An Interagency Partnership.

2008

Northern Rockies Regional SEAT Operational Plan

Committed to Aviation Safety through Awareness, Communications and Training

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1.0 Regional Single Engine Air Tanker Operations Plan

Purpose

The purpose is to provide supplement guidance that will standardize Single Engine Air Tanker Operations conducted within a five state area which includes Montana, Idaho Panhandle, Wyoming, and Western Dakotas.

Mission Statement

To promote a positive interagency environment that focuses on safety and the efficient utilization of SEAT resources aircraft within the Northern Rockies area.

Goal/Objectives

Provide a comprehensive plan that enhances interagency cooperation, by integrating existing interagency SEAT operations into a Geographic Plan that standardizes the Region and allows Regional partners the increased flexibility to share and deploy aircraft cross a five state area for initial attack as a fire season evolves.

Objectives

- Combine geographic aviation management expertise from our interagency partners to maintain the safe and effective use of SEAT aircraft throughout the normal operational period.

- Insure communications are open between management at all levels to sustain a proactive environment of cooperation and sharing of personnel and resources with interagency partners.

- Increase initial attack capabilities for all participating interagency partners involved in SEAT operations through coordination, sharing management, aircraft, and supporting resources.

- Outline and standardize operational procedures utilized by multiple agencies located within the Region. Provide operational guidelines and checklists for interagency partners as an aid in planning and operational procedures for operating SEAT aircraft across the Geographic Area.

- Standardize operational procedures for integrating SEAT aircraft into a heavy tanker base operation.

- Standardize base support equipment and operational procedures for Northern Rockies area SEAT bases.

- Establish and standardize four categories of SEAT bases to be used.

Authority

This plan authorized by the Northern Rockies Aviation Committee which has been appointed by the Northern Rockies Coordination Group. The original copy of the plan will be signed by the members of the NRCG Aviation Committee approved by the presiding chair of the Northern Rockies Coordinating Group.

Plan Revision

This plan will be reviewed, and approved annually by Federal and State Agency Aviation Managers participating in the Northern Rockies SEAT operations. Those agencies are: USDI Bureau of Land Management, USDA Forest Service, USDI National Park Service, USDI Bureau of Indian Affairs, USDI Fish and Wildlife Service, Idaho State Lands, Montana Department of Natural Resources, South Dakota Department of Forestry.

2.0 Introduction

The Northern Rockies Regional Area contains a wide variety of State and Federal agencies with different missions, goals, and objectives for managing their natural resources. The Northern Rockies is a diverse environment spanning from the grasslands of the high plains to the Idaho Panhandle of mountainous terrain of mixed conifers. The Region works within aerial environmental factors that are comprised of complex military airspace, National Parks, high value real estate, International borders, Inter-regional operations, multi-state operations, and regional wide extended fire seasons. Each partnering agency has key components that contribute to a high risk environment with our aviation operations. It is imperative that all aspects of aviation planning, operational procedures, and operations be regularly monitored to ensure for a proactive working culture that provides an environment that is focused on the primary objectives of safety, efficiency, and effective use of SEAT resources.

3.0 Safety

Key elements have been identified that enhance safe and effective SEAT operations. Guidelines for these elements have been established and agreed upon by all agencies as standard operating procedures for operating SEAT's within the Northern Rockies Region.

- Standardized policy document utilized by all.
- Roles and responsibilities defined for regional partners.
- SEAT manager/SEAT coordinator qualifications defined.
- Standardization of preflight/ post flight briefings.
- Standardization of mission information for dispatching SEATs.
- Utilize the National Aviation Safety reporting (Safe-com).
- Sharing of Aviation information with Regional partners.
- Use NRCG Aviation committee as a Feedback and Monitoring Loop.

4.0 Standardized Operational Guide

SEAT operations conducted within the Northern Rockies Region will adhere to guidelines established in the Interagency Single Engine Air Tanker Guide (ISOG) and the appropriate contract for services obtained by each agency.

The Interagency Single Engine Air Tanker Operational Procedures handbook is not a policy document. It is a reference to assist managers and users in implementing the guidelines outlined in the ISOG. It is recommended that all agencies use the handbook when conducting SEAT operations.

Copies of the ISOG, handbook, and the required forms can be found on the National SEAT Web site: http://www.fire.blm.gov/aviation/airops.htm
Individual agencies may have different policies that pertain to SEATs however it is understood that the policies must not conflict with the interagency approved ISOG. It will be the individual agencies responsibility to provide that additional guidance to assigned Interagency SEAT managers during their initial briefing.

5.0 Responsibility

BLM National Aviation Program Manager **(NAPM)**
The BLM Air Tanker/SEAT Program Manager is responsible for providing oversight, leadership, and direction regarding Bureau policy and procedures regarding the BLM Air Tanker programs.

BLM State Aviation Manager **(SAM)**
The State Aviation Manager serves as a specialist for US Forest Service Regional Interagency SEAT partners. The manager acts as a focal point for the National SEAT Program Manager dealing with management and operations of SEAT aircraft and acts as a liaison between the Regional partners.

Forest Service Regional Aviation Officer **(RAO)**
The Regional Aviation Officer (RAO) serves as a focal point for Region I Forest Unit offices. The Aviation Officer will act as a liaison between U.S. Forest Service Region I and BLM Montana Dakotas.

State Lands Aviation Management **(AM)**
The State Aviation Management lead serves as the focal point for their respective Area Office supervisors. The lead will act as a liaison between, BLM Montana Dakota's, U.S. Forest Service Region I & 2, and BIA Regional Aviation offices concerning the National SEAT Program.

Bureau of Indian Affairs (BIA) Regional Aviation Officer **(RAO)**
The Regional Aviation Officer serves as the focal point for its Aviation program and its respective tribal agencies. The RAO will act as a liaison between the BLM Montana Dakota's, U.S. Forest Service, Regions, and State Land programs concerning the National SEAT Program.

BLM Unit Aviation Manager (UAM)
The Unit Aviation Manager serves as the focal point for the Unit Aviation Program by providing technical and management direction of aviation resources assigned to support the local fire suppression program. The Aviation Manager provides direction in the management of the local SEAT operations within their area of responsibility. The Manager also serves as the ACOR for the assigned exclusive use SEAT aircraft.

Forest Service Aviation Officer (FAO)
The FAO serves as the focal point for the Unit Aviation Program by providing technical and management direction of unit aviation resources. The Aviation Manager provides direction and control of locally assigned SEAT operations within their Unit. The FAO may also serve as the primary project inspector for any assigned Exclusive Use SEAT contract.

BIA Agency Fire Management Officer (FMO)
Agency FMO serves as the focal point each respective tribal Agency Aviation Program. The FMO provides technical and management direction of all aviation resources assigned to support local fire suppression. The FMO provides direction in the management of the SEAT operations within their area of responsibility.

Single Engine Air Tanker Coordinator (SECO)
The SECO serves as a liaison between the Agency Managers and the SEAT operation. The SECO aids Districts, Fire Zones, and Area Offices in the coordination and management of SEAT aircraft and their assigned managers.

SEAT Manager
The SEAT Module Manager serves as the Primary Project Inspector for the assigned contracted aircraft. The Manager plans, coordinates, and supervises aircraft operations according to Interagency SEAT Operations Guide; directs pilots, and crews in daily operations of the assigned base and fire assignments; provides operational and safety briefings to pilots, crew, and additional manager trainees; conducts hazardous risk analysis, ensures flight invoices are completed; completes all seat operation documentation to include: daily diaries, tanker logs contractor evaluations.

6.0 Contracting

SEAT Contract Requests
All Federal SEAT contracting requests are reviewed and approved by the BLM National SEAT Program Manager located at NIFC in Boise, Idaho. Approved requests are then forwarded through AMD and Contracting Officers are assigned to administer either an **Exclusive Use (EXU), Variable Term (VT) or National ON Call) contract (NOC).**

SEAT contracts may include a portable mixing/fueling support for each aircraft. The unit allows aircraft to sustain flight operations for 6-8 hours at a remote location. The contractor provides all safety equipment needed to support the SEAT aircraft and its ground crew. The support unit is not optional for this specific type of contract; it is included in the contract price of the aircraft as a complete SEAT module. However, there will be other specific contracts that can be specific to State agencies and U.S. Forest Service that have different specifications to meet their specific needs. However, it is imperative that all contractors meet the requirements of the SEAT contract when operating within federal agencies boundaries.

Exclusive Use Contracts

Exclusive Use Contracts will be utilized by USFS, BIA, and USFWS with the exception of BLM. The exclusive use contracts will include the specified number of aircraft requested for a defined period of time. All exclusive use aircraft are designated as national resources. A normal contract period may range from not less than 90 days and no more than 130 days. The contract will have a designated home base for the aircraft and crew. The contractor will be responsible for all per diem while at their home base. All other assignments away from the home base, per diem will be paid by the requesting unit. These costs will be documented on an AMD 23 pay document. The contractor is also responsible for the original flight from the contractor's base of operation to its newly assigned home base and its return flight back to the contracts base of operation at the close of the contract.

All Federal Exclusive Use Contracts require the assigned primary pilot be certified Level I pilots. A NWCG qualified SEAT Manager will also be utilized to manage the contract. The manager should be in place prior to any operations. The SEAT Manager insures that all SEAT operations will be conducted in accordance with contract provisions and (ISOG).

Variable Term Contracts

Variable term contracts will be utilized by the BLM only as a form of contracting SEAT aircraft. The variable term contracts will consist of three separate contracts listed as 30, 60, 90 days, Contractors will be ranked in order of best value to the government. Orders for service will be placed with the contractors that were ranked according to best value at the time of the contract award. This contract does not guarantee the placement of orders for services under this contract. Once the contractor accepts a contract order, they will be obligated to perform in accordance with the terms and conditions of a specified contract (30, 60.90 days). A variable term contract is specific to the specified time period of the contract and will not have the option for extending beyond the designated time period of the contract.

The non renewal clause limits a unit's ability to use an aircraft beyond the contract expiration date. However, there are two viable options available to units when the need arises.

Option I Request a new VT contract based on units projected needs and severity funding.

Option II Utilize an On call contract based on units projected need, severity funding and availability of VT contract aircraft.

The new variable term contract does have specific requirements from the ROC contract they are listed as:

- No assigned home base.
- No assigned SEAT Manager.
- COR will be assigned at the time of contract award.
- Minimum aircraft payload of 700 gallons /6440 pounds.
- Level I requirement for both Pilot and relief pilot.
- National Designated Dispatch Points of Hire located at:

Atlanta, Georgia	Minneapolis Minnesota
Boise, Idaho	Phoenix, Arizona
Dallas/FT. Worth, Texas	Reno, Nevada

Grand Junction, Colorado

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

These contracts will not have an assigned home base; the requesting unit will be responsible for the per diem of the pilot and crew. The requesting unit will also be responsible for the flight time and travel miles for the aircraft and crew from its last base of operation. These costs will be documented on an AMD 23 pay document showing flight time, per diem, and support equipment service miles. The NOC aircraft source list can be viewed on the NBC/AMD web site at www.oas.gov in the Flight Coordinating Center under National On Call contracts.

7.0 Contract Administration

DOI Contracting Officers of Aviation Management Directorate (AMD):
Harlan Johnson Phone 208-433-5025
Bob Carr Phone 208-433-5023
Tina Young Phone 208-443-5021

Contracting Officer Technical Representative:
Steve Smith Phone 208-334-9310

National On Call Contracting Officer Representative:
Mark Bickham, National Program Manager, Phone 208-387-5872

The Field Project Inspector: will be the assigned SEAT Manager.

Idaho/Wyoming/Dakota's State Lands SEAT Contracting
States annually procure SEAT aircraft on an invitation for bid to provide Single Engine Air Tanker contract for services. Individual state contracts may vary from the standard Federal Call When Needed (CWN) Contract requirements which may restrict the use of the aircraft from being utilized by a federal agency on Federal lands during wildfire suppression activities.

Individual States may work with Department of Interior/Aviation Management (DOI/AM) to certify their SEAT resources as cooperator aircraft to be utilized by Federal partners. The policy can be referenced in DOI DM Part 351 Chapter 4 located at www.oas.gov/library/dm3514.pdf. However, the aircraft must still meet the standards established by DOI/AM in order to be certified as Cooperator so stated in DM 351 4.0.

8.0 Ordering SEAT Aircraft

For fire assignments, all Interagency SEAT aircraft within the Geographic area will be ordered through normal Interagency dispatching channels. It is recognized that Idaho State Lands at times utilizes SEAT aircraft outside the Interagency dispatching system. This plan will require that any movement of any SEAT aircraft and its support resources be accompanied by a

courtesy call to the GACC and or the National SEAT Coordinator. This ensures that critical information is being shared within the Regions area of influence and NIFC.

9.0 Regional SEAT Network

Regional SEAT Base Network

SEAT aircraft support initial and extended attack operations as a rapid response resource. The logistics and movement of ground support equipment and personnel may require 2-12 hours for re-positioning or transition from one base to another. Airport restrictions may require pre- planning in the use of the larger 800 gallon aircraft.

The Regional SEAT Network system has been developed to service interagency areas within both the Rocky Mountain and Northern Rocky Regions. The Network consists of Category I – IV bases spread across Western Dakota's, Montana, Wyoming, and the Panhandle of Idaho.

The network allows for interagency aircraft to transition effectively from an incident or agency to another across the Region if needed. The network continues to be standardized where possible to ensure that base structure is simplistic, user friendly, and economical for all partners (See Attachment H for Regional Map).

SEAT Base Categories

Category I Bases

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

Category II Bases

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

Category III Bases

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

Category IV Bases

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

10.0 Support

Retardant Use and Ordering Procedures

All retardant utilized with Montana interagency partners will be ordered from the National Retardant Contract. See at the U.S. Forest Service Wildland Fire Chemicals Systems web site at**:** www.fs.fed.us/fire/contracting.

All units ordering Retardant products will be responsible for the reporting and procurement requirements as stated in the National Contract. There are four specific areas of the National Long Term Retardant Contract.

- Bulk contracts - FOB – Origin
- Bulk contracts - FOB - Destination
- Mobil Retardant Bases - For all Tanker aircraft
- Full Service Contracts Price/gal delivered to Aircraft
-

Notice! Contact your local Contracting Officer for ordering retardant to insure proper contracting procedures are followed.

Heavy Tanker Bases

Can be either a full service contracted retardant base or a FOB base with government staffed tanker base personnel. These bases are opened annually based on an established date relevant to normal fire occurrence for their respective areas. Most tanker bases have been updated to accommodate loading of SEAT aircraft.

The Air Tanker Base Manager will be the point of contact for the SEAT Manager, pilot, and support personnel. It will be the SEAT manager's responsibility to ensure that the SEAT Module has been properly briefed on base operational procedures before aircraft integrate into the base operations.

The FAO/UAM and/or assigned SEAT Coordinator may make arrangements for base set up and retardant orders as needed.

Foam Suppressant Use and Ordering Procedures

Regional SEAT bases may utilize foam concentrates or other agency approved suppressants. Each agency may utilize suppressants as backup in the event problems occur with immediate availability for retardant. This practice may vary in Western Montana and Idaho Panhandle due to the different fuel types. The UAM or FAO may order additional suppressant from the appropriate unit or dispatch office they are supporting.

11.0 Operations

General Operations.

SEAT aircraft are specific to supporting initial and extended attack operations as a rapid response resource. The Logistics and movement of ground support for the aircraft may require 2-12 hours for re-positioning or transitioning from one base to another. Some airport restrictions may require advanced pre-planning in the use of the larger 800 gallon aircraft.

The SEAT Network system has been developed to service a five state area within the North Rocky Mountain Region. The system consists of 30 interagency bases strategically located across Western Dakota's, Montana, Wyoming, and the Idaho Panhandle (See Map for base locations). The base network has been broken into three categories to assist managers in

strategic pre-planning and aid in making tactical decisions.

The system allows for aircraft to effectively transition from incident to incident within a specific area or shuttle across the region effectively. The network has been standardized to ensure base utilization is simplistic, user friendly and economical for all its interagency partners.

The Regional SEAT Network is supported by a number of local SEAT Coordinators, Fixed Wing Base, Tanker Base, and SEAT Managers that are highly effective at meeting the specific needs of Region.

12.0 Security

Airport / Facility

All Federal airbases or facilities are required to follow established security procedures identified in the DOI and USFS Security guidelines for Airport and aviation facilities (AAF). The development of plans and procedures for each base or airport will be determined by the completion of a security assessment outlined in the each agencies guide. The field units will be responsible for completing the assessments for each base within their jurisdiction. The assessment and notification plans will be on file and posted.

13.0 Retardant Handling Procedures

Testing Procedures

The U.S. Forest Lot Acceptance/Quality Assurance (LA/QA) program has been developed to provide a vehicle for spot checking the various retardants used by the different aircraft and bases. There is a requirement in the National retardant contract that all tanker bases and retardant operations participate in this program and that agency personnel be involved in the sampling and testing process. Each participating unit can send in any number of samples, depending on their local fire activity in a given season. There are four categories of samples:

- **Over Winter Sample-** First sample of year taken after recirculation at the beginning of season. (Required)

- **Truckload Sample -** Sample of concentrate or mixed retardant taken from each truckload that is delivered to a base.

- **Troubleshooting Sample-** Sample taken when base personnel have trouble with meeting mixed retardant.

- **End of Season Sample-** Sample taken after recirculation at the end of the season specification during operations. (Required)

Samples will be taken by the aircraft loader on every load going into the aircraft and tested with a calibrated refract-o-meter to ensure for mixing accuracy on retardant specifications. The readings will be documented by the loader on a load sheet and verified by the manager on the tanker log. Refer to the Interagency SEAT Operations Guide (ISOG) and the new SEAT Operational Procedures Handbook for further information.

Should a load being mixed test below standard it will be policy to stop loading operations and purge the system of the off spec retardant and re-mix another load that will meet contract specifications before loading the aircraft.

Hazardous Spill Reporting

All retardant and fuel spills are the responsibility of the aircraft contractor or full service retardant contractor if the spill occurs when contractor is loading or fueling the aircraft. Should a spill occur when government personnel are mixing or off loading it will become the responsibility of the agency and each agency are required to implement their respective hazmat spill plans. Each State has variations in procedures for hazardous spill reporting procedures (See Spill notification Call list listed below).

State Spill Notification call Numbers

Montana (Any size spill)
Disaster & Emergency Services **1-406-841-3911**, 24 Duty desk
National Response Center **1-800-424-8802**

Idaho (25 gallons or more)
Response Management Communications System **1-888-877-7267**

South Dakota (Any size spill)
S. D. Dept of Environment and Natural Resources **1-605-773-3296** (Day time)
1-605-773-3231 (24 Hour)
National Response Center **1-800-424-8802**

North Dakota (Any Size Spill)
N.D. State Department of Health **1-701 3282270 800-773-3259**
After Hours**1-701-328-9921**

Wyoming (Any spill that threatens a water source)
Response Management Communications System **1-888-877-7267**

14.0 Communications Procedures

Communications Guides and Frequency List

Aircraft operating with in Montana, Idaho Panhandle, Dakota's, and Northern Wyoming will utilize the various communications and aviation guides provided by each dispatch office for their respective operating areas.

The guides will provide both operational and communication information specific to SEAT aircraft at the various dispatch levels. These dispatch centers are listed below:

Billings Dispatch Center
Bozeman Dispatch Center
Bitterroot Dispatch Center
Bismarck Dispatch Center
Casper Dispatch Center
Flat Head Dispatch Center
Great Falls Dispatch Center
Dillon Dispatch Center
Helena Dispatch Center
Lewistown Dispatch Center

Clearwater Nez Perce
Coeur D' Alene Dispatch Center
Cody Dispatch Center
Great Plains Dispatch Center
Miles City Fire Dispatch
Missoula Dispatch Center
North Dakota Dispatch Center
Northern Rockies Coordination Center

15.0 Regional Approved SEAT Bases

Airport	Id	Fuel	Wt Limits	Category	Runway	Elevation	Location
Baker Montana	**BHK**	100 LL Jet A	17,500 lbs	**III**	4900x75	2975	N 46 - 20.9 W 104 - 15.6
Billings Montana	**BIL**	100 LL Jet A	130,000 lbs	**I**	10518X150	3652	N 45 - 48.5 W 108- 32.6
Broadus Montana	**OOF**	100 LL	12,500 lbs	**III**	4400X75	2380	N 45 - 28.4 W 105 - 27.4
Buffalo South Dakota	**9D2**	100 LL	12,500 lbs	**IV**	3900x60	2889	N 45 34.8 W 103 31.7
Big Timber Montana	**6S0**	100 LL Jet A	12,500 lbs	**III**	5285X75	4492	N 45 48.4 W 109 58.9
Butte Montana	BTM	100 LL Jet A	75,000 lbs	**IV**	9000X150	5550	N 45 - 57.3 W 112 - 29.8
Coeur d; Alene Idaho	**COE**	100 LL Jet A	57,000 lbs	**I**	7,400X100	2320	N 45 - 57.3 W 116 - 49.2
Colstrip Montana	**M46**	100 LL	12,500 lbs	**III**	5,100x75	3426	N 45 - 51.2 W 106 - 42.6
Twin Bridges Montana	**7S1**	100 LL Jet A	12,500 lbs	**III**	4300X60	4777	N 45 - 32.0 W 112 - 18.2
Ekalaka Montana	**97M**	100 LL	12,500 lbs	**III**	3800 X75	3503	N 45 - 52.6 W 104- 52.6
Gillette Wyoming	**G**CC	100 LL Jet A	60,000 lbs	**IV**	7500x150	4365	N 44 - 20.9 W 105 - 32.4
Glasgow Montana	**GGW**	100 LL Jet A	55,000 lbs	**IV**	5,001x75	2296	N 48 - 12.8 W 106 - 36.9
Grangeville Idaho	**S80**	100 LL Jet A	75,000 lbs	**I**	5,101x75	3110	N 45 - 56.6 W116 - 07.4
Hamilton Montana	**6S5**	100 LL Jet A	17,000 lbs	**III**	4,200x75	3642	N 46 - 15.0 W 114 - 07.6
Helena Montana	**HLM**	100LL Jet A	100,000 lbs	**I**	9000x150	3877	N 46 - 36.4 W 111 - 59.0
Jordan Montana	**JDN**	100 LL	12,500 lbs	**III**	4,300x75	2662	N 47 - 19.7 W 106 - 57.2
Kalispell Montana	**GPI**	100LL Jet A	80,000 lbs	**I**	9,000x150	2977	N 4 8 - 18.7 W 114 - 15.4

Lemmon South Dakota	**3SE**	100LL JET A	12,500 lbs	**III**	4, 5001x75	2571	N 45 - 55.1 W 102 - 06.4

Airport	Id	Fuel	Wt Limits	Category	Runway	Elevation	Location
Lewistown Montana	**LWT**	100 LL Jet A	50,000 lbs	**CAT III**	6,100x100	4170	N 47 - 03.0 W 109 - 28.0
Libby MT Montana	**S59**	100LL Jet A	24,000 lbs	**CAT IV**	5,000x75	2601	N 48 - 17.0 W 115 - 29.4
Mc Call Idaho	**MYL**	100 LL Jet A	45,000 lbs	**CAT I**	6,107x75	5024	N 44 - 53.4 W 116 - 06.1
Miles City Montana	**MLS**	100 LL Jet A	24,000 lbs	**CAT II**	5,680x100	2630	N 46 - 25.7 W 105 - 53.2
Missoula Montana	**MSO**	100 LL Jet A	145,000 lbs	**CAT I**	9,501x150	3205	N 46 - 55.0 W 114 - 05.4
Plains Montana	**S34**	100 LL Jet A	12,500 lbs	**CAT III**	4,650x75	2467	N 47 - 28.4 W 114 - 54.5
Rapid City South Dakota	**RAP**	100 LL Jet A	140,000 lbs	**CAT I**	8,701x150	3204	N 44 - 02.7 W 103 - 03.4
Ronan Montana	**7S0**	100 LL Jet A	12,500 lbs	**CAT II**	4,800x75	3086	N 47 - 34.0 W 114 - 06.1
Roundup Montana	**RPX**	100 LL Jet A	12,500 lbs	**CAT III**	5,098x75	3491	N 46 - 28.5 W 108 - 32.6
Sheridan Wyoming	**SHR**	100 LL Jet A	60,000 lbs	**CAT IV**	8,300x100	4021	N 44 - 46.2 W 106 - 58.8
Spearfish South Dakota	**SPF**	100 LL Jet A	30,000 lbs	**CAT IV**	5,498x75	3931	N 44 - 28.8 W 103 - 47.0
W Yellowstone Wyoming	**WYS**	100 LL Jet A	90,000 lbs	CAT I	8399x150	6644	N 44 - 41.3 W 111 - 07.1
White Sulfur Montana	**7S6**	100 LL	12,500 lbs	**CAT IV**	6100x 60	5061	N 46 - 30.2 W 110 - 54.8

16. Plan Attachments

Regional SEAT Base Map