

Attached is a copy of a 60 day calendar featuring a safety topic and a short lesson plan for each of the 60 days. The safety topics are centered around Single Engine Airtanker (SEAT) operations. The calendar was designed to provide the SEAT Manager with additional topics that they may incorporate into their safety briefing each day.

The calendar can also be used by SEAT Managers to open up and discuss a wide variety of topics with SEAT Manager Trainees that have been assigned to them for a 14 day period.

Note: *Please keep in mind that these safety topics are discussion points only, and should not be considered a required checklist. For Example: The safety topic that involves checking the brakes on the aircraft, was designed to have the pilot discuss some of the problems that might occur with the braking system and identifying the procedures they take to routinely check the braking system, NOT a requirement for the SEAT Manager to check the brakes.*

Please take advantage of the safety topics listed below, and have a safe season!

TALKING WITH "AL " THE SEAT MANAGER'S PAL !

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 <i>Don't preflight in haste - check out the gate !</i>	2 <i>If your radio won't talk - can't fly - Take a walk !</i>	3 <i>If you are asked for a dry run - getting too low won't be fun !</i>	4 <i>Can't talk to the fire - time to retire !</i>	5 <i>Landing is great - unless you loose the brakes !</i>	6 <i>Start the day with a brief - it may save everyone some grief !</i>	7 <i>FTA's have their own protocol - and it all begins with a 12 mile call !</i>
8 <i>Flight follow with your lat and long - so dispatch will know you're where you belong !</i>	9 <i>Don't lie around like a lazy dog - take time to read the ISOG !</i>	10 <i>When working together you need to use tact - things will go smoother if you know the contract!</i>	11 <i>Get to know fire anatomy - so you put the retardant where it ought to be !</i>	12 <i>When you make a drop don't get too low - or you may have no where to go !</i>	13 <i>On take off and landings observe a sterile cockpit - or the rest of your day can be the pits!</i>	14 <i>When you fill it up, don't overload - you may wind up flying just like a toad !</i>
15 <i>You're a great pilot, your drops are something - but you should know when you'll turn into a pumpkin !</i>	16 <i>Some people work from sun to sun - that's not when a SEAT pilots day is done !</i>	17 <i>Hanger flying breeds friends and familiarity -but over a fire use formality !</i>	18 <i>Has your work provided for a smooth transition - in case someone else takes your position !</i>	19 <i>Be sure to look and pick up all the FOD - or you may get pieces in your bod !</i>	20 <i>If no one answers your radio call - try Guard before giving up to all !</i>	21 <i>A SEAT Manager is needed to oversee all - but the SEMG should not be operational !</i>
22 <i>Crash rescue procedures everyone should know - who do you call and where should you go !</i>	23 <i>Misplacing the mud can ruin your fun - if you're not sure, request a dry run. !</i>	24 <i>Security at the base should not be dismissed - for if neglected, things may go amiss !</i>	25 <i>ICS is where we are listed - and every so often the system should be revisited !</i>	26 <i>Know your repeaters for proper communication - if you neglect them, you may be on a vacation !</i>	27 <i>For crash rescue and dispatch practice the drill - so when the real call comes it won't be a big deal !</i>	28 <i>Be aware of Temporary Flight Restrictions - to avoid them you must always know your position !</i>

TALKING WITH "AL " THE SEAT MANAGER'S PAL !

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 <i>Relief crews are needed to keep things moving - be sure the right people know who is coming and what they are doin' !</i>	2 <i>Proper terminology is a must - the lack of it could make operations a bust !</i>	3 <i>SEAT Support can wonder near and far - tracking is important to know where they are !</i>	4 <i>The retardant we use needs proper mixing - check the refractometer to make sure it doesn't need fixin' !</i>	5 <i>Some places it's wet, some dry as a bone - make sure that you know your fire weather zones !</i>	6 <i>When dropping retardant watch where you go - you don't want to drop near the H2O.</i>	7 <i>A messy base can be hard on the eye - clean up the place if it looks like a pigs' sty !</i>
8 <i>Spilling fluids can become a big mess - be sure you know where to find the proper MSDS !</i>	9 <i>Do not demob in too big of a hurry - let dispatch know or they'll start to worry !</i>	10 <i>Parting is sorrow, but you need to try - to make sure the right parties get your good-bye !</i>	11 <i>Preparedness can have 5 different levels - they change by areas - depends on your travel !</i>	12 <i>If your mission is aborted you can't be too fickle - make sure that you're aware where you can pickle !</i>	13 <i>Every day, just before Miller Time - debrief with your people, its' well worth the time !</i>	14 <i>When working a large fire, do what you can - to get your hands on a copy of the Incident Action Plan !</i>
15 <i>Put on your PPE, don't get lazy - it could make the difference from having a long life or pushing up daisies !</i>	16 <i>When doing your job, don't get too frisky - take the time to consider if what you're doing is too risky !</i>	17 <i>You're flying your pants off - it's load after load - you soon may be coming to the end of the road !</i>	18 <i>Flight and duty limitations can be changed in the interim - high flight activity and fatigue will begin em' !</i>	19 <i>Roses are red, violets are blue - safety depends on me and you !</i>	20 <i>Some things are done slow, some in a hurry - if you try to rush things, it is time to worry !</i>	21 <i>All should know the difference between flight following and resource tracking - one can be done on the phone, the other serves as SAR backing !</i>
22 <i>Hot Fueling and loading are not done together - do them one at a time, and your day will be much better !</i>	23 <i>If a radio frequency is busy and overloaded - practice radio discipline, or the mission may be aborted !</i>	24 <i>During slow times to avoid frustration and strife - it may be a good idea to plan for a proficiency flight !</i>	25 <i>In sunny weather no matter how bright - when flying a fire and dropping the mud, use the anti-collision lights !</i>	26 <i>Before you're up to your neck in alligators - call for help - ask for a SEAT Coordinator !</i>	27 <i>We all know the effects of Density Altitude - but just as serious, is our own attitudes !</i>	28 <i>This is not war - casualties are not a given - so let's get our job's done safely and go on livin' !</i>

LESSON NOTES:

Sunday 1st: Don't preflight in haste- check out the gate!

Check the emergency drop system in a manner that will ensure its proper function on a daily basis as part of the pre-flight.

Monday 2nd: If your radio won't talk – can't fly – take a walk !

Call dispatch/or SEMG on both AM and FM radios as part of your preflight to ensure that your radios are working. Fix any problems before a mission. Make sure to test the assigned air-ground frequency with the SEMG as part of the daily testing. This is a good time to review what the established procedures for loss of communication are, and identify any back up plan for loss of communications the dispatch may have.

Tuesday 3rd: If you are asked for a dry run – getting too low won't be fun !

When a dry run is requested by the air attack or IC, it is not necessary to get down to drop height. If you do, you may find that you will not have the power needed to climb back up for the live run. This is also a good time to review the minimum drop height that is identified in the SEAT contract.

Wednesday 4th: Can't talk to the fire – time to retire !

The importance of communication cannot be overemphasized. If you have been given fire contact points (ATGS/IC) and frequencies and find you cannot make proper contact, you should return to the base of operations. You can try to call dispatch a see to double check the frequencies, but if you are unable to establish communications, you can NOT drop the retardant on the fire.

Thursday 5th: Landing is great – unless you loose the brakes !

Checking the brakes should be part of the preflight routine.

Friday 6th: Start the day with a brief – it may save everyone some grief !

There are a number of required briefings in the aviation and SEAT program. The morning daily briefing is one of them. Be selective about the information you put forth in the brief. It should prepare all involved with the SEAT operations to complete their mission in a safe, effective and efficient manner. A suggested checklist for the morning briefing can be found in the Interagency SEAT Operations Procedures Handbook under the Operational Briefing section.

Saturday 7th: FTA's have their own protocol – and it all begins with a 12 mile call !

Prior to entering a Fire Traffic Area (FTA), it is necessary that the pilot make an initial contact call at a distance of 12 nm from the fire location. If no contact is made, or if permission is not granted to enter the FTA you cannot fly any closer than 7 nm from the fire. The 12 nm ring is commonly call the Initial Contact Ring, to be used by the pilot to initially try to establish contact with the ATGS. The 7nm ring is referred to as the NOCOMO Ring, and pilots are instructed to remain at the 7nm ring until communications have been established. Detailed information about the FTR can be found in the Interagency Airspace Guide.

Sunday 8th: Flight follow with your lat and long – so dispatch will know you're where you belong !

Discuss mission flight following procedures and frequencies for your specific area. It is a good idea to take this topic opportunity and discuss the other types of flight following requirements. Make sure to review what information should be passed on to dispatch when reporting your position every 15 minuets. The pilot should give dispatch the current lat and long and the bearing the aircraft is flying.

Monday 9th: Don't lay around like an old lazy dog – take the time to read the ISOG !

The Interagency Single Engine Airtanker Operations Guide(ISOG) has been adopted as policy by agencies in Interior and Agriculture. Review topics that may be specific to questions, disagreements and locale to name a few. The ISOG can be downloaded from the SEAT Web Site at: [http:// www.fire.blm.gov/aviation/airops.htm](http://www.fire.blm.gov/aviation/airops.htm) or ordered from the cache NFES#1844.

Tuesday 10th: When working together you need to use tact – things will go smoother if you know the contract !

It is necessary that both the SEAT vendor and the SEMG know what is in the contract. It is a good policy to have both and SEMG and vendor consult the contract together when questions or concerns arise. The vendor is required to have a copy of the contract and all the modifications in the aircraft with them. Copies of the Exclusive Use contracts can only be obtained by the using agency that was awarded the contract and the vendor. The National Call-When-Needed (CWN) can be downloaded from the SEAT Web Site at: [http:// www.fire.blm.gov/aviation/airops.htm](http://www.fire.blm.gov/aviation/airops.htm)

Wednesday 11th: Get to know fire anatomy – so you put the retardant where it ought to be !

It is imperative that SEAT pilots have a thorough knowledge of fire boundary terminology. This knowledge will help ensure that the SEAT operation is more effective and efficient. It is a good idea to ask the ground personnel to come by the SEAT base and visit one-on-one with the pilot to discuss the established fire terminology used on that unit to help with target identification. Another good practice is to contact the ground personnel and visit with them about the accuracy and effectiveness of the drops made by the SEAT that day.

Thursday 12th: When you make your drop don't get too low – or you may have no where to go !

*Remember that the new minimum drop height for the SEATs is **60 feet** above the highest fuel/vegetation! (Discuss aircraft performance in high DA's, emergency gate failures and post drop escape routes).*

Friday 13th: On take off and landings observe a sterile cockpit – or the rest of your day can be the pits !

Review the purpose of Sterile Cockpit. Limiting communications and actions within the cockpit to only those required for safe maneuvering and traffic separation. This means communications with dispatch, ground personnel, and other aircraft concerning mission information is prohibited. Pilots will be afforded the opportunity maneuver the aircraft safely at all times without undue physical or mental stress. A sterile cockpit will be maintained within a 5 mile radius of controlled and uncontrolled airports. A sterile cockpit will also be maintained during approach and departure for any remote airstrips for a time period specified by the pilot.

Saturday 14th: When you fill it up, don't overload – you may wind up flying just like a toad !

Discuss the need for proper communications between the ground support and the pilot to ensure proper loading of the aircraft. This is a good time to talk about pre-established hand signals, accuracy of micro-motion meters, loading at another base etc. Remember to record the actual amount of retardant that was loaded into the aircraft on the OAS 23.

Sunday 15th: You're a great pilot, your drops are something – but you should know when you'll turn into a pumpkin !

Sunset plus 30 minutes (pumpkin time) should be a part of the daily briefing and should always be updated and displayed where all pilots will be able to see it!

Monday 16th: Some people work from sun to sun – that's not when a SEAT pilots day is done !

Discuss the 30 minutes before sunrise to 30 minutes after sunset rule. Take advantage of this topic and talk about the need for aerial supervision and ceasing operations under cloudy or smoky conditions.

Tuesday 17th: Hanger flying breeds friends and familiarity – but over a fire use formality !

When communicating over an incident refrain from using first names - use call signs only.

Wednesday 18th: Has your work provided for a smooth transition – in case someone else takes your position !

Both the SEMG and the Pilot need to ensure that if a replacement is necessary, that person can step right in and hit the ground running. This means proper completion of paperwork and adequate briefings. All operations should be documented and available for the next SEMG to review. Make sure to complete a SEAT Mobile Base Plan for each mobile base that you have operated from. A copy of a blank mobile base plan can be found in the Interagency SEAT Operational Procedures Handbook.

Thursday 19th: Be sure you look and pick up all the FOD – or you may get pieces in your bod !

Picking up FOD around the ramp and pit area is the responsibility of all those involved in the SEAT operation. The SEMG should establish a FOD program for each base and ensure that daily inspections are completed for the site. Review the procedures in place for a foreign object becoming ingested in an aircraft engine. Also is a good time to review the location of the closest First Aid and Eye Wash Station.

Friday 20th: If no one answers your radio call – try Guard before giving up all !

Guard is a national frequency that is dedicated for emergency communications for aviation. Guard is monitored by all agency aircraft and many dispatch offices throughout the country. Guard can be used as an initial call-up frequency when the pilot is unable to reach anyone on the frequencies that were provided to them. National Air Guard 168.625 (Note: National Air Guard may have a tone of 110.9 in some areas.)

Saturday 21st: A SEAT Manager is needed to oversee all – but the SEMG should not be operational !

There is no need for the SEMG to be involved in the loading and fueling operations of the SEAT. The SEMG should try to find a fixed location away from the loading operations to ensure they are able to monitor all communications, the entire ramp area for public safety, or other possible intrusions.

Sunday 22nd: Crash rescue procedures everyone should know – who do you call and where should you go !

Discuss what should take place at the particular base in the event of an accident or crash rescue incident. Make sure you have reviewed the Aviation Accident/Incident Response Plan developed for the using unit. Take time out to review the chapter in the Interagency SEAT Operational Procedures Handbook under the Crash Rescue section. Complete the SEAT Base Accident/Incident Worksheet from the section and review the duties assigned for the IC and First Responders.

Monday 23rd: Misplacing the mud can ruin your fun – if you're not sure, request a dry run !

If the SEAT pilot is having difficulties understanding where the ATGS/Lean Plane/IC is requesting the retardant drop, the pilot should request a dry run. After the dry runs have been executed, make sure all ground personnel know when you are conducting the live run.

Tuesday 24th: Security of the base should not be dismissed – for if this is neglected, things may go amiss !

According to the contract, security of the aircraft is the responsibility of the vendor, but in actuality, security of the operation and the aircraft is a team effort and the team includes the SEMG and the airport manager/owner. All personnel on the SEAT base should help evaluate each location for the types of threats that may occur at that site. Additional information about security can be found in the Interagency SEAT Operational Procedures Handbook under the Security section.

Wednesday 25th: ICS is where we are listed – and every so often the system should be revisited !

Every so often the Incident Command System should be visited to discuss how it effects SEAT operations on the ground and in the air over a fire. Discuss table of organization also. Take advantage of this topic and also discuss how the FMO or UAO also fit into the picture . . . include the SEMG position in this discussion.

Thursday 26th: Know your repeaters for proper communication – if you neglect them, you may find yourself on a vacation !

Discuss the communication system for your area of operation. This should include the location and frequencies and tones of all the repeaters! Inform users of when these repeaters are used and radio coverage limitations. It is a good idea to post the location of the repeaters on a sectional or a land status map of the area.

Friday 27th: For crash rescue and dispatch practice the drill – so when the real call comes it won't be a big deal !

Discuss the need to practice and go over crash rescue and dispatch procedures. If drills are used, when an actual event occurs, it can help dispel some of the confusion or panic that can happen with the event. Make sure to review the procedures that are in place with any new personnel that may come in as relief or additional resources.

Saturday 28th: Be aware of Temporary Flight Restrictions – to avoid them you must always know your position !

TFR's should be covered at every mornings briefing. The SEMG should ensure that the SEAT pilots know the location of the TFRs in their immediate area and for areas that surround or are close to their operational area. It is a good idea to post the TFR on a sectional or land status map each morning as part of the daily briefing. Current information about TFRs can be found on the BLM Airspace Web Site at: <http://airspace.blm.gov/mapping/blm/index.cfm>

Sunday 1st: Relief crews are needed to keep things moving – be sure the right people know who is coming and what they are doing !

Information on relief crews must be communicated to the proper individuals (UAO's Dispatch, SEMG's etc.) this includes names, dates they will be on relief, last day off etc. It is a good idea to notify the ground personnel when a pilot change has occurred, and relay the current card rating for the pilot and how this may affect their operation.

Monday 2nd: Proper terminology is a must – the lack of it could make operations a bust !

SEAT Pilots, ATGS's, Lead Plane Pilots etc., and SEMG should all try to use the same terminology not only to describe fire boundary points, but also to describe flight terms (steeper turn vs smaller orbit, coulee vs draw etc.). Take advantage of this topic to also discuss acronyms that we tend to use on a daily basis and fire behavior terms and warnings such as "Column Dominated Fire" or "Red Flag Warning". The ISOG has an excellent glossary of term and acronyms that are commonly used in the fire and aviation community.

Tuesday 3rd: SEAT support can wonder near and far – tracking is important to know where they are !

Discuss the importance of support resource tracking in case of a divert, mission cancellation etc. The support vehicle should check-in with dispatch on the departure and arrival when mobilized to an alternate site. Make sure dispatch has all the information they may need to activate their Incident / Accident Response Plan if needed like the vehicle make and model and license number.

Wednesday 4th: The retardant we use needs proper mixing – check the refractometer to make sure it doesn't need fixin' !

Know the types of retardant you are working with and the refractometer reading scale required by each. Also, discuss the need to document the reading for each load that goes into an airplane. Information about the quality assurance and retardant characteristics can be found on the FS Retardant Web Site under the Wildland Fire Chemicals section at : <http://www.fs.fed.us/rm/fire/>

Thursday 5th: Some places it's wet, some dry as a bone – make sure that you know your fire weather zone!

Discuss the fire weather zone or zones reports for the base of operations and address why it is important for the pilot to know what effect the weather will have on fires he may be dropping on. In most areas the National Weather Service publishes a weather operating plan that has a map or narrative showing the fire weather zones for that state or area. If you are unable to obtain a map of the fire zone, review the descriptive location listed on the fire weather report with the pilot.

Friday 6th: When dropping retardant watch where you go – you don't want to drop near the H2O!

Review the procedures for dropping retardant near waterways. Avoid aerial application of retardant or foam within 300' of waterways. Waterways are defined as any body of water including lakes, rivers, streams and ponds whether or not they contain aquatic life. Detailed information about this guideline can be found on the FS Retardant Web Site in the Environmental Information section under "Application Guidelines" at : <http://www.fs.fed.us/rm/fire/>

Saturday 7th: Spilling fluids can become a big mess – make sure you know where to find the proper MSDS!

The SEMG as well as the vendor/operator should have access to MSDS information for the type of retardant that is being used. The best way to approach this is to have the MSDS sheets available and to make them available to the FBO or airport owner prior to operations. MSDS can be found for both retardant and foam on the FS Retardant Web Site under the Wildland Fire Chemicals section at: <http://www.fs.fed.us/rm/fire/>

Sunday 8th: A messy base can be hard on the eye – clean up the place if it looks like a pigs' sty!

Discuss the need for both government and vendor personnel to pick up after themselves. It is important to leave a base as clean as we found it or cleaner. Remember we are guests and we may want to be invited to use the airport again!

Monday 9th: Do not demob in too big of a hurry – let dispatch know or they'll start to worry!

Make sure to provide the dispatch with the proposed travel plans for the SEAT and the support vehicle if they have been demobed. Review the resource tracking procedures in the Interagency MOB Guide and make sure the Contractor understands the different requirements when crossing Geographic Area boundaries. Make sure that you and the Contractor also review the demob requirements published in the Geographic Area MOB Guide for the area you are operating in.

Tuesday 10th: Parting is sorrow, but you need to try – to make sure the right parties get your good-by!

Review the demob section in the Interagency SEAT Operational Procedures Handbook titled "SEAT Base Demob Worksheet". The worksheet is designed to walk the SEMG through the demob process with the agency, dispatchers, fixed wing base operators and the contractor.

Wednesday 11th: Preparedness can have 5 different levels – they change by areas – depends on your travels!

Discuss how preparedness levels can change locally, geographically and nationally and how they are dictated by fire activity, burning conditions and resource availability. Information about the National Fire Preparedness Plan can be found in the Interagency MOB Guide, and each Geographic Area establishes and publishes criteria for their different preparedness levels in their Geographic Area MOB Guides. The National MOB Guide and most of the Geographic Area Guides can be accessed off the National Interagency Fire Center web site at : <http://www.nifc.gov/>

Thursday 12th: If your mission is aborted you can't be too fickle – make sure that you're aware where you can pickle !

Every base should have a place designated as for a retardant jettison area, including mobile or remote air strips. The designated jettison area should be posted on a map with the Lat and Long coordinates. Make sure to remember to review these designated areas with the relief pilots. If a SEAT makes an emergency drop outside the designated jettison areas, make sure to inform the using agency of the situation, and try to provide them with an accurate location of the drop.

Friday 13th: Every day, just before Miller Time – debrief with your people, it's well worth the time.

If at all possible, make the time at the end of each day to go over the days' operation while everything is still fresh on everyone's mind. If everything can not be covered at the end of the day, then consider any remaining issues for the next morning's briefing. It is very important for the SEMG to ask pilots for feedback and follow through with any concerns or trends that may surface in the debriefing. It is also a good practice for the SEMG to touch base with the folks on the ground that were directly utilizing the SEAT to provide the pilot the necessary feedback to help them improve the effectiveness of their drops or identify any concerns the ground personnel may be experiencing.

Saturday 14th: When working a large fire, do what you can – to get your hands on a copy of the Incident Action Plan !

*The amount of information available to the SEMG and Contractor in the IAP is an invaluable tool to review in the daily briefings. A copy of the IAP needs to be reviewed by the SEMG and Contractor on a **daily** basis in order for the SEAT operation to function safely and efficiently in that type of complex airspace and fire environment.*

Sunday 15th: Put on your PPE, don't get lazy – it could make the difference from having a long life or pushing up daisies !

Discuss the PPE requirements for the pilot and support crew that is listed in the SEAT contracts. The PPE requirements for the SEMG can be found in the Interagency SEAT Operational Procedures Handbook under the Safety Overview section in the Risk Management Worksheet for the SEAT Manager Position.

Monday 16th: When you are doing your job, don't get to frisky – take time to consider if what you are doing is too risky !

The Risk Management Worksheet is an excellent tool to help develop the thought process for identifying hazards, developing and implementing control measures and defining how to monitor or evaluate this type of thought process. A Risk Management Worksheet has been completed for hazards identified for the SEAT Managers Position and Ramp and SEAT Base Operations. These Risk Management Worksheets can be found in the Interagency SEAT Operational Handbook under the Safety Overview section. Additional reference material that should be reviewed for this section is published in the Interagency Helicopter Operations Guide (IHOG) in chapter 3.

Tuesday 17th: You're flying your pants off – it's load after load – you soon may be coming to the end of the road !

Discuss the pilot and loader duty day limitations as defined in the SEAT contract. Also review the flight hour limitations in the contract of a maximum of 42 hours flight time during any consecutive 6-day cycle and if the pilot acquires 36 or more hours in a 6 day cycle, they will be given the next day off. It is very important for the SEMG to keep the using agency apprised of the cumulative hours that the SEAT has flown, and how that may affect their future planning efforts. Remember that Interim Flight and Duty Limitations imposed in a geographic area may affect the amount of hours the flight crew can be on duty and days off schedules.

Wednesday 18th: Flight and duty limitations can have changes in the interim– high flight activity and fatigue will begin em' !

Discuss how these interim flight and duty limitations can reduce the dial flight hours and impose an additional day off in the 14 day period. Criteria for the three types of interim flight can be found in the National MOB Guide under the Aircraft section. Generally, Phase 2 and 3 are implemented for a specific geographic area with extended periods of high flight activity, longer duty days and fatigue factors. The SEMG and Contractor should monitor what Phase their geographic area is currently in and how it will effect their SEAT operation.

Thursday 19th: Roses are red, violets are blue – safety depends on me and you !

Discuss the importance of safety in the entire fire program (including SEATs). Here is an opportunity to review what you as a SEAT Manager do on a daily basis to ensure the SEAT program is being conducted in a safe and efficient manner. Make sure that you are conducting comprehensive morning briefings and documenting them in your Aircraft Daily Diary. Try to conduct de-briefings each evening to help identify any problems or trends that may be occurring during operations. Make sure to follow through with any issues or concerns that the pilot or loading crew may express.

Friday 20th: Something are done slow – some in a hurry – if you try to rush things, it is time to worry !

*Discuss dispatch times. The contract states that the contractor personnel shall be ready for takeoff / dispatch within 15 minutes (or longer as authorized by the Government). Discuss the danger in trying to cut corners to reduce dispatch times. Make sure that you take the time to review the information about **each** dispatch with your pilot and crew. Discuss what may be slowing dispatch times down and how to practice dispatches so that they become methodically safe and not a panicked rush !*

Saturday 21st: All should know the difference between flight following and resource tracking – one can be done on the phone, the other serves as SAR backing !

Review the different types of flight following the aircraft and the procedures that are established for resource tracking with the support vehicle. Remember to provide the dispatch with all the basic information about the aircraft and support vehicle, as it is part of their job to provide the resource tracking of all their aircraft, personnel and equipment. Make sure to review the different type of resource tracking between point-to-point and mission flight.

Sunday 22nd: Hot Fueling and loading are not done together – do them one at a time, and your day will be much better !

Review the ISOG requirements for not simultaneously hot loading and refueling SEATs. This section can be found under Chapter 8 “Refueling SEAT Aircraft”.

Monday 23rd: If a radio frequency is busy and overloaded – practice radio discipline, or the mission may be aborted !

Discuss the importance of frequency management procedures and radio discipline. Also review how safety and mission accomplishment is dependant on proper communication practices. Makes sure the pilot and support crew know the backup plan if they can not establish communications with their assigned contacts, or lose radio communication capabilities in the aircraft. The Office of Aircraft Services(OAS) offers an on-line short course under their Interagency Aviation Training program in Aviation Radio Use (A-109. This course is available to all public and agency personnel, and you can access the course off their web site at <http://www.oas.gov/>

Tuesday 24th: During slow times to avoid frustration and strife – it may be a good idea to plan for a proficiency flight !

There are no provisions for proficiency flights in the federal SEAT contracts. A SEMG can approach the using agency and suggest a proficiency flight if a pilot has not flown within a two week period, but it is ultimate up to them to authorize and pay of the flight .If the using agency authorizes a proficiency flight, the SEMG should suggest that they use the flight as a possible training exercise for ICs and ground personnel to go over target identification and communications.

Wednesday 25th: In sunny weather no matter how bright – when flying a fire and dropping the mud, use the anti-collision lights.

Review the contract requirement to have white wing-tip strobe lights and high visibility, pulsating, forward facing, conspicuity lighting for flying in the fire environment.

Thursday 26th: Before you're up to your neck in alligators – call for help – ask for a SEAT Coordinator !

Discuss the duties and responsibilities of the SEAT Coordinator (SECO) and how they could interface with your operation. The duties and responsibilities of the SECO can be found in the ISOG under chapter 2 "Personnel".

Friday 27th: We all know the effects of Density Altitude – but just as serious, is our own attitudes !

Discuss the effects that attitudes can have on mission accomplishment, team cooperation and overall safety with aviation operations. This is a good time to take out the Evaluation Report on Contractor Performance and review the questions with the contractor. You can use this report as a good mid-way evaluation of the contractors attitudes towards customer satisfaction, performance and professionalism.

Saturday 28th: This is not war – casualties are not a given – so lets get our job's done safely and go on livin !

Emphasize the fact that safety is our number one priority and the dangers of becoming too focused on mission accomplishment. This is a topic that can never be visited too much. Try to discuss some of the warning signs or trigger points that the SEMG, pilot and support crew members might be able to recognize when the operation starts to solely focus in on mission accomplishment and begins to disregard safety.