

SEAT/Fire Boss Mission Evaluation							
Pilot Name:		Date:		Phone Number:			
Email:		A/C Type:		Tanker Number:			
Company:				Company Phone:			
Incident Name:				Flight Composition: Solo Flight			
Incident Location:				Pilot Carded as: Level 1 Level 2			
Product Dispensed:				Position in Flight (if applicable):			
Incident Complexity: Initial Attack Extended Attack Other:							
Fuel Type: Grass Brush Timber Terrain: Flat Rolling Steep							
Complexity Elements (enter # of specific aircraft): ATGS LPIL/ASM SEAT/Fire Boss LAT/VLAT Helicopters Other if applicable:							
Evaluation Elements		1	2	3	4	N/A	Remarks
Communications in the FTA							
FTA Entry and Orbit Procedures							
Maneuvering Procedures							
Coordination w/Aerial Supervision							
Drop Height							
Drop Placement/Pattern/Uniformity							
Exit Procedures							
Evaluation Result: Satisfactory Unsatisfactory							
Evaluation Elements: Elements marked with a 1 or 2 require comments							
1	Severe	Immediate Safety of Flight concern. The outcome of the event was in doubt and safety was compromised or the individual failed to accomplish the critical task.					
2	Moderate	Needs Additional Training. Coaching was required and the outcome of the event/objective was in doubt.					
3	Minor	Non-Critical deviations are noted, but the outcome of the event/objective was never in doubt.					
4	None	No assistance required or deficiency noted.					
N/A	Task/procedure not applicable to this mission.						
*Not all elements need be present for an evaluation to be made.							
Evaluator Position: Air Tactical Group Supervisor (ATGS) Leadplane/LPIL Air Tactical Supervisor (AITS)							
Name:		Phone:			Date:		
Address				Email			
Email to: <a href="mailto:blm_fa_SEATPilotEvaluations@blm.gov">blm_fa_SEATPilotEvaluations@blm.gov</a> or fill out on Microsoft forms: <a href="https://forms.office.com/Pages/ResponsePage.aspx">https://forms.office.com/Pages/ResponsePage.aspx</a> (If an unsatisfactory or level 1 rating is identified on any critical element contact the SEAT Program Manager Immediately): <a href="mailto:kcurtis@blm.gov">kcurtis@blm.gov</a> or 208-387-5441							

**Additional comments:**

**Notes:**

1. A rating of 1 in any critical element (except for drop placement/pattern/uniformity) or an Unsatisfactory Evaluation will result in the company being responsible for the pilot to complete remedial training based on the evaluator’s comments before returning to the airspace and may include an OAS Pilot Inspector as part of remedial training plan put together by the company based on evaluation form and AAR comments.
2. Two non-satisfactory ratings will result in pilot card being reviewed.
3. Immediate Safety of Flight concerns (Rating of 1) – pilot will remain on the ground until AAR can be conducted by evaluator. AAR documentation will be shared with company, SEAT Program Manager, CO, and OAS Pilot Inspector.
4. Evaluation = A mission observed by a DOI, USFS or State recognized Aerial Supervisor (LPIL/AITS or ATGS) of a SEAT/Fire Boss Pilot while operating in the incident airspace concurrently with three or more additional tactical aircraft.
5. Evaluations: Pilots being considered for a Level 1 upgrade must be observed and have evaluations for a minimum of 25 drops. Additionally, 5 of the 25 drop evaluations must reflect a rating of 4 for all elements. Evaluations must be obtained by a minimum of 3 separate evaluators. Of the 3 separate evaluators, one must be from an agency dedicated aerial supervisor (ATGS/AITS), and one must be from a dedicated LPIL. An agency dedicated aerial supervisor (ATGS/LPIL/AITS) is a person who works directly for a state or federal agency and who’s primary job is to perform as an ATGS, AITS, or LPIL.
6. This form may also be used for re-current evaluations of level 1 or level 2 pilots.

**Evaluation Element Descriptions/Guidelines:**

**Communications in the FTA** – Answers radio transmissions promptly; uses common aviation and wildland fire language; clear and concise; uses brevity; asks questions for clarification; professional, calm, and collected.

**FTA Entry and Orbit Procedures** – Maintains assigned altitudes; at assigned altitude whenever within the 7nm No COM ring; assimilates into the orbit with other airtankers; left hand orbit unless approved for a right-hand orbit; maintains assigned holds; utilizes an IP if one is on the Dispatch Form; maintains aircraft separation.

**Maneuvering Procedures** – Sets up a predictable drop pattern; if approved for a right-hand pattern, drops down to the maneuvering altitude before initiating any right turns; adheres to the Ten Principles of Retardant/Water Application; if in a Flight, operates as a Flight; after the drop, climbs to maneuvering altitude and exits the FTA without coming back through the operations area. Maintains aircraft separation.

**Coordination w/LPIL** – Effective and timely communication, demonstrates an operational understanding of the lead plane profiles; Lead, Follow, and Show me. Demonstrates an understanding of aircraft separation roles and responsibilities with a lead plane.

**Coordination w/ATGS** - Effective and timely communications, maintains assigned altitudes, announces pattern legs once cleared to maneuver, provides feedback, suggestions and asks questions.

**Drop Height** – Minimum 60’ obstacle clearance, drop did not permanently disturb the vegetation and/or dirt/rocks.

**Drop Pattern/Uniformity** – Drop height appropriate to selected coverage level, pattern and uniformity indicates proper drop speed, accounts for variations in terrain.

**Drop Placement** – In the location specified by the aerial supervisor or ground contact, good tie-ins, and correct angle of line.

**Exit Procedures** – Approach, speed, height, and horizontal separation allow for exit without radical changes in elevation or direction and takes into consideration loss of power or lift. Exit corridor allows for a loaded go-around. Exits the FTA via the proper altitude, airspeed, and route.