



Aviation Management Council

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



Aviation Council Meeting
September 28, 1999

Present for the meeting were Pat Kelly (Chair) and Elmer Hurd; Lynn Findley, Gordon Harris, Mick McCurry, Bob Martin, Rich Denker, Julie Stewart, Sam Stivison, Dick Giangerelli, Mike Dudley, Tory Majors, Bill Spruill, Gary Johnson, Rick Mills, Bill Butler, and Pat Moore (Secretary).

There were no changes to the minutes for the meeting on June 22, 1999.

Added to the published agenda were the following items: Discussion on committee minutes being published on the Internet; discussion on the invitation from Helicopter Executives Association (HEA) to attend their meeting October 18 in Boise; discussion on the meeting to coordinate contracts for smokejumper aircraft.

Agenda items were discussed as well as informational items. They included the following:

1. Reports from Oversight Teams

A. Operations Oversight Team (Mick McCurry).

(1) The complete Aviation Training 2000 package from the Interagency Training and Qualifications Working Team has been received. It has been reviewed and accepted by the Operations Oversight Team with signatures of approval from each member. The training team did an excellent job with this task. Jane Lopez has been selected as the Aviation 2000 Facilitator. Funding will be tracked carefully and reports will be made on monies expended on a routine basis. The team also created a Module Design Guide for subject matter experts. The quality of the training is excellent and this project will be a model for what other groups outside the aviation community will be doing. The team is connecting with some delivery mechanisms, i.e., universities, to allow trainees to pick up college credit for the courses. The tie has been made with the NWCG Training Working Team. The product is accepted and will be incorporated into the AMC files.

(2) Caravan (Gordon Harris): The Caravan use was successful. This is the final week of the contract. Some paracargo dropping is being done this week and equipment will be removed from the plane next Tuesday. There was good feedback from smokejumpers and pilots using the aircraft; six jumpers could be hauled and the cost was \$1070/day. The BLM used the Caravan in the Great Basin and it worked well for them.

(3) Automated Flight Following Steering Committee: The Charter for this committee has been signed. The challenge will be to see that there are no parallel projects going on for other disciplines. (Law Enforcement is also doing an automated flight following project. This committee will tie in with them on what they are doing. The Sierra National Forest has put together a system using existing radio equipment and repeaters that is simple and very inexpensive. The problem is that this system will not work in remote areas.) The committee will look hard at a satellite system. They will give quarterly updates with final recommendations to be made by October 1, 2000. The committee may add additional people. There have been many efforts at coordinated flight following with recommendations from the National Airtanker Study and the TARMS that a system be developed to nationally track assets. (There must be a tie in with the ROSS and any system must

interface with FS and BLM equipment.)

B. Business Oversight Team (Rich Denker)

(1) IRM Committee (Rick Mills). The major remaining issue for the committee is the combining of the joint OAS-23 and FS-122 form. The FS IRM folks are in a crunch with Y2K so cannot commit time to this project now. It will probably be January before they can begin work on the form; OAS will work with them to program in the form at this time. The committee will try to get some field testing of the combined form and work out any "bugs" identified. The forms have been manually field tested. An implementation date is unknown. The automated side has to be field tested as well as training decided on, i.e., who, when, where. (Bill Spruill noted that the field level wants to go forward with this project.) We need for the FS WO fiscal management to reaffirm that 1) they will support resolution of this issue, and 2) it will be put on FS IRM's agenda as a priority. Barb Mahaffey is the OAS lead; Bob Kuhn the FS lead. We will task them with scoping where we are now, writing an "A to Z" design, coordinating, proposing a charter, implementing, timelines, etc., for completion of this project. The AMC is highly supportive of accomplishing the combined form.

(2) The Web site for posting AMC minutes is up and running. Rick is working with Bill Rush to get links on the FS site. As an added agenda item, there were concerns with what AMC is putting on the Web site. After discussion, it was agreed that the AMC minutes and Oversight Team status reports on current projects in progress will be placed on the Web site. Any other items proposed for the site must be approved by the Chair, AMC, on a case-by-case basis.

(3) Coordinate modernization plan with FS to work for efficiency - AMC recommended that Rick, through regular meetings, work with Bill Rush (FS) to address the modernization plan. Rick will let Bill know where OAS is with the effort and if there are any other cooperative endeavors going on. Rick will schedule the meetings.

(4) FS involvement with DOI customers in redesigning the resource list - The project team is working on the OAS source list. The DOI has six Bureau people on the team (all but MMS and OSM are involved) and two FS people. Forest Service will get Ed Stone involved in this project also. Clay Hillen and Jamie Tackman (FS) are currently designing a database for the FS list and will recommend it be used nationally. Will this be a national program? It must be approved by FS IRM first. If it is not approved for use nationwide, OAS does not want to make changes to their system to make the database usable for them. The helicopter database is well under way and work is being done on the pilot list now.

(5) Finance Committee: OAS Surcharge (Tory Majors): Barb Mahaffey and Tory have discussed the surcharge and Barb is tracking charges for the FS. Tory proposes that the FS have Barb do an MOU whereby OAS charges for the actual time spent on processing payments for the FS and tracks the charges. When we look at the actual time spent at the end of the year, there may be a surcharge to add. Tory would take care of this surcharge with a lump sum payment. There would have to be an agreement number assigned for reimbursable charges. AMC's goal is still to eliminate the surcharge if possible.

(6) Acquisition Committee: The committee has accomplished all their tasks except the large transport contract and that is in progress. Budget will play a role in whether we have one or two aircraft. There is talk on redesigning the contract to allow more flexible use from vendors. The BLM wants to see what options are available. Activities for the future - preliminary work has been done in sharing FS and OAS CWN aircraft, including sharing of the documents used, procurement, etc. (Rich will send out the standard format for procurement.) There are issues with carding (low level/short haul differences in definition), procurement processes, surcharge and OAS policy differences. Bob Lewis is working on the policy issues.

The joint smokejumper aircraft contract scheduled for 2001 will tie in with the meeting on sharing aircraft and may provide a jump start for that contract.

2. Update on Airspace Guide (Julie Stewart)

A. Julie was assigned the task of rewriting the guide (with the help of many consultants). Two

editors have reviewed the guide and their feedback used. The FAA and DoD participated in the review. Julie will have the guide content completed by November 30, 1999, for review by the field. She sought answers to the following questions:

(1) Should it be black and white or color? An Internet version will be in color, which is vital for the visuals. The user will then be able to print their own copy, reducing printing costs. The AMC agreed to sponsor the guide through the Publications Management System.

(2) Several contracts are needed totaling \$6,500 to bring the guide to publication. The FS and DOI agreed to split these costs down the middle.

(3) Agency support: DoD and FAA have participated in writing the guide and will use it also. Need another two agency folks to pull the appendix material and glossary together. The BLM will provide two people to help; Dee Fogelquist (FS) will work with Julie also.

(4) Review process: Need guidance on who is to review the draft. How long should we allow for that review? Names of people who will be asked to review the guide should be sent directly to Julie by November 30. Comments must be back to Julie by January 31, 2000.

Bill Baden will be able to advise Julie on state reviewers. She will work through him for addresses, help with a letter of explanation, etc. The states will not be signatory but the review should address any concerns they might have.

(5) All manuals and guides will have to refer to the Airspace Guide. Julie will need help with identifying all of these.

3. Airspace Survey - AMC agreed to do a survey of airspace issues. We need to nominate someone to head up the survey; this will take up from 20-30% of their work year. Someone with the necessary skills is needed to work with Julie on putting the survey together and getting it out. As an action item for the next meeting, have names of proposed individuals ready. The survey will be looking for issues identification, analysis and recommendations. We do have some documents we can use in this survey process.

4. Management of Guides - AMC needs a process for identifying all the aviation guides and who is responsible for maintaining those guides. The following people were tasked with giving us some analysis and options for managing the guides, including identification of sponsors, assigned medium, review and amendment processes: Mike Dudley, FS (Chair); Mick McCurry, OAS; Lynn Findley, BLM; USFS Aviation Safety Council members volunteered to participate if necessary (Broadnax and Hindman). The following guides were identified:

Interagency

Interagency Airspace
ILOG
ICS Field Operations
A/C Identification
Retardant Base Planning
SJ Pilot Operations
Aerial Ignition System
SEAT
Wildland Fire Frequency
Helicopter Training
IHOG
Rappell Guide
Aviation Users Pocket Guide

Bi-Agency

Airtanker Base Ops

Agency

OAS Flight Check
(FS version also;
same guide)
Infrared Ops

Basic Aviation Safety Students Guide
Field Reference Guide for Aviation Users
Mobilization Guide
Hazardous Materials
Air Tactical Group Supervisor

5. TARMS Management Options Team Update - The last updates are still valid. The team will be meeting in Boise October 19-21 to finish the report. It should be ready for the AMC by November 1.
6. Contract for Smokejumper Aircraft: The group will be meeting November 16 in Reno. They will work on any other contracts coming due that could be shared, i.e., the one in the Great Basin, and research the WCF DC3 that could be a shared resource. A fall back plan is needed in case all the problems cannot be worked out. Acquisition personnel should attend this meeting. OAS will send someone. Rick Denker will try to attend.
7. Helicopter Executives Association Meeting, October 18, 2:00 p.m., in Boise, at the NIFC Training Room. AMC received an invitation to attend. Pat Kelly will attend and has asked that HEA identify any critical issues before the meeting and send these items to him. Mick McCurry and Elmer will also attend.
8. FYI: Congress has approved funding to purchase eight MAFFS units.

CL-415: We do not support purchase of these aircraft, as has been proposed.

FireHawk: One unit was tested last year that tended to work. An appropriation in the Defense Authorization Act would give the Guard \$20 million to look at firefighting resources and make recommendations on FireHawk.

Have a Notification of Award for a flight simulator. We are looking for a place to put it.

Next meeting: Friday, December 17, at 9:00 a.m. in OAS Conference Room "B."