



Aviation Management Council

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



AMC Meeting
March 7, 2000

Present for the meeting were: Elmer Hurd (Chair), Bob Martin, Dennis Lamun, Mick McCurry, Mike Martin, Gordon Harris, and Pat Moore (Secretary).

The minutes from the December 17 meeting were approved with no changes.

Agenda items:

1. Report from the Operations Oversight Team (Mick McCurry): The IHOPS group met and developed a tasking and response system. (A copy of the status report is attached.) The FY2000 planned activities for the Interagency Training Team and the Smokejumper Aircraft Screening and Evaluation Board were approved as well as the Automated Flight Following Steering Committee Charter. A group will be established, equivalent to ILOG, for smokejumper pilot inspector.
2. Report from the Business Management Team (Mike Martin): The Operating Plan has been completed and is awaiting approval. The activity identified last year to establish infrastructure to support combined business practices has been moved to FY2001 for completion. IRM is the main participant in this effort, and since OAS has been tasked with converting to FFS this FY, they have no one from their IRM shop who has the time to devote to this activity. The Finance Committee is awaiting information from Gordon on the surcharge issue. The large transport aircraft contract being worked on by the Acquisition Committee is going well.
3. Surcharge Analysis Report (Gordon Harris): The raw data is available but has not been put into a spreadsheet. Responses were received from all of the FS Regions. Gordon will get the numbers put on a spreadsheet and send them to Tory.
4. TMOT (Gordon Harris): The draft report is out. Les Rosenkrance, Joe Cruz and Elmer all have copies. There appears to be no controversy so the report will be printed and sent to the field for comment. Most of the 20 recommendations of the TARMS were accepted.

The recommendation on the implementation of the Aerial Supervision Module (ASM) for the national shared resource fleet will be the most difficult to implement. This concept integrates the traditional leadplane pilot and an ATGS into an ASM in the same aircraft. The best way to accomplish this recommendation will be starting with new pilots and building into the ASM concept. The FS has three modules to train with the BLM this year. (The BLM has a good training program and FS should be able to use it.) Regions 1, 6, and 8 will have "test" modules this year. The recommendation to increase the FS fleet by five aircraft will also be a challenge

because of the problem of pilot availability. It is becoming more and more critical that a platform be identified soon with benchmarks on how it will be implemented.

The Chair noted that this is a well done report and that for future reference, it would be a good idea to write down the process that was used for arriving at and revalidating the numbers in the report. The AMC will prepare a response to the draft report, incorporating input from BLM (representing the DOI), OAS and FS.

5. Definition of Firefighter (Mick McCurry): There was a short discussion of this issue. The differences between OAS and FS interpretation of a firefighter versus passenger were noted. The FS has received a waiver from the FAA for transport of firefighters on DC-3's. Gordon will furnish a copy to Mick.

6. Airspace Study Lead (Dennis Lamun): Lynn was to look for a leader from BLM for the survey. He has been unable to get anyone to date. Bob has no candidates from FS either. Elmer will check with the other DOI agencies and see if they have someone who would be willing and available to lead the survey.

7. Other items.

Bob Martin, FS Information: Aerially Delivered Fire Fighters (ADFF) Study. The FS put together an AMOT to deal with the recommendations of the ADFF Study. Smokejumpers have been reconfirmed as a national shared resource. Funding for national shared resources comes directly from the WO. The AMOT recommended that helicopter resources that are exclusive use be funded the same way because they are also a national resource.

The FS is going to make some changes with the way they pre-position resources. For better control of pre-positioning and making resources available, they are considering making dispatch centers "command centers" that can control the resources and free them for pre-positioning.

The AMOT also recommended use of "bigger" smokejumper aircraft. They recommended aircraft with the capacity to transport 16 smokejumpers; upgrading helicopters to 80% Type 2 and 20% Type 3; increasing the number of smokejumpers by 50 to 75; and establishing a minimum 10 person crew for helicopters. The AMOT report is going in for peer review. There are questions about the model and how helicopters are treated.

Pilot retention pay: There is an effort through ICAP to try to do something about a special pay scale for FS and DOD pilots (2181) with a 30% pay increase suggested. The FS expects to hear back from OPM soon. Gordon will keep AMC updated on the progress of this subject.

The FS has been using personal services contracts to hire pilots. Under these contracts, the pilots are essentially FS employees, taking their direction from the FS and performing "inherently governmental work." The FS is working on a strategy to deal with their workforce problems. In the interim, until they solve their problems, they will use personal services contracts.

FS can now bring on AD's before the fire. They are trying to remove the pay cap for pilots hired as AD's. There is no problem with hiring retirees before they reach the age of 60.

Elmer Hurd, DOI Information: Charters. Copies of all existing charters will be provided to Pat so that she can put them together in one place. Check with her to see which charters she has and which ones are needed for the complete listing.

Bid Protests: One helicopter company has been protesting several bids put out by OAS. There are four protested contracts with the GAO now. Even though the first finding was in OAS' favor, each protest must be put through the same process. Other bidders have been notified of the hold up.

Data: Differences in policy currently exist between DOI and FS in the paperwork required for carded pilots. DOI is required to have copies of all an approved pilot's paperwork. This means that OAS needs the information on all pilots carded by FS and accepted by OAS. This shuffling of paperwork back and forth is causing problems. OAS would like to work with the FS to compare policy differences and see if there can be a resolution of the differences. An MOU can be done if necessary. Mick will work with Gordon on this issue. If an MOU is done, changes in policy will have to be addressed.

8. Next Meeting: June 6, 2000, at 8:00 a.m. in the OAS B-wing conference room.

Helicopter Working Groups
Job Tasking Status Report
January, 2000

The following is a summary of all the tasks that were either assigned to helicopter working groups by the Interagency Helicopter Operations Steering Committee (IHOps SC), or were brought forward by the working groups to the IHOps SC. Included with the summary is the status of each task.

Job Task # 0001

Assigned: Interagency Helicopter Operations Steering Committee.

Description: Aerial Ignition Survey. Disseminate Aerial Ignition Survey to all interagency field units in order to determine the amount and type of aerial ignition systems in use. All responses to go directly to the chair of the Aerial Ignition Working Group.

Status: Completed 6-8-99, survey sent to field units & returned to work group.

Job Task # 0002

Assigned: Aerial Ignition Working Group

Description: Aerial Ignition Training. The Aerial Ignition Working Group was tasked with developing lesson plans for both the Premo Mk III AID & helitorch systems currently in use. In addition, the group was asked to develop the components of an Aerial Ignition Workshop, incorporating the above lesson plans into a field oriented training session.

Status: Lesson plans for the Premo Mk III AID and the helitorch have been completed by the work group, and the group plans to complete a final review the week of January the 17th in Salt Lake City. In addition, the syllabus for the Aerial Ignition Workshop is also undergoing final review. The Helicopter Operations Group will finalize recommendations to be forwarded through the IHOps SC at the Las Vegas meeting the end of January.

Job Task # 0003

Assigned: Aerial Ignition Working Group.

Description: Coordinate and facilitate the first revision of the Interagency Aerial Ignition Guide.

Status: The Aerial Ignition Working Group is meeting the week of January 17th to sort through suggested changes. A guide update will be forwarded through the IHOps SC after that meeting. The work group may try and coordinate the publishing of the updated guide with the effort to standardize all interagency guides.

Job Task # 0004

Assigned: Aerial Ignition Working Group.

Description: Facilitate the production of a video that will outline maintenance procedures for the Premo Mk III AID.

Status: This effort has been deferred pending availability of Aerial Ignition Working Group personnel and a representative of Missoula Technology & Development Center.

Job Task # 0005

Assigned: Aerial Ignition Working Group

Description: Aerial ignition systems evaluations. The Aerial Ignition Working Group was tasked with locating and evaluating new aerial ignition systems.

Status: This will be a on-going effort. To date, the group has evaluated the new FireSpec (California) Helitorch, and Region 4 of the Forest Service has purchased 3 of these helitorches. The torch is undergoing a series of revisions, and the working group expects to recommend adding this helitorch to the approval list in the future. The Isolair helitorch was also evaluated, but that system has some issues to work through before being endorsed by the working group.

Job Task # 0006

Assigned: ACETA Working Group

Description: The ACETA Working Group was tasked with drafting and submitting a Work Group Charter to the IHOps SC for approval.

Status: Completed. The Charter was approved on 10-1-99.

Job Task # 0007

Assigned: Interagency Helicopter Operations SC.

Description: The IHOG Working Group asked the IHOps SC to issue a letter suspending the requirement for the Annual S-217 Skills Refresher, since no standardized, sanctioned, refresher exists.

Status: The IHOps SC, in consort with the Operations Oversight Team, opted not to issue any direction to the field. By the time this issue received any attention, the field season had begun, and the thought was that any discussion of this issue would only serve to confuse field personnel. The current course of action will be to use the updated Aviation Training 2000 S-217 package and provide a structured S-217 refresher, so that the direction in the IHOG can be fulfilled.

Job Task # 0008

Assigned: IHOG Working Group

Description: The IHOG Working Group was tasked with collecting suggestions and recommending items for the second revision of the IHOG.

Status: There has not been sufficient recommended changes received by the IHOG Working Group to warrant a second revision of the IHOG.

Job Task # 0009

Assigned: IHOps SC

Description: The IHOps SC was asked by the Law Enforcement Working Group to circulate a questionnaire to all agencies regarding the use of helicopters in support of law enforcement missions.

Status: The questionnaire was not circulated, due in part to the change in the working group Chair. Once a new Working Group Chair is selected, the questionnaire will be circulated if it is still desired by the working group.

Job Task # 0010

Assigned: Rappel Working Group

Description: The Rappel Working Group was tasked with finalizing the process for screening rappel platforms, and with evaluating at least one model of helicopter during the 1999 field season.

Status: On-going. A sub-group of the rappel working group is scheduled to have an evaluation completed for the Bell 212 helicopter by February, 2000. The completed evaluation will include final recommendations as to what the process will be for platform evaluation.
(Note, the process was based on the document drafted by MTDC/Hopf, and should be very similar to the original recommended process).

Job Task # 0011

Assigned: Rappel Working Group

Description: Review and recommend to the 1HOps SC what physical standards should be used by helicopter rappellers to accurately reflect the duties of a helicopter rappeller.

Status: The Rappel Working Group is scheduled to meet the week of January 24th, and should have a recommendation finalized after that date. In the mean time, all current rappel physical standards will remain in place.

Job Task # 0012

Assigned: Rappel Working Group

Description: Solicit input for, and generate the first revision of the current Interagency Helicopter Rappel Guide.

Status: Completed. The updated version of the rappel guide is available, and will be distributed at upcoming helicopter meetings.

Job Task # 0013

Assigned: Short Haul Working Group

Description: The group was tasked with completing a draft of the Interagency Short Haul Guide.

Status: Unknown. The 1HOps SC will contact the Chair of the Short Haul Working Group to determine the status of the guide.

Job Task # 0014

Assigned: Training Working Group

Description: Revise the S-217 course to include recommended currency requirements for helicopter crewmembers.

Status: This effort is being completed in conjunction with the Aviation Training 2000 project, and is scheduled to be one of the first modularized courses completed in the Aviation Training 2000 format.

Job Task # 0015

Assigned: Training Working Group

Description: Finalize the Helicopter Managers Training Course for adoption as an NWCG training requirement.

Status: Completed. The course is complete, and is being presented to all agencies with the recommendation that it become a prerequisite to be a qualified Helicopter Manager.

Job Task # 0016

Assigned: Training Working Group.

Description: Recommend core elements to become required course curriculum for Helicopter Manager Workshops.

Status: The core elements will be derived from the Helicopter Manager Training Course, and will essentially be the subject headings that make up each unit of the course. Once the course is adopted, the IHOG will be revised to reflect the workshop core elements.

Job Task # 0017

Assigned: ACETA Working Group

Description: Revise current DOI ACETA Handbook.

Status: On-going, with a projected completion date of March 1, 2000.

Job Task # 0018

Assigned: Contracting Working Group

Description: Develop a standard Contract Daily Diary form, to become adopted as a standard NWCG publication.

Status: Unknown. The IHOps SC will follow-up w/ the working group chair.

Job Task # 0019

Assigned: IHOG Working Group

Description: Provide a HCM-5 Power Trend Analysis Chart and HCM-8 Interagency Helicopter Load Calculation Chart to be included in the forms package available for purchase with the IHOG.

Status: Completion date is projected as March 30, 2000.