



# *Aviation Management Council*

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



Aviation Management Council Meeting  
October 2, 2001

Present for the meeting were Mike Martin (Chairman), Bob Galloway, Mick McCurry, Barb Mahaffey, Lynn Findley, Asher Williams, Tony Kern, Rich Denker, and Pat Moore (Secretary). Ed Stone participated by telephone.

Agenda items were discussed and added. The draft of the minutes from the last meeting were approved and will be put on the Web site (<http://www.oas.gov/hq/director/amc/amc.htm>).

1. Issue of differing standards between IHOG and 310-1: There are specific issues related to aviation and fire that are being worked through by the IHOPS and the IOS working team. The major issue is the difference between the standards in Chapter 2 of the IHOG and those in 310-1. A proposed solution is being worked toward. The Fire Directors work through NWCG and the IOS WT, which should come forward with the direction on the standards for this asset. The IHOPS will operate through the Operations Oversight Team. Work is being done on training and what is and is not required. It would be preferable to have the standards in 310-1 instead of in IHOG. This issue will be resolved through the Operations Oversight Team.
2. Operations Oversight Team Report (McCurry): The 2002 Operations Plan was submitted at the last meeting. Mike and Ed will review the plans. The SASEB and IATB charter revisions were approved and signed. The ATGS was not approved; our concerns will be discussed. The emergency action plan, effective at PL4, worked well. Communications were established and this kept aviation in the loop to answer questions as they came up. The emergency action plan should be ready for approval.

Other issues: a) Working on the issue of government employees on FEMA aircraft. This issue stems from the events of the past three weeks. b) Duty limitations for fuel service drivers, who comply with DOT standards, are a concern. DOT does not require mandatory days off. Recommend our contracts call for two days off out of 14. c) Changes to the interagency aviation agreements need to be made. The standards for minimum avionics need to be cleared up. Changes to the policy have been made by the agencies, but the interagency agreement has not been updated. The changes are not significant but the agreement should be revised. d) Looking at an issue with R6 on one of their standards that we don't have in our contracts. e) Proposed change for helmets having to do with the HGU series fixed wing helmets: We are proposing new language in the CWN contract to apply to only those helmets that are approved in helicopters.

3. Business Oversight Team (Mahaffey): Will submit Operations Plan soon. The helicopter rewrite (avionics specifications) is on schedule to get it out early this year. The change on buckets in midseason created problems because it ended up in IHOG. All contracts should be changed now because all operators will have the notice. By next season, this should not be an issue. All exclusive use contracts will be changed this season.
4. Kempthorne initiative to involve National Guard in national firefighting activities: BLM has drafted a response; the Forest Service is working on their response. It should be ready by the end of the week. A copy will be sent to Lynn and Mike when it is completed. The BLM, while supporting the use of National Guard assets, does not support their use on a national basis.
5. TCAS and Airtanker issues: There was a short discussion on the use of TCAS. A demonstration is being set up next week. AMC will wait for the Operations Oversight Team to put together a proposal that can be sent to each agency for staffing and approval. The IATB will be involved in this item.
6. Helicopter Executive Association letter: Asked for revision to the CWN contract regarding flight and duty time limitations for Type I helicopters crewed with two pilots and manned by a double crew. Any changes will be coordinated by the Operations Oversight Team. The IHOPs Steering Committee will be asked to provide a recommendation of how to implement. Each agency should be involved as this will be a policy change.
7. Accident investigation: An incident during fire season showed there are things we need to look at with procedures following incident that cross boundaries, i.e., carding. We recommend an updated MOU be drafted through the Operations Oversight Team to provide guidance in response to accidents for each agencies investigators. The guidance would include timelines, agency coordinators (which would ensure the proper offices are notified as the event unravels), who to contact (other agency, company, operations people, etc). Before the MOU is drafted, a determination will have to be made on what needs to be done to make interagency investigations run more smoothly. Suspension of cards issued by another agency is an issue that should also be covered under the guidance. Contracting will be involved in developing the guidance. Tony and Bob will work on developing this guidance and have it ready for the next meeting. They will run the draft through the Business and Operations Oversight Teams.
8. Steps being taken to insure security of our aircraft following the 9-11 attacks: Ramp security needs to be looked at. The FAA has proposed that government aircraft be cleared first to fly following an emergency such as the one on 9-11. They need to make sure we are secure before they can do this. Stealing or sabotage of aircraft would be the problem. Tony will take the lead on this.
9. Next meeting: Wednesday, December 12, at 8:30 a.m. in the B-wing conference room.