



Aviation Management Council

2350 W. Robinson Road
Boise, Idaho 83705-5355



Aviation Management Council Meeting May 16, 2002

Present: Mike Martin (Chair), Tony Kern, Lynn Findley, Bob Galloway, Barb Mahaffey, Mick McCurry, Asher Williams, Rick Willis, Judy Ragain (Secretary).

The minutes from the December 13, 2001, meeting were approved with no changes and will be put on the Web at <http://www.oas.gov/hq/director/amc/amc.htm>.

Aviation Security (Tony Kern). Tony reported on the USDA security audit, which looked at 13 bases to identify weak points. The FS has held security meetings to list completed steps since 9/11 and to exchange ideas for new measures, and has assigned regional foresters the responsibility for security. The FS has a three-phase plan to be completed by December 2003: 1) the development of a checklist for regions to look at the remaining 76 sites that did not undergo a security audit; 2) the compilation of line items to make them more secure and how much more secure; 3) the procurement and installation of security material, i.e., ID cards. Tony will send a copy of the base audit to DOI.

Tony proposed an interagency security group to include Operations and Finance for work between AMC meetings and to create procedures in case of a ground stop this summer. Tony will ask Bob Kuhn to contact Bob Galloway. This new group will be called the Interagency Security Team (IST), with most members from Operations and one from Acquisition and charged with developing a mechanism to respond to interruptions in the aviation program. The charter needs to include how the IST affects airspace and the other disciplines and how things can be done differently without large costs. Once the charter is in place through conference calls, the IST needs to move forward with its tasks. Security efforts are needed on the aircraft and facility sides. The concern is our ability to operate in the national airspace system. Julie Stewart will receive a security clearance to participate in DC in case of an event.

FS ASM program (Tony Kern). The proposition includes 30 ASM platforms (20 fixed-wing for initial attack and 10 rotor wing for large fires). The FS is preparing this program to have the first fixed-wing ASM in 2005. Aircraft and money are not available yet, but Region 5 will probably have one to three Bell 209s next year with a dedicated pilot or two and an ASM monitoring and evaluation group to report on rotor operations. DOI does not favor uncertificated military surplus and this would be a major shift in that way of thinking because of the problems; Cobras are no longer in the military system so maintenance is not tracked and parts are no longer made; we have the responsibility for Government personnel. FS ASM is a short-term program (only for 3 to 4 years) to hook the fire community on ASM, and is looking to the private sector for a maintenance program and contract pilots. In addition, it wants to build bridges into other agencies (Border Patrol, Homeland Security, etc.), and can't build flexibility into the program with commercial helicopters. FS is looking for the right balance of trade-off to show cost effectiveness. Public aircraft law is written so FS can use uncertificated aircraft; guidelines are in place for maintenance; there is nothing wrong with operating a public aircraft as long as it's done properly and FS has the procedures to make sure. Tony will check with ICAP about the program.

Draft OAS-FS MOU (Mike Martin). Mike distributed the MOU that expired 9/30/99 and a draft revision by Sam Stivison, which has changes in sections III (Objective), IV.B (Participate on the Aviation Management Council), IV.C (Develop an Operation Plan), V.D (Completion Date: 9/30/05), and the signature blocks. The original MOU references the National Performance Review and cooperation between USFS and DOI and from this developed the AMC. Any changes must continue to promote interagency cooperation and cost effectiveness. Discussion centered on the proposed signature blocks, which are at a lower level. Mike will check with the Director, NBC; Tony, with the FS Deputy Chief.

Aviation Operations Oversight Team (AOOT, Mick McCurry)

1. **Interagency Airtanker Base Operations.** Mick distributed the draft charter for the Interagency Airtanker Base Operations Steering Committee and its Anticipated Projects FY03. This team had been chartered several years ago and is proposed at this time by Don Cavin (FS, Redmond, OR). The AMC will sign the charter after the word "security" is inserted where appropriate and the spelling of "Michael" is corrected under the signature line. This committee will be added to the organization list; the only member at present is Don Cavin. The AOOT reviewed the revised *Interagency Airtanker Base Operations Guide* but took no action.
2. **Interagency Smoke Jumpers Guide.** The AOOT reviewed the *Interagency Smoke Jumpers Guide* and agreed that this is not an aviation issue. Mick circulated documents that had been presented after the AOOT meeting and need a forum for approval. The AMC agreed to return them to the jumper community with the suggestion that they be referred to Jerry Williams and Larry Hamilton.
3. **Interagency Aviation Training and Qualifications Working Team (IATQWT).** AOOT recommended the position proposal (copy distributed at this meeting) for the Interagency Aviation Training Program Manager, who will complete the Interagency Aviation Training modules and manage the Internet side of the program. Fiscal year 2002 was the last year of the DOI/FS matching \$100,000 for the IAT. Before more FS funds can be requested, answers are needed to questions about IAMS. IAMS ended in a concurrent presentation with the ACE in Fairbanks, where instructors met to discuss the transition from IAMS to ACE.

The IATQWT believe their mission is complete and propose sunsetting. Mick distributed their proposal for an IAT/ACE steering committee and noted that IATQWT is drawing up the charter. Except for the currency level subjects, the class lesson plans and over half the CBTs are complete. By the end of this year, more than three-fourths of the CBTs will be online. The AMC accepted this proposal and named the new IAT and ACE Steering Committee to be added to the organization list.

4. **IHOPS Steering Committee.** This committee has studied the upper torso restraint system and submitted their recommendations for a major change (copy distributed at this AMC meeting). The Technical Specialists in OAS and USFS are researching this information: What equipment is out there already? What is the cost to go to new equipment? What needs to be certificated? What impact? Is there an alternative that the light helicopters already have as standard equipment? AOOT will issue an impact statement. AMC members can contact Mick for a copy of Gary Johnson's report.
5. **Federal Aviation Policy Issues.** This list was presented at the last meeting and shows the policy differences between FS and DOI. An "assignment" column has been added and the updated document distributed at this meeting. Item no. 1 has been tabled for now by FS. The AMC concurred on the tasking that has been given.
6. **National MOB Guide.** Mick distributed copies of the May 8 email from Asher on suggested changes to the guide because of field reporting differences in latitude and longitude. The FAA is standardizing to degrees, minutes, and seconds. Reporting will be in degrees and minutes internally. The AMC asked Mick to draft a letter changing the guide and explaining to the field what it means to them.
7. **ATGS Ride-Along Program on Airtankers.** Mick distributed copies of the April 24 memo from Bob Leighty proposing this program, which gives the ATGS a view from the tanker pilot's side. The Lead Plane Operations Committee has agreed but the program needs more constraints and permission from the owner/operator of the aircraft. The industry should be questioned: Run it by Bill Broadwell for them to talk internally. This program would be a DOI policy change and the AMC coordinates policy. BLM is the only bureau that has ATGS; Lynn will present BLM issues at the next meeting. It may require a document between BLM and OAS. Asher will research the policy modifications involved for FS and give these to Tony.
8. **Visual Depiction of Air Traffic Around a Fire.** Mick distributed copies of this graphic, which is displayed in poster size at airtanker bases and especially beneficial to new people, i.e., lead plane pilots. Tony noted that this is the biggest step forward that the FS has made in a long time. The next step is to develop some guidance for its use and to look at the legal issues, i.e., whether ATGSs and ASMs are air traffic controllers. New clearances aren't needed, just buffer zones. Mick will check with the Solicitor and Air Traffic Control.

9. **OAS Operational Procedures Memorandum 21, Appendix 1: AMC Interagency Fire Helicopter Standards.**
The AMC signed this document. OPM-21 will be issued with policy changes that have been coordinated with the bureaus. Everything is included in the new CWN FS contract and the OAS standard contract.
10. **Airtanker Contract Numbers.** Confusion occurs with two contract numbers: FS and OAS. Barb will coordinate with Bobbi Weikel for an agreement to transfer funds.
11. **Batchmixers with Helitorches.** Asher reported that the FS wants to keep the standard in the *Aerial Ignition Guide* but he heard that DOI is to shut down batchmixers. Jerry Williams has promised a position paper by the end of this week. DOI has been operating under an exemption for a few years and is awaiting the FS report. Some components cannot be used and an instruction will be issued, but until then, all mixers will be used. Without the batchmixer, the helitorch will be out of business. This may not be an AMC issue at this time.
12. **SEAT Incident.** The aircraft ran out of gas and the pilot landed it on a road. This was the second time this operator has had a problem. BLM oversees the contract SEAT inspections. Standards need to be in place so this doesn't happen again. A training program was held this spring for operators, but we're getting more and more and need to see that they're informed. DOI now has a national SEAT specialist working with industry, and the AMC has chartered the SEAT Board. DOI would welcome putting an inspector in the SEAT criteria. Tony asked for a one- or two-page document on the oversight process that is being done at DOI. Mick will ask Bill McCauley to do this and to include the SEAT Board charter, member contact information, and a line that names a specific contact if anyone sees a need(s) in the program. The SEAT Board has a FS vacancy.
13. **Synthetic Longline.** This issue is closed and we have a procedure in the contract to follow.
14. **Automated Flight Following.** This has been completed and we're doing a test program with contracts.
15. **Review of IHOG for Conflict of Fire Operations.** This has been completed.
16. **Finalize Airspace Study.** This has been completed and issued.
17. **National Guard Aircrew Training for Fire.** This is still an issue and is on the agenda for next week's NWCG meeting.
18. **Develop Interagency Inspectors Guide (Fixed-Wing).** This is in the works.

Business Management Oversight Team (BMOT; Barb Mahaffey)

1. **IRM.** The work on the source list is ongoing and a report should be ready by the next meeting.
2. **Acquisition.** OPM-39 was issued last month that establishes the process for DOI to use FS contract aircraft. No feedback has been received because it was just issued.
3. **NAPA Report.** Tony asked that the team collect data that might be needed for this report.

Aviation Ready for Upcoming Fire Season? The FS may be short of inspectors for accident investigation. DOI is okay. Two tankers that need to be inspected will be done this week. There are no "red flag" issues. FS may be short three cranes and these can be picked up under CWN Type I. At the end of the year, Asher will have five vacant positions. DOI is helping with the airtankers.

Organization List. Jack Findley is at the FS (IHOPS SC). Mick will check on the vacancy in the Rappel WG; Tony will check on the FS vacancies. This list will be put on the AMC web page:
<http://www.oas.gov/hq/director/amc/amc.htm>.

Next Meeting: August 1, 2002, 8:30 A.M., OAS Conference Room B. Judy will schedule the room.