



# *2015 Colorado Interagency Single Engine Air Tanker Operations Plan*





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## 1.0 Introduction

### 1.1 Purpose

This document supports, but does not replace, the Bureau of Land Management (BLM) 9400 Manual, United States Forest Service (USFS) 5700 Manual, and the National Single Engine Air Tanker Operations Guide (ISOG). The purpose is to detail policy, organization, responsibility, and procedures for Interagency SEAT operations within Colorado. It is intended that all Colorado SEAT base plans/air tanker base plans if needed, be a supplement to this plan.

### 1.2 Mission Statement

The Colorado Interagency SEAT program provides leadership, direction, and expertise to all State and Regional bases utilizing SEAT aircraft. The program is designed to ensure the safe and efficient utilization of SEAT aircraft in the spirit of Interagency cooperation.

### 1.3 Objectives

- 1.3.1 Provide aviation management expertise ensuring the safe and effective use of SEAT aircraft within Colorado.
- 1.3.2 Increase rapid response initial attack capabilities for all participating Interagency partners involved in SEAT operations through coordination, aircraft sharing, and resource support.
- 1.3.3 Provide operational guidelines and checklists for Interagency partners as an aid to planning and procedures in support of SEAT operations.
- 1.3.4 Standardize operational procedures for integrating SEAT aircraft into heavy tanker base operations.
- 1.3.5 Standardize base support equipment and operational procedures for Colorado SEAT bases.

#### 1.4 Authority

The authority for the SEAT Program is derived from the delegation of authority from the Director of Fire and Aviation, Department of Interior. For Colorado, Interagency support is established in the Colorado State Cooperative Wildland Fire Management And Stafford Act Response Agreement. Nationally, delegation of authority is established in a joint powers agreement between the United States Department of the Interior and the United States Forest Service.

#### 1.5 Responsibility

##### 1.5.1 Interagency National Aviation Program Manager

The National Air Tanker/SEAT Program Manager is responsible for providing oversight, leadership, and direction regarding policies and procedures associated with fixed-wing aerial retardant delivery operations.

##### 1.5.2 BLM Colorado State Aviation Manager

The SAM and IRAM primary role is to provide program oversight to the Administrative PI. Each SAM / IRAM will develop their own level of interaction and involvement with the PI as needed. SAM / IRAM can choose to be the Project Inspector for their area.

##### Duties:

- Submit nominations to the COR for the Administrative PI for their area.
- Provides oversight to the Administrative PI s in their area and outlines what type interaction and documentation they will require for their records.
- Monitor Administrative PI performance, and interacts with the COR on any concerns, problems or recommendations.
- Participates in any pre-work conducted for SEATs assigned to any Administrative PI for their area.
- Interacts with any additional Administrative PIs or host SEAT Managers (SEMG) who may be assigned to or temporarily working within their area.
- Elevates any problems or concerns identified by the Administrative PI about SEMG assigned to their SEATs to the COR for resolution.

##### 1.5.3 Colorado Division of Fire Prevention and Control (DFPC) Aviation Branch Chief

The Colorado Division of Fire Prevention and Control Aviation Branch Chief serves as a focal point for State of Colorado aviation operations. The Aviation Officer will act as a liaison between the BLM, Colorado, and the USFS Region 2 concerning the Colorado Division of Fire Prevention and Control SEAT program.

#### 1.5.4 Forest Service Regional Aviation Officer

The Regional Aviation Officer (RAO) serves as a focal point for Region 2 Forest Unit Offices. The Aviation Officer will act as a liaison between USFS Region 2 and the other Interagency partners concerning the National SEAT Program.

#### 1.5.5 Bureau of Indian Affairs

The BIA Regional Aviation Officer serves as a focal point for BIA areas. The BIA RAO serves as a liaison between the BIA and all other SEAT program participants.

#### 1.5.6 United States Fish and Wildlife Service

The FWS Regional Aviation Officer serves as a focal point for FWS areas. The FWS RAO serves as a liaison between the FWS and all other SEAT program participants.

#### 1.5.7 Fixed Wing Operations Specialist (FWOS)

The FWOS serves as the focal point for the SEAT Program by providing technical and management direction of aviation resources assigned to support local fire suppression program. The FWOS provides direction in the management of the local SEAT operations within the area of responsibility.

#### 1.5.8 Permanent SEMG (CO DFPC )

Serves as a SEAT specialist for all Interagency partners. This position is sponsored by the Colorado Division of Fire Prevention and Control is the base manager for the DFPC sponsored Interagency SEAT bases; responsible for SEAT base maintenance, readiness, support, plans and statistics. The SEAT Logistics Specialist coordinates and performs training for SEAT base personnel and SEMGs and, during operational periods, monitors all bases, DFPC SEATs, and their attached SEMGs within Colorado. This position serves as both a contract liaison between the DFPC and vendors, providing SEAT aircraft and retardant support and as a liaison between Federal Government and DFPC SEAT operations.

### 1.5.9 SEAT Manager

The Manager coordinates with aviation managers and dispatchers and supervises aircraft operations in accordance with the Interagency SEAT Operations Guide. All managers assigned to SEAT aircraft operating within Colorado must be NWCG qualified. Each manager should consult the BLM National Aviation Office web page before operations commence to ensure that updated information and paper work are added to their kits: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Airops/seat.html>

### 1.5.10 SEAT Loaders

SEAT Loaders are responsible for the safe loading of SEAT aircraft with retardant, foam, gel, or water. Under federal contract, loaders are supplied by the vendor. Loaders from other sources must meet the training standard outlined in this plan (Attachment D) before participating in any SEAT loading activities. This does not affect training guidelines at full service retardant bases.

## 2.0 Contracting

### 2.1 Federal SEAT Contract Requests

All Federal SEAT contracting requests are reviewed and approved by the National SEAT Program Manager located at NIFC in Boise, Idaho. Approved requests are then forwarded to OAS and a Contracting Officer is assigned to administer the contracts.

#### 2.1.1 Federal Contracts

There are two types of contract that federal agencies can use to obtain aircraft services from Single Engine Airtanker vendors. Additional contracts may be available through various State agencies, but federal agencies must obtain aircraft services from either the National On-Call Contract or have an DOI National Exclusive Use Contract.

All National SEAT On-Call contracts (and most National Exclusive Use contracts) will include a portable mixing/fueling support unit for each aircraft. The support unit is not optional for Federal On-Call contracts and is included in the contract price of the aircraft as a complete SEAT module. However, there may be other contracts (Colorado Division of fire Prevention and some Federal Exclusive Use) that do not have the same support requirements. **It is imperative to review each contract when utilizing SEAT aircraft to ensure that the contract items suit operational needs.**

**Note: 2014 was the first year of a new three year National on-call SEAT contract .** For clarification on specific contract language regarding mission currency verses pilot proficiency see Attachment A. Updates and clarifications are periodically posted to the BLM SEAT website, under SEAT Program Manager Updates, at: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Airops/seat.html>.

**National On-Call Contract:** provides the agencies with a contract to obtain service from a SEAT vendor for a non-specified time frame. Generally these contracts are used by agencies during high activity to provide aerial support for a short duration of time. The National On-Call contracts are solicited and awarded every three years. Contractors that have been awarded the contract may only add additional like aircraft when approved by the contracting officer. Generally additional aircraft are only added when available resources are not adequate to fill the government's needs.

All OAS contracts are available at: <http://oas.doi.gov/apmd/cwn/cwnSEAT.htm>

#### **DOI National Exclusive Use Contact:**

- This is a one year Exclusive Use contract with 4 option years.
- There is no designated base under this contract and are considered national asset Mobilization and Demobilization will be paid by the government. Notice to Proceeds will be issued giving the contractor direction on where to report to at the beginning of contract.
- MAP will be 100 days with three different start dates  
May 26th/June 5th/June12th
- AT-802 with an Interagency Airtanker Board approved gate system.

#### 2.1.2 Aviation Management Directorate Contract Administrators

AMD Contracting Officer for SEAT's  
Steve Etzel  
208-433-5032

Contracting Officer Technical Representative:  
Gary Kunz  
AMD Area Director  
208-334-9310

National Contracting Officer Representative  
Glen Claypool  
BLM National SEAT Program Manager  
208-387-5160

### 2.1.3 Colorado Division of Fire Prevention and Control SEAT Contracting

The CO DFPC annually procures SEAT aircraft on a State Exclusive Use Contract. Per this contract, the pilot and aircraft must meet current DOI on call requirements. Reference the contract for exceptions to the Federal CWN agreement. The DFPC SEAT contract is available by contacting DFPC Aviation Branch Chief, Jane Lopez  
Phone: 970-491-8624

### 2.2 Ordering SEAT Aircraft

For fire assignments, all Interagency SEATs will be ordered via the Interagency dispatch system.

Dispatch centers hiring an On-Call SEAT are required to make a Best Value Determination (BVD). This determination needs to be documented on the On-Call SEAT Ordering Record. Copies of the completed form need to be sent to the Contracting Officer (CO) listed on the bottom of On-Call SEAT Ordering Record. Urgency in acquiring services (Initial Attack) may be a factor and override the best value determination criteria allowing dispatch centers to directly hire SEAT's from the On-Call contract. When a local dispatch center has urgent and compelling reason to override the BVD criteria, the hiring dispatcher must check the box in Block 15a of the On-Call SEAT Ordering Record indicating the urgent need and sign the bottom of the form. Copies of On-Call SEAT Ordering Record must be sent to the Contracting Officer listed on the bottom of the form. An order may be placed orally or electronically, but must be documented by a resource order.

More information on On-Call SEAT ordering and the On-Call SEAT Ordering Record may be found at:

<http://www.blm.gov/style/medialib/blm/nifc/aviation/seat.Par.33827.File.dat/2011OnCallSEATContractFAQ.pdf>

#### 2.2.1 DFPC Pre-positions

It is recognized that the CO DFPC at times, pre-positions a SEAT(s) for tactical advantage using avenues outside of the Interagency dispatch system. This plan requires that the non-initial attack movement of any SEAT throughout Colorado be accompanied with a courtesy call to the Rocky Mountain Area Coordination Center (RMACC). This allows critical information to be shared with the dispatch community and enhances aviation safety.

### 3.0 Operations

3.1 General

SEAT aircraft support initial and extended attack operations as a rapid response resource. The logistics and movement of ground support for the aircraft may require 2 to 12 hours for re-positioning or transitioning from one base to another.

A SEAT re-load network has been developed to service Interagency areas within Colorado. The system consists of Category I - II bases spread throughout Colorado and in association with base networks in Utah and Wyoming, (reference Exhibit 1 for SEAT base locations).

The system allows for aircraft to transition effectively from incident to incident within a specific area for retardant re-load, in order to minimize turnaround times. The network has been standardized where possible to ensure base utilization is simplistic, user friendly and economical for all Interagency partners.

3.2 Colorado Interagency SEAT Base Categories

Category I Bases –Any Large Air Tanker Base or SEAT Base with an established full service, bulk or BPA retardant contract that is published in the Interagency Air Tanker Base Directory. Personnel are either permanently assigned or placed on an on-call status to immediately support SEAT operations. Equipment and retardant are on site year-round. All Category I Bases will meet the standards identified in the SEAT Base Checklist(s).

Category II Bases- Airports that have been identified as capable of supporting SEAT operations and will support parking mobile loading equipment for a limited time frame on a call-when-needed basis. Appropriate agreements are in place with hosting airport authority. Personnel are assigned to the base as needed to support short term SEAT operations. A water supply may be identified and available

3.3 Colorado Interagency Approved SEAT Bases

Category I	Airport Name	3 Letter Des.	RNWX	Elev.
	Durango ATB			
	JEFFCO ATB			
	Grand Junction ATB			
	Ft Collins	FNL	8500'	5016'
	Craig	CAG	5600'	6193'
	Cortez	CEZ	7205'	5914'
	Rifle	RIL	7000'	5544'
	Canon City	1V6	5399'	5439'
	Alamosa	0V2	7350'	7489'
	Pueblo	PUB	10496'	4726'

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Category II	Airport Name	3 Letter Des.	RNWX	Elev.
Vernal	Vernal Regional	VEL	5278'	6201'
Kremmling	McElroy Field	20V	5540	7411
Buena Vista	Central CO Regional	7V1	8300	7946'
Pueblo	Pueblo Memorial	PUB	10496'	4726'
Akron	CO Plains Regional	AKO	7000'	4714'
Rangely	Rangely Airport	4VO	6400'	5274'
Meeker	Meeker Airport	EEO	6500'	6421'
Eagle	Eagle Co.	EGE	8000'	6535'
Gunnison	Gunnison/Crested Butte	GUC	9402'	7673'
Nucla	Hopkins Field	6V6	4600'	5936'
La Junta	La Junta Municipal	LHX	6849'	4229'

Airports in RED are require special consideration due to either airport elevation, runway length or both.

Required Elements for SEAT Bases.

No matter what category of base or locations SEATs are operated from, the following minimum standards are required for each base:

- The using agency must ensure the appropriate arrangements have been made for using the ramp space and any facilities at the SEAT base.
- The SEAT Manager must be provided with a complete briefing about the base location and operational procedures by the using agency.
- A crash rescue plan must be identified or developed for the SEAT base.
- The SEMG must be briefed on the agency's procedures established for hazardous materials spills for the base.

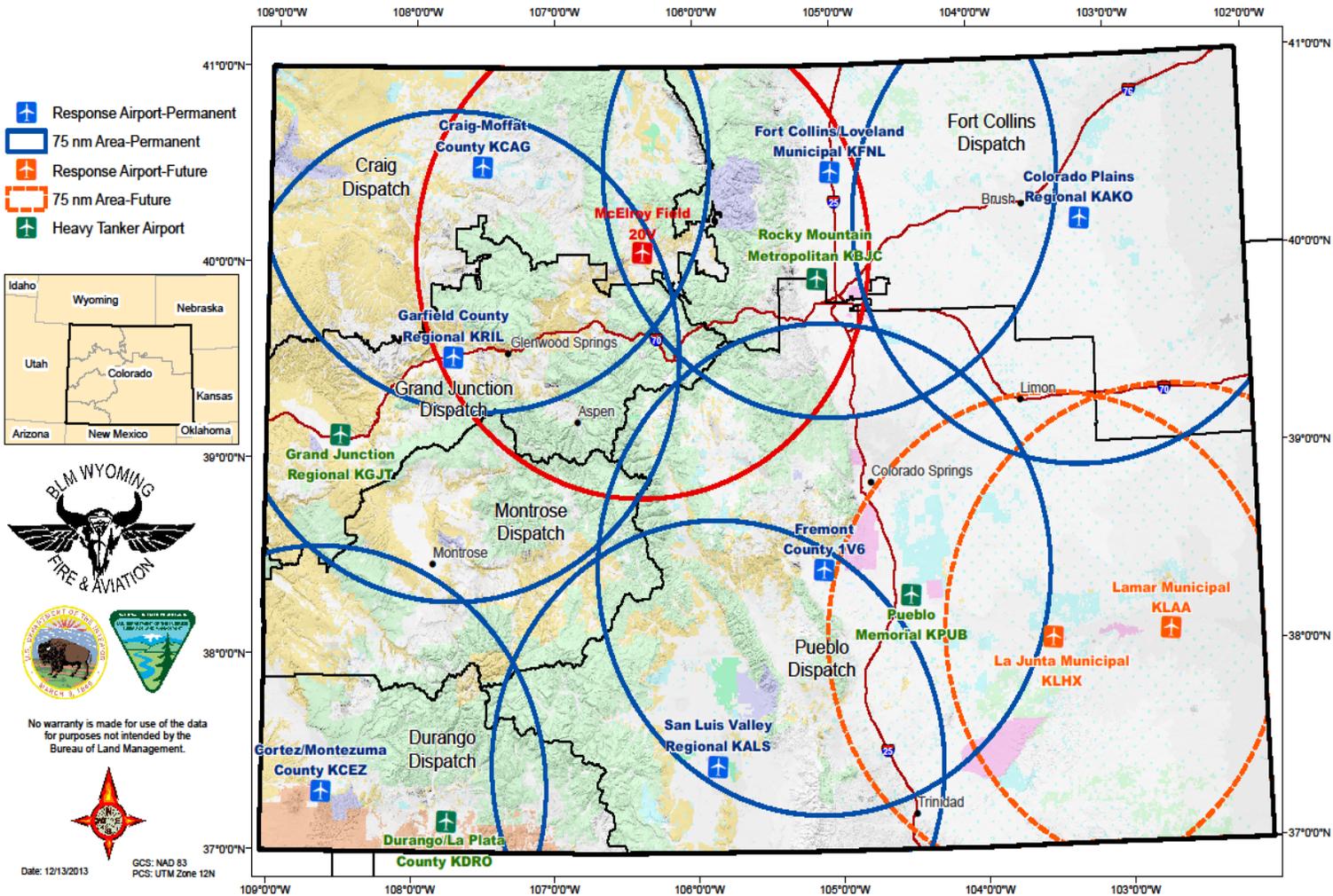
A Risk Management Worksheet (RMW) or Job Hazard Analysis (JHA) must be available to the SEMG to review and use at the site.

- Adequate facilities and logistical support must be in place to ensure the welfare and safety of all personnel assigned to the base.
- An assessment of security concerns must be made by the using agency.
- A jettison area must be designated for the base.
- A VHF-AM radio must be available for monitoring the ramp frequency.

- An adequate method must be established for providing the SEMG with daily intelligence used for briefing pilots.
  
- Prior to a SEAT base becoming operational; a current and up to date SEAT Base Operating Plan must be completed.

**Exhibit 1**  
**Category I, II SEAT Bases**

SEAT Response Areas (75nm) - Colorado 2014



#### 4.0 Support Requirements

##### 4.1 Operations from Category I Bases (Interagency Air Tanker Bases)

Colorado Interagency Air Tanker Bases are either Full Service or Force Account. These bases are opened annually on an established date relevant to normal fire occurrence for their respective area. All Category 1 Bases have been approved for SEAT operations.

Retardant is supplied to these bases in accordance with the National Long-Term Fire Retardant Requirement Contract.

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

## 4.2 Operations from Category II Bases

Category II bases are not supplied with retardant via site specific contracts. Retardant will be obtained through provisions outlined in the National Long-Term Fire Retardant Contract.

4.2.1 Rotation Policy – When single engine air tankers are co-located at Category II bases for a duration that necessitates the establishment of a rotation, the following guidelines apply:

1. Rotations adhere to first in, first out regardless of agency affiliation and land ownership at the site of the incident.
2. SEAT crews coming into an established rotation after days off start at the bottom of the list.
3. Where SEAT aircraft are collocated with Large Air tankers (LAT's) rotations will vary based on the situation, but in general will adhere to the first in first out policy.

### 4.2.2 Approval for SEAT Operations

1. Approval for SEAT Operations is contingent on conditions that allow for safe delivery of retardants and suppressants. Manufacturer generated performance charts will be utilized to aid in determining if contracted amounts of product can be delivered safely. Downloads in excess of contracted agreement require notification to fire management representatives.
2. The list of airports detailed in this plan is not inclusive and is subject to change without immediate plan revision based on operational necessity. All additions will be subject to approval criteria. Approval can be granted by any agency representative listed on the signature page or their designees (i.e. Interagency Unit Aviation Managers).

## 4.3 Retardant Use and Ordering Procedures

Retardant can be supplied to Category II bases by the following means:

1. Bulk Service Contract has been established for the BLM Bases within Colorado, as outlined in the National Long -Term Fire Retardant Requirement Contract. BLM Colorado has developed the following process:

**FOR DOI ORIGINATED ORDERS ONLY**

***The purpose of this process is to support Interagency SEAT operations away from established Category I Air Tanker Bases.***

SEAT Manager (SEMG) or Dispatch identifies need, determines product, and relays order to one of the following Ordering Authorities:

Clark Hammond (primary)	303-239-3809	<a href="mailto:c1hammon@blm.gov">c1hammon@blm.gov</a>
Gillian Fay (alternate)	303-242-1674	<a href="mailto:gfay@blm.gov">gfay@blm.gov</a>

The ordering Dispatch Center will forward an "S #" on a supply order form to the ordering authority representative. The order must include the quantity, location and supply number from each resource order.

ICL Representative	970-222-8698	Bernie Post (Primary Contact)
	1-800-682-3626	(after hours)

Once the order is placed, the ordering authority e-mails the Purchase Requisitioner with the following information as soon as possible, and initiates a follow up call to same:

- The estimated quantity, cost, and type of product ( LC95A-F, liquid – by the gallon)
- The estimated freight costs and delivery address
- The fire codes and percentages to be billed to each

The e-mail will be sent directly to the Purchase Requisitioner, Michelle Dye, and copied to the Contracting Officer, Felisha Salazare, for immediate attention. If the primary Purchase Requisitioner is not available, Tammy Strahan will act as the secondary Purchase Requisitioner and input the request.

Felisha Salazare	303-239-3636	<a href="mailto:fsalazare@blm.gov">fsalazare@blm.gov</a>
Michelle Dye	303-239-3794	<a href="mailto:mdye@blm.gov">mdye@blm.gov</a>

The Purchase Requisitioner will then complete the electronic procurement form, input the order with the UPC, unit price information, and applicable fire codes into FBMS, and submit to procurement electronically. The Purchase Requisitioner will also keep a log of PRs specific to retardant orders, and a separate file of fire retardant related documents.

When the order is received in procurement, the Contracting Officer or designee will verify the fire code information is complete, and then notify the vendor of the BPA Call # for their IPP billing. (Contact Sara Dawson for all Procurement issues, 303-842-3444, [sdawson@blm.gov](mailto:sdawson@blm.gov))

The vendor invoices per the BPA call number through IPP, which is provided by the Contracting Officer after verifications are complete.

Procurement de-obligates excess funds once the final ICL invoice has been received, and notifies the Purchase Requisitioner when the transaction is complete.

#### 4.4 Foam Suppressant Use and Ordering Procedures

4.4.1 Category II SEAT Reload bases have containers of foam pre-positioned on site in some cases. Additional orders are submitted through the same process shown above. Additionally, the DFPC maintains a stock in Ft. Collins which is available upon request.

#### 5.0 Retardant Testing and Handling Procedures

##### 5.1 Testing Procedures

At Category II bases samples must be taken by the mixmaster (MXMS) on every load going into the aircraft and tested with a calibrated refractometer to ensure mixing accuracy of retardant specifications. Readings will be documented by the MXMS on a load sheet and verified by the manager on the tanker log. Refer to the Interagency SEAT Operations Guide (ISOG) and the SEAT Operational Procedures Handbook for further information.

Should a load being mixed test below standard, it is policy to stop loading operations, and either re-adjustment or dispose as appropriate. The refractometer reading for LC-95A-R will read between 12.75 and 14.5 (see Attachment C). The refractometer reading for P100-F will read between 8 and 10 (see Attachment D). Any time mixed retardant product falls outside of product specifications, immediately notify DFPC Aviation Branch Chief, Jane Lopez, and appropriate notifications will be made. **Under no circumstance will retardant that reads above acceptable levels on the refractometer be loaded onto an aircraft.**

#### 6.0 Hot Loading

Reference the Interagency Single Engine Operations Guide, Chapter 8 for policy.

##### 6.1 Hot Load Operations from Category II Bases

Category II- bases using government personnel as loaders:

Loaders qualified to hot load will have on their person a current Blue Card indicating they are qualified to hot load (see Attachment E). Government personnel without a Blue Card signifying that they have been trained to hot load will not be authorized to do so.

#### 6.1.1 Hot Load Limitations by Base Type

Category II bases: All Colorado Category II bases have been approved for hot loading. As per the ISOG, upon initial arrival “the SEAT pilot shall review the following procedures with the designated base manager:

- Ramp traffic flow procedures
- Hot loading... procedures
- Base communications procedures
- Emergency procedures
- Basic safety procedures
- Pump speed (GPM)
- Verify retardant amount
- Hand signals aircraft valve operations

Jettison areas

In the event a SEMG is not present, the SEAT will be allowed to hot load as long as the following additional conditions are met:

An “experienced” loader is present (indicated by an “E” on their Blue Card) to oversee the operation with at least one qualified loader (indicated by a “Q” on their Blue Card) to assist.

#### 7.0 Retardant Spill Planning

Retardant is not HAZMAT. Any spills should quickly be washed from the tarmac for visual reasons. Notify immediately airport managers and the BLM Colorado State Aviation Manager at 303-239-3809 (W). Document by photo the extent of the spill and reason for the failure.

#### 8.0 SEAT Communications Procedures

##### 8.1 Communications Guides and Frequency Lists

Aircraft operating within Colorado will utilize the various communications guides provided by each Dispatch Office for their respective operating areas. These guides will provide both operational and communication information specific to SEAT aircraft at the various dispatch levels. Dispatch centers include:

- Rocky Mountain Coordination Center
- Craig Interagency Dispatch Center
- Durango Interagency Dispatch Center
- Grand Junction Interagency Dispatch
- Montrose Interagency Dispatch
- Ft. Collins Dispatch
- Pueblo Interagency Dispatch

## 9.0 Security

Consult the 2015 Department of the Interior, Bureau of Land Management National Aviation Plan for direction on SEAT security.

## 10.0 Data Management

Forms and guides needed for SEAT management can be found at: <http://www.blm.gov/nifc/st/en/prog/fire/Aviation/Airops/seat.html>  
*Colorado Division of fire Prevention has adopted the "SEAT Tanker Log / Cost Summary Sheet" (Attachment C) for interagency cost and activity reporting.*

## 11.0 CO SEAT Program Contacts

### **BLM National SEAT Program Manager**

Glen Claypool w) 208-387-5160  
[gclaypoo@blm.gov](mailto:gclaypoo@blm.gov)

### **CO BLM State Aviation Manager**

Clark Hammond w) 303-239-3809  
[c1hammon@blm.gov](mailto:c1hammon@blm.gov) c)720-305-8841

### **Colorado Aviation Branch Chief**

Jane Lopez w) 970-491-8624  
c) 970-980-7877

### **DFPC Aviation Specialist**

Sonya Whitesell c) 970-817-3370

### **DFPC SEMG**

David Gruys c) 720-425-1914  
Marc Rudkin c) 720-425-2550

Powdered Concentrate, Gum-Thickened – High Viscosity  
Fugitive Colored

Product Information

### Phos-Chek P100-F (11b/gal)

Phos-Chek P100-F is a dry concentrate formulation that uses a mix of monoammonium phosphate and diammonium phosphate as the fire retardant salts. Phos-Chek P100-F contains a corrosion inhibitor and fugitive coloring agent. This formulation contains a relatively high concentration of gum thickener and yields mixed retardant with a high viscosity for improved drop characteristics from fixed-wing airtankers. Due to their high viscosity, they are not recommended for application by ground engine or helicopter.

Product type:	High viscosity, gum-thickened, dry powder concentrate; batch or educator mixed.
Application:	Fixed-wing airtanker.
Use level:	1 pound of dry concentrate mixed with 1 gallon of water will produce 1.07 gallons of mixed retardant. Each gallon of mixed retardant contains the equivalent of 0.93 pound of powder.
Yield:	1 ton of powder yields 2150 gallons of mixed retardant.
Viscosity:	800-1500 (cP).  Field measurement (Marsh Funnel) for the viscosity of the retardant is 23-30 seconds through the large tip.
Salt content:	9.57 percent by weight active salt; 8.52 percent by weight MAP $\text{NH}_4\text{H}_2\text{PO}_4$ and 1.05 percent by weight DAP $(\text{NH}_4)_2\text{HPO}_4$ .  Field measurement (refractometer): A reading of 9.0 indicates a proper salt content. A reading between 8.0 and 10.0 indicates an acceptable salt content.
Specific weight:	8.74 lb/gal for mixed retardant.

**Note: Colorado uses ¾ ton bags of powder. Please convert quantities accordingly.**

*Attachment A*

Interagency SEAT Loader Qualification Program

SEAT suppressant and retardant loading by contract is the responsibility of the vendor provided personnel. At times of increased activity and under the guise of fully utilizing the Category II – IV bases where equipment is pre-positioned, it is in the interest of operational efficiency that employees of the federal and state government, whenever possible, be pre-identified and trained to load SEATS. The Interagency SEAT Loader Qualification Program is a management tool to ensure consistency and quality of training for individuals acting in the SEAT loader capacity. The authority for this program is supported in the Interagency Single Engine Air Tanker Operations Guide, CH 8, Section 1. This is a two part process that should be completed in one half day session. Upon completion of the session, attendees will be issued an Interagency SEAT Loader Data Card (Blue Card).

Part 1: Mixing Session – Orients the student to proper retardant handling. The student will be taught, hands on, how to mix the retardant product utilized at their local base, how to recirculate the product, proper specifications, use of the refractometer and how to collect retardant samples to send to MTDC for testing.

Part 2: Loading Session – Orients the student to proper SEAT retardant loading procedures. The student will be taught, hands on, how to safely load retardant onto a SEAT. If a SEAT is available at the time of the training, the student will also be instructed in the proper procedure for hot loading the aircraft.

<b>CO/WY Interagency SEAT Loading Qualification</b>			
NAME: _____			
AGENCY AFFILIATION (circle)			
			
TRAINING LOCATION/YEAR: _____			
<i>For Tasks Below: Q= Qualified / E= Experienced</i>			
HOTLOAD: _____	MIXER: LC95 _____	P100 _____	
AUTHORIZATION: _____			
<i>Document experience on back of card w/dates and roles.</i>			

## Maintaining Blue Card Currency

Blue Cards are current for one calendar year from the month of issue. Annual attendance of SEAT Loader Qualification training is required to maintain currency. SEAT Loader Qualification training will be presented by the DFPC and/or BLM annually (generally April-June) at each Category II Colorado SEAT base.

Personnel who are experienced (indicated by an "E" on their Blue Card) can conduct training on an as needed basis throughout the season. Prior to conducting Blue Card training, contact DFPC Aviation Branch Chief, Jane Lopez.



