

UNITED STATES DEPARTMENT OF THE INTERIOR  
OFFICE OF AIRCRAFT SERVICES  
**SAFETY ALERT**

No. 02-03

July 12, 2002

**Subject:** Accepted procedures for the mixing and loading of retardant into SEAT aircraft

**Area of Concern:** SEAT aircraft operations

**Distribution:** All Aviation and Fire Personnel

**Discussion:** There have been several recent aircraft incidents that involved the overloading of SEAT aircraft with liquid concentrate (LC) retardant as a result of mixing or loading procedures. These procedures included loading LC directly into aircraft from bulk storage tanks while utilizing various types of hardware devices that were intended to blend retardant being pumped directly from the bulk tanks to the aircraft. These hardware devices have included Canadian Y Blenders, "SEAT" Y Blenders, pre-calibration tanks and other locally fabricated hardware. However, serious overloading can occur when pure LC is loaded into an aircraft without being mixed with the appropriate ratio of water.

In an effort to eliminate the possibility of overloading an aircraft with an incorrect mix of retardant, new policy has been published in OAS Operational Procedures Memorandum (OPM) No. 02-46, dated July 12, 2002.

Additionally, this new policy has been coordinated with all DOI bureaus that utilize SEAT aircraft and with the USDA/Forest Service.

/s/ Robert Galloway  
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