

AMC MEETING NOTES



Aviation Management Committee

Monthly Meeting Agenda & Notes

August 6th, 2026

1100 Mountain Time

Via TEAMS

		Previous month meeting notes to be approved.		Running Meeting — Matt Woodwick	
AMC Members				AMC Advisors	
x	Matt Woodwick, NASF (CHAIR)	x	Ryan Sundberg, DOW (primary)	x	Sarah Lee, NWCG Coordinator
x	Beau Dobberstein, USFS (VICE)		Dave Ritchie, NASF	x	Brian Renner, CalFire
	Chris Tipton, USFS (secondary)	x	Kristin Swoboda, NPS (secondary)		Kevin Merrill USFS Safety
x	Matt Shaddle, BLM (primary)		Ben Berman, IAFC	x	Keith Raley, OAS Safety
			ITC/USFA		Walker Craig, OAS
		x	Brian Mundie, DOW (secondary)	x	Ashlee Nelson, Admin Support
				x	Nicole Oke, NWCG
				x	Steve Martin, CalFire
Subcommittees					
X Woody Kessler – Aviation Training Subcommittee (ATSC)		X Eric Graff — Rotor Wing Subcommittee (RWSC)		X Steve Martin — Aerial Supervision Subcommittee (ASSC)	
X Kimberly Owczarzak — Airspace Subcommittee		X Cory Noordermeer — Fixed Wing Subcommittee (FWSC)		X Robert Dodgen — Unmanned AC Subcommittee (UASC)	
	Agenda Items			Outcome	
x Information Discussion Decision Training	Topic: Subcommittee Updates — Chairs Intended Outcome: Associated Documents(s):			Kim O — Airspace committee is not in place any longer, no updates for airspace currently. Cory — Leslie Casavan will take chair position moving forward. Court Wallace — Newly hired USFS smokejumper program manager. Steve — A white paper is starting to make its way around regarding primary air to air freqs. The request is to move nationally to FM air tactics like R5. Robert — Committee’s first mtg last week; most of work will likely be over the winter. Woody — first committee meeting a couple of weeks ago; met jointly with IATSU, ironing out communications & what to bring to this group. Woody chair, Sarah Culhane vice chair.	

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		Keith — a couple of investigations under way. Elevating awareness from SAFECOM system; UAS incursions. Graff — first RWSC mtg last month, new members established, and committee is determining advisory members and what processes will look like.
☐ Information ☒ Discussion ☐ Decision ☐ Training	Topic: Re-org proposal of FW Sub Committee Intended Outcome: Associated Documents(s):	After first FWSC meeting & reviewing the workload, it was identified that the vast majority of workload has to do with tankers and scoopers (ASU). Only group not associated with is SASES. Recommend moving it under AMC as a unit, as it is very rarely utilized. Only one aircraft on the docket right now for review and not seeing anything for the future. Moving IAB under ASU, combined with the ADT(NTDP) as all products from IAB directly correlate to ASU. Make ASU chair, FWSC, vice chair. Cory will be vice chair, Leslie chair. BD — create org chart for all to review. Recommend that once aircraft is reviewed SASES goes dormant. SASES only for smokejumper aircraft; BLM/DOI and USFS only agencies that have smokejumping operations. Sara Lee- does not have to be organized under NWCG. BD/CN/LC to develop org. chart to present at the next meeting. VOTE: All voting members in favor of change.
☒ Information ☐ Discussion ☐ Decision ☐ Training	Topic: DECK Qualification / IPTM – Graff Intended Outcome: Associated Documents(s):	DECK was reviewed; couple of recommendations from RWSC. No changes to required training, changes to recommended training, first one being CRM. S-270 recommended training but not unless it's updated. SL- S-270 is high on NWCG's priority list for IPTM EG: TFLD/DIVS seems like a reach (too high of a level, maybe IC4 more appropriate) to keep DECK qual.

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		current. Either remove or lower the qual. to align better with the DECK qual. understanding that argument is that it's more difficult to keep aviation quals/ground quals current, SL: would need to go to qualifications committee for review; may be difficult to get approved by October due to time of year. Deadline for AMC August 21st. Decision tabled today, have decision to BD and MW by 8/14.
☒ Information ☐ Discussion ☒ Decision ☐ Training	Topic: HMLR Qual. update, 310-1 in 2027 – Graff Intended Outcome: Associated Documents(s):	HMLR was approved by EB last Dec. and HMGB going through IPTM right now. RWSC waited until HMGB PTB was finalized & then took the HMGB PTB & lowered the complexity to match HMLR duties. HMGB PTB had a lot more on helispot/dipsite management & fireline duties; removed or updated to support role instead of implement role for HMLR. RWSC reviewed & commented. SL: May not be Fed. Supplement in 2027, need to get approved soon, similar timeline to DECK. VOTE: no concerns, approved unanimously.
☐ Information ☒ Discussion ☐ Decision ☐ Training	Topic: HLCO Academy Intended Outcome: Associated Documents(s):	MW: requested update on status of HLCO academy. SM: HLCO academy is on a pause to allow the transition to the WFS to occur; will revisit at a later date.
☐ Information ☐ Discussion ☐ Decision ☐ Training	Topic: IPTM Intended Outcome: Associated Documents(s):	SL: Did all agencies agree on FWPT required new training? AMC confirmed all in favor during in-person meeting Spring of 2026. Next month's meeting — ATIM will provide change overview like DECK/HMLR today. IPTM Fall 2026 — MXMS, RTCM, & FWPT. Instead of

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		steward briefings AMC will receive a letter with information instead. Lead SMEs and committee liaison for each position due to NWCG 9/03/26.
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General Discussion Notes

Agency Updates

WFS primary	- All Geographic Area Assistant Chief Aviation positions with the exception of the Eastern Area have been filled. - GA's are in the process of filling the additional Base Aviation Organizational Structure positions. - Aviation assets are busy, with the majority of all AK contracted fire AC down in the Lower 48. - Anticipate continued adjustment to NWCG Subcommittee/Unit representation until finalized AV organizational positions/personnel are in place.
WFS secondary	- Large Transport Aircraft (NICC Jet) on 7/10/26 for 60 Day EU with option to extend. Has been to AK twice to transport firefighters to L48, will likely be used to transport International firefighters in the US next. 3 contracted MMA aircraft, 2 PC-12s with MX15i EO/IR, and One King Air with MX15HD EO/IR are onboard and can be requested through the Incident Awareness and Assessment (IAA) portal. 1 LAT (C-130) on 7/28/26 for 60 days.
FS (Rotor)	- General thank you to interagency community; last month was a rough month in Rocky Mtn. GA. Paul Linse (aviation AD) has retired, Anthony Madrid is filling in until position can be filled permanently. Hired new RW PM — Todd Tollesfurd, will be taking over SH and AI. Ingle will become acquisition PM. Soft transition to WO due to activity in PNW. Discussing sensor work on T1s; various companies have an interest. Did get w OGC to draft some language. Title 10 aircraft has been a topic of discussion, concern of saturation, and draw of operational resources required to get stood up. Heavily reliant on NASF/Natl. Guard assets for Title 32 assets. Title 32 assets need to be exhausted prior to activation of Title 10. - In WA to meet with USFS/DOI/WA DNR HIPs to transition from old version of practical test to updated version.
FS (Fixed wing)	
IAFC	
ITC/USFA	
NASF (East)	Drought continues in MN through the Great Lakes Compact and into NW Ontario. Some relief has been received along the international border. Lacking ignition throughout the remainder. Released T-180 to WA DNR on 8/4. EACC supporting ongoing fires on the SUF, and most available resources coming to MN. SUF looking for ATGS around 8/14. Matt has accepted a new position with MNDNR, UAS Coordinator. Future participation TBD.
NASF (West)	
DOW	Firefighting efforts currently involve Modular Airborne Fire Fighting Systems (MAFFS). rotor-wing missions activated under state emergency authorities. Additionally, the use of Uncrewed Aircraft Systems (UAS) for wildland fire management is gaining operational traction. While typically rare, Munitions of Explosive Concern (MEC) hazards have increasingly complicated both active wildfire responses and planned prescribed burns this year. Ordnance and Explosive

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	Safety leadership is re-emphasizing that the Maximum Fragmentation Distance (MFD) must be used as the absolute safety standard for both horizontal and vertical clearances. Example: For a 105mm projectile, the required safety clearances are an MFD-Horizontal of 2,000 feet and an MFD-Vertical of 1,250 feet. QUESTION: Are the current safety briefings adequate to ensure the safety of aviation crews operating in airspace directly above MEC-contaminated areas? • If you have concerns over a unit you may work on/around reach out.
OAS	•
Advisor Updates	
NWCG	• Nicole Oke is starting 120-day detail as coordinator; she will take on AMC and subcommittees in near future. She will shadow this month and then take over committees next month.
CalFire	• 1 major incident in South Ops, everything else quiet on extended attack front. IA about normal. Agency is supporting PNW with overhead & equipment.
USFS Safety	•
OAS Safety	•