local operations and expectations. SEMG/ATBM will be provided access to the district TEAMs shared point. The following items are all stored on the shared point ([CDC Operations Guide](#), [WY AV Hazard Maps](#), [CDC AV Mishap Response Guide](#), Frequency List, Org Chart).

DAILY OPERATIONS

- Dispatch Check-in 09:00 (SEMG)
- Morning Briefing 9:30-10:00 (SEMG)
 - National Sit Report -GACC Sit Report
 - Local Sit Report -Weather
 - Lightning Map -ERC/BI
 - Aviation Resources -Fire Status
 - TFRs -Frequencies

- Lunch (Stagger depending on activity) Meals are not provided.
- End of day shut-down times. (Dispatch, Duty Officer)
- Evening Debrief can be done at the end of shift or at the following morning briefing. (SEMG)

SEAT ORDERING PROCEDURES

Dispatch will notify SEMG of incoming orders. SEMG will notify base personnel and pilots. Orders will be sent to the base via email. Cell phones can be used as a back-up. The following forms will be provided to the Pilots.

- PMS-250 Aircraft Dispatch Form
- Resource Order

ADMINISTRATION

Billee Codes: WBD BLM(6460) BIA CRA(2290) BIA WRA(2250)
 HPD BLM(6340) HDD BLM(6470) BIL BLM(62E0)
 MLS BLM(6190) BHF FS(9910) YELLOWSTONE NP(5080)
 SHF FS(9B10) SD ST(9SDF)

Charge Codes: Resource Order, [WildWeb](#)

OAS-23E: SEMG/ATBM signs final

Per-Diem: Lodging-\$98 Meals-\$59

Documentation: All documents should be saved under the appropriate folder in the TEAMs shared point.

SEAT Inspections Sheets	SEAT Cost Summary
OAS-23E	FLIGHT (EGP Sight)
SEAT Base All In One	SEAT Base Retardant Use Log
Pilot FT Spread Sheet	SEAT DAILY OPS

EMAIL SEAT DAILY OPS AT THE END OF EACH SHIFT TO: blm_fc_seat@blm.gov, hgillila@blm.gov

CODY ZONE AVIATION MISHAP RESPONSE PLAN

This Portion of the Plan is NOT to be used in lieu of the existing Dispatch Center Aircraft Incident/Accident Response Plan Hyperlinked above. But contains supplemental information for the benefit of a SEAT Manager assigned to the Base. Each Base, when open/activated, must have a copy of the Center Incident/Accident Response Plan and Aircrew Orientation Guides available for viewing.

CRASH RESCUE OPERATIONS

Nearest Hospital: Worland, WY	Lat:N 44 1.0143497999	Long:W107 57.033333599
Nearest Trauma Center: Billings, MT	Lat:N 45 47.37199800	Long:W108 30.769667999
Nearest Burn Center: Salt Lake City, UT	Lat:N 40 46.302000	Long: W 111 50.20799999

REPORTING ACCIDENT / INCIDENTS ON THE SEAT BASE

DATE:	TIME:	REPORTED BY:
INCIDENT INFORMATION		
WHAT TYPE OF INCIDENT OBSERVED OR REPORTED?		
WHO / WHAT IS INVOLVED?		
EMERGENCY MEDICAL SUPPORT (EMS)		
WHAT TYPE OF EMS IS REQUIRED? Injuries? <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN		
STEP ONE: Try to document as much of the information possible on the table above from your observations or the individual that is reporting the incident.		
STEP TWO: DIAL: 911 TO REPORT THE INCIDENT AND REQUEST ASSISTANCE. TIME NOTIFIED:		
STEP THREE: Notify the appropriate Initial Attack Dispatch Office and relay the known information so they can activate their Aviation Mishap Response Plan. DISPATCH OFFICE: _____ PHONE: _____ TIME NOTIFIED:		

STEP FOUR: Establish who the On Scene Incident Commander (IC) is and who are the On Scene Incident Responders. Appoint a main contact on site for the dispatch office to call for further information or instructions. Relay the names and titles to dispatch.

ON SCENE IC: _____ Phone: _____

ON SCENE RESPONDER: _____

MAIN CONTACT: _____ Phone: _____

NOTE: *Be prepared to provide the dispatch office with the following information:*

Make / Model of Aircraft: _____ N#: _____ Call Sign: _____

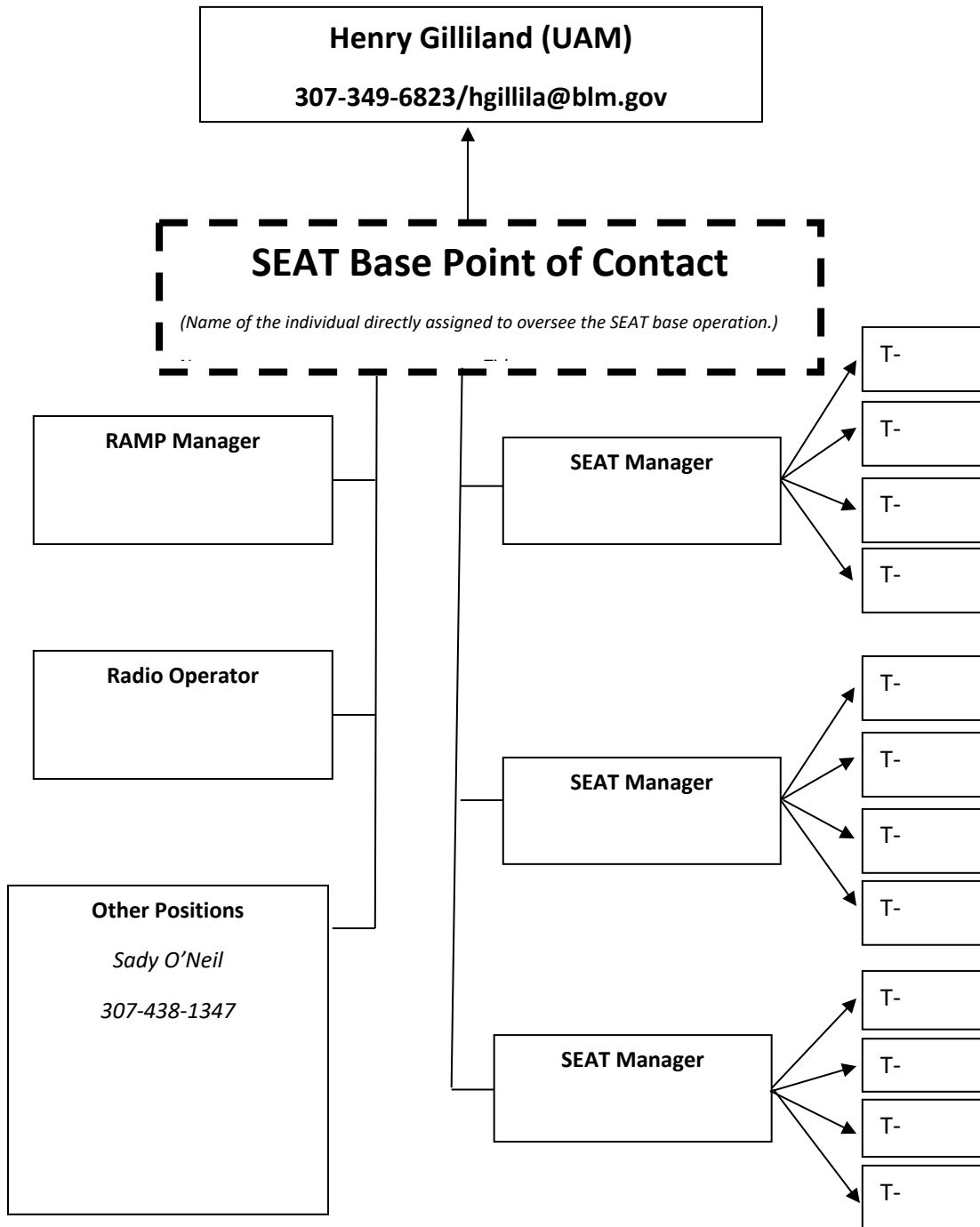
Type of Fuel: _____ Jet- A: _____ AV-GAS: _____ AMOUNT: _____

Pilot Name: _____ Driver: _____ Loader: _____

Make / Model of Fuel Truck: _____ License # _____ Amount of Fuel: _____

Complete the following forms when SEAT operations are being conducted at the base:

- SEAT Base Organizational Chart
- SEAT Base Contact Information Sheet
- SEAT Base Inventory Sheet (FOUND ON TEAMs SHARE POINT)



Date: _____

SEAT BASE CONTACT LIST

[illegible]

BASE OVERLOAD CONTINGENCY PLAN

PURPOSE:

This limitation will allow for a safe more efficient environment during air tankers reloading operations. It will also help to mitigate the impact on general aviation activities at the Worland airport.

LIMITATIONS:

No more than 8 Single Engine Air tankers will be loaded out of the Worland SEAT base at one time. The SEMG and UAM will make the determination as to whether the proper personnel are in place to handle 2-8 SEATs and report back to the Duty Officer and Dispatch. Worland SEAT base is an on-call SEAT base with no personnel, therefore Aerial supervisors (air attack, lead planes etc.) and dispatch will be asked to stagger the return to Worland for reload to allow a small amount of time (5 to 15 minutes) between returning tankers. This time gap will keep SEATS from having to wait to load, thus blocking the ramp and taxi area. Alleviating delays caused by having to mix retardant and lack of personnel. The SEMG/ATBM may ask to reduce the number of planes reloading due to staffing or proximity to the airport. These situations are case by case. Base management must work closely with dispatch and UAM to ensure the base isn't overtaxed.

The FBO, will be notified within a reasonable amount of time if more than 4 SEATs are anticipated to be loaded out of Worland. This will allow the FBO enough time to call in more personnel to provide fuel service.

If the base capacity in Worland is exceeded, additional tankers will be routed to alternative reload bases at Billings, Casper*, and Rock Springs*.

*Bases are opened based on an as needed basis and delays upon opening the bases shall be expected. Check with dispatch for availability.