

National Coordination System Committee Conference Call Agenda

Team Meeting see invite for link

June 27, 2023
Time: 1300 MST

Facilitator: NCSC Chair (Sean Peterson)

Participants: Sean Peterson, Gina Dingman, Katie O'Hara, Kara Stringer, Jeffrey Lee, Kathy Pipkin, Nicki Johnston (admin)

Agenda Items & Notes	Presenter
NWCG Update	Katie O'Hara
NCSC: Update on any changes to current/carry over items. <ul style="list-style-type: none">• UAS Ordering*• FSM and WFM categorization• Dispatch Qualification and White Paper• NICC Flight Following Document• DCAT Business Plan• International Incident Data Standards• PMS 250• Dispatch Academy Task Group Moving Forward	All Kathy Jeff Gina Kara Kara All Sean
Round Robin /SC Projects Updates <ul style="list-style-type: none">○ Dispatch Position and Curriculum Management SC: Gina○ National Interagency Computer Aided Dispatch SC: David○ Website Redevelopment Project: Sean○ CDAT: Sean○ Bin Items:	
Date and Time of Next Call: July, 25 2023	

NWCG Update

A memo from the Exec Board has been sent out outlining a consolidation of all CIM decisions that NWCG has made. People with questions from the GACC level down should be directed to this document.

The discussion on the DCAT business needs request has been moved to the July meeting though there has been discussion on process and why the requests are necessary.

2 requests: DCAT in front of WIFFIT and the training program request.

The training program must be an integrated interagency training environment so folks can do end to end training with their entire staff at one time.

The concern is the potential need for doubling staff for non-interagency applications.

The training program should be socialized with WIFFIT board first before the NWCG Exec Board due to the sensitivities that could arise.

UAS Ordering

Looking for a clear path on how we will handle ordering moving forward starting in CY2024.

Proposal is if it looks good, or there are some tweaks that need to be made,

This was 2022 briefing paper, if it needs tweaks, we can make them and send it back as a joint memo to clear up the ordering issues.

Gina brought it forward during GB meeting and agree that consistency should be a focus. It should just be an A# across the board with some of the information in the special needs.

Should pilot be ordered as an "O" or as an "A dot"?

Regardless of the reasoning whether aerial ignition, monitoring, etc. it should all be ordered the same way.

While you are ordering them as a dot, you should have the capability to order the people as an "O".

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Sean P will send email to Justin J with Gina, Kathy, and Katie O CC'd to try to get everyone on the same page so there is consistency across the board with UAS.

FSM and WFM Categorization

Classification of suppression modules and wildland fire modules as "O" rather than as "C".

The decision was made for them to remain "O" because they don't truly meet the criteria of a crew.

The modules come with different variations of people, positions, requirements, training, etc. whereas a "crew," there is the understanding you are getting the 20 people in a certain set up.

Lines may have been blurred when we were struggling to fill out crews and there was discussion of allowing crew numbers to be decreased like Type 1 CA fire crews that can have as few as 10 people.

There is a standard in the Red Book for configurations of FSM, WFM, and crews that should be followed.

It would be difficult to convey a standard that is not being adhered to.

Kathy will draft an email to be reviewed by the group before it is sent out.

Dispatch Qualification and White Paper

The intent of the white paper was to address a leadership void on the operations side of dispatch.

On the logistics side, there are many levels of supervision that are missing on the operations side, mostly at the GA level.

Options could be ordering an EDSP or CORD with special needs including IA or aircraft, or name requesting a THSP.

You can't currently order an IA Supervisory position.

Proposal was to remove "expanded" from the dispatch qualifications as these quals aren't tied to dispatch quals in addition to revising CORD qualification to include IADP or ACDP as a prerequisite and add additional operational tasks.

Prior to 2002 when the aircraft task book was started, CORD had to be proficient on all 5 desks where supervisory only had to be proficient in 4 (excluding aircraft).

Some GAs now sign off CORD folks that have never touched aircraft because "expanded" is included. This might work for a tier 3 center but doesn't work at a tier 1 or 2 center.

Any changes proposed need to be careful we are differentiating between NWCG tasks and operational tasks.

Removing "expanded" is supported, but not a major concern either way.

Not in favor of making another position on the IA floor with a different task book that is aviation centric rather than having a person who is well-rounded in all areas.

Not in favor of requiring IA experience either because people who do it for the logistical side will stop participating.

Will continue to accomplish mission by adding special needs comments.

Do not want an operational dispatch coordinator position added as it would make it more challenging to find people and wouldn't add additional capability to the dispatch center.

Katie is pushing to get the dispatch positions added to the next round of the IPTM and training modernization effort as this sort of flushing out the standards are all part of the analysis process, and we don't want to duplicate efforts.

After SMEs are identified, NWCG will ask that group to bring forward any documents that will help guide the contractors in their analysis and creation of the new task books and standards.

Dispatch management subcommittee is already working on creating the new standards for the dispatch positions, waiting to work with the NWCG contractors.

Any agreements or pre-work done ahead of time can be handed over to contractors as sideboards making the whole analysis process move more quickly.

If this is truly an NWCG position, they need to be able to function and support at any level they are ordered at.

Leave as an ongoing agenda item for updates.

NICC Flight Following Document

Flight strip on NICC website is NICC-centric and all GACCs have their own forms as well.

Review and standardize all aviation forms to ensure they are consistent across the board.

Get NWCG approval and NIAC agreement.

What need is not being met with the standard form that is causing everyone to be using their own forms?

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Determine commonalities, differences, and if there is value in standardizing all forms.

Sean will send an email to the NIAC chair to work together to standardize flight request forward moving forward and make that national standard on an interagency basis.

Loop in publication team as the standard form would probably come with a PMS number.

DCAT Business Plan

Will go before the Executive Board next month.

International Incident Data Standards

As responses go into Canada, we are seeing issues with how records are being created.

We would benefit from adding language and guidance to the mob guide under International Incident Creation outlining the standards process.

Should we be creating wildfires in Canada?

All systems are designed to allow instances with 10-mile buffers.

We don't have authority to create incident records on their behalf.

What are we supposed to do when they bleed over into the US?

Where we create incident records as support.

When using support, do we need to expand that definition?

Creating to send resources across the border, should we be using Unit Identifier for the agreement we are using?

If we use Canadian UI, then put override code in for the agreement, the financial systems are confused.

Standards to be implemented for International Support Business rules.

Kara to write guidance business rules and send to group for review and discussion on how these should be working, if there are things that should be changed in the applications that will make things work.

PMS 250

Everyone should be using the standard NWCG form for the kneeboard.

Recommendation would be for users to fill out all information fields that will populate through integration.

Ground contact box was inadvertently dropped off the form.

Sean P will write up and email outlining where the ground contact information box should be on the form and send to Katie O who will forward it on to publications with priority to get the form updated.

Dispatch Academy Task Group Moving Forward

Sean P sent out correspondence regarding group and is trying to create a standard monthly meeting time.

Sean P will send out meeting invite for introductory meeting Thursday, June 29 at 1430.

Dispatch Position and Curriculum Management SC: Gina

Progress is currently on hold as we move into fire season.

Scheduling D-310 for September to look at cleaning things up before one last beta test.

Kara helping with D-311, waiting for everything to get set up in WildCAD-E.

National Interagency Computer Aided Dispatch SC: David

There are 2 centers left to migrate to WildCAD-E.

Patch releases are being sent out every other week.

Centers need to remember to clear out their cookies for the patches.

There were significant issues opening maps on FS networks and while the maps are currently working, those experiencing issues should submit a ticket immediately.

Several NR centers found that they had to take layers off of their maps in order to get them to load.

If the user has multiple tabs open in the same browser WildCAD-E is open in, that will also slow the map down.

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Many workarounds have been found for getting the maps to load, but hoping to solve the problem so those aren't needed to access the geo-spatial data.

When layers are being asked for, people need to be clear on what exactly they need.

There are local nuances that cannot be fixed with a national layer.

If there is still a gap once the best layers have been built, the PMs might be able to come up with additional funding to provide solutions.

Website Redevelopment Project: Sean

Website redevelopment is an ongoing process.

Ryan Tipits has been identified as the new Business Lead and has transitioned with Megan Kephart and FAM-IM.

Ryan will be providing weekly updates to Sean P on the progress moving forward.

CDAT

Standing agenda topic.

Sean P will start the process in the next couple of months so courses can be held in February 2024.

National Terminology Data Standards Board

Incident complexity level just completed their analysis and is a new value that we've never had before.

Do we need to add CIMT or CIM? -Follow up on adding that value.

Incident complexes information went out for review. Child fires must meet large fire criteria, or they will not be added to the incident complex.

Equipment identifiers still need to be reviewed.

In looking at VIPR resources integrating EMTs there are still some concerns.

Within VIPR, all resources have been put into 2 zones so anything tied to specific GAs can no longer be pulled.

VIPR's argument that they are strictly a procurement application and do not deal with fire, is not an appropriate argument any longer as it impacts functionality.

We don't have the ability to access information or enforce standards for VIPR, but they need to start looking at the needs of their customers rather than simply following their own business plan.

Concerns surrounding VIPR include being unable to find resources on the fire side in addition to potential Congressionals.

The recommendation would be to have VIPR integrate directly with IRWIN.