



Aviation Management Council

Attn: Pat Moore, Executive Secretary
3833 South Development Avenue
Boise, Idaho 83705



AMC Meeting March 5, 2001

Present for the meeting were Elmer Hurd (Chair), Bob Martin, Lynn Findley, Mike Martin, Mick McCurry, Roger Erb, Dennis Hulbert, Bob Galloway, Tony Kern, Rich Denker, and Pat Moore (Secretary).

1. Approved the minutes of the December 4, 2000, meeting. Minutes will be added to the Web site (<http://www.oas.gov/hq/director/amc/amc.htm>).
2. FFALC and AMC - policy: Roger Erb attended the meeting to address how FFALC, NWCG and the national MAC deal with aviation policy and how we should consider interface with the AMC. He discussed the membership and operation of each group and their relationship with aviation. The MAC group has felt in the past that some of the aviation policies are too inflexible. How we handle aviation during fire season has been a concern. Mick McCurry noted that the interagency helicopter community has a real problem with the 14-day assignment police. Before the June FFALC meeting, recommendations will be sent to Roger Erb to send to FFALC to review.

The suggestion was made to have a centralized aviation office at PL IV and above. This will give the interagency aviation community a chance to quickly respond to and dispatch concerns of the MAC group. Roger pledged to discuss the matter with the MAC group and coordinate with Mick McCurry as chair of the Operations Oversight Team.

Aviation needs an organized review process. Tony handed out a draft proposal for standardizing FAST/STAT team dispatch, authority and reporting. We need to decide how review teams will operate and the Operations Oversight Team will also talk to the MAC group about this issue.

3. Smokejumper issues:

NAFTA: The law permits the use of Canadian operators. OAS did consider their bids; FS did not. We need clear direction on NAFTA, when it is acceptable and when it is not acceptable under FAA. The FS will bring this up at the RAO meeting this week. Bob Martin will report back to Elmer on any decision that is made.

Sherpas: Anticipate OAS will be ready to roll on certification later soon and the FS indicated they still wanted them. A question was asked that if the FS operates uncertificated Sherpas this summer, could DOI agencies use them for their smokejumpers? The answer from BLM and OAS was yes. Eldon is collecting data on the cost of the FS moving out of the Sherpa program. The OAS will check on the

status of the parts ship and make sure it has been transferred to the FS.

4. Team Reports

Operations: Three recommendation from IHOPS were presented for signature (endorsement of the 2001 Interagency Aerial Ignition Guide, changing Helicopter Manager Single Resource Boss experience requirements, and endorsement of the Helicopter Manager training course). AMC will process these recommendations internally, then send them to NWCG.

ILOG: awaiting charter.

SEAT: Will have a change in SEAT Board for OAS.

Tanker Board: Lynn will work on reconstituting the ATB. The Board has an identified structure, but all members have not been identified. The oversight group will select the Chair.

SASEB. PIC requirements - have three phase evaluation to see if a person meets the PIC requirements. This evaluation will fix a deficiency in the ISMOG.

Flight Following: Delay in the report they are to make.

Interagency Aviation Training and Qualifications Working Team: Dennis Hulbert made a short presentation on the computer-based training that has been developed. Of the 32 modules, 50% are computer based. The program of work for the IATQWT was presented. The Working Team is within their budget. A position proposal was also presented. An Interagency Aviation Training Program Manager is needed; this would be a dedicated position to manage the training program. It would be a jointly funded position. A detailer has been used in the past, but the program has grown and needs a full time position to manage the 32 modules of the IAT program, including development, testing, revision, updating, and implementation of the modules.

The Operations Oversight Team was tasked with discussing the position proposal, i.e., grade, number of people needed, and action plan for integrating the training into NARTC, options such as contracting. They will come prepared to discuss the proposal at the next meeting.

Business Management Oversight Team Report: IRM working team still needs an FS representative, Bob Martin will look into it and let Mike know. Contract Officer training was completed last week for both DOI and USFS. IRM is still working on the joint OAS-23 and FS 122 form. The joint smokejumper contract effort did not work out this year.

5. Report by Bob Martin: Helicopter Managers: The Army Guard is interested in providing pools of people that could be helicopter managers. They agree with the Red Card process. There are issues such as pay that will have to be dealt with and the USFS is working on that aspect.

Designated units for use of helicopters: Another meeting will be arranged after data on needs are collected.

6. Report by Bob Martin: Air National Guard: The FS continues talks on Homeland Defense. There is no funding for the program yet. We are still looking at what they could do to provide resources. We have developed a concept of operations but haven't priced it out. The FS is continuing to look at the cost of using existing platforms, getting new ones, etc., but there are no answers yet. The resources would be for routine use and would be dispatched just as everyone else. The Economy Act is flexible and could be used although ASMs are not contracted right now anyway.
7. Report by Bob Martin: Re: Air attack aircraft: FS solicitations on platforms: will look at leases mid-year. Will not do any purchasing until next year.
8. Wind charts (Galloway): Discussed the use of wind charts. Before the next AMC meeting, operations safety people will discuss the problems arising from the use of these charts and a Safety Alert will be issued. This will be coordinated with the contracting people so that additional specifications can be written as needed.
9. MOU: The MOU between FS and OAS for managing combined aviation services support functions as a coordinated and cooperative effort has expired. Sam Stivison will be tasked with coordinating with Bob Kuhn on rewriting and obtaining signatures for a new MOU.
10. 760 channel radios: need some coordination on these radios and the date by which they will have to be installed. Bob Martin will coordinate with Dennis Pendleton and OAS.
11. Chair rotation: Elmer is retiring the first week of April. He thanked everyone for their contributions to the AMC. He, in turn, was thanked for his commitment all he has done for the interagency aviation program. Bob Martin will be the new chair and Mike Martin will become the OAS representative until the Director's vacancy is filled. A replacement will be named for Mike on the Business Oversight Team while he is in the acting job. OAS will inform Bob when a replacement is named.
12. The next meeting will be June 4, 2001, at 8:30 a.m. in the OAS A-wing conference room.