



National Interagency Aviation Committee Meeting Notes

June 13, 2019

NIAC Members: , Glen Claypool for Brad Gibbs (BLM), Brian McKee (NASF), John Buehler (NPS), Tim Blake (NWCG), Krysta Shultz (NWCG), Walker Craig (OAS), Keith Raley (OAS), Paul Linse (USFS), Mike Reid for Kent Hamilton (USFS). Not present: Joel Kerley (BIA), Anthony Lascano (FWS), Neal Laugle (NASF),

Guests: Jason Petruska (Interagency Aviation Training Subcommittee), Jesse Bender (NWCG Publications Manager), Bob Roth (USFS), GaBriella Branson (Data Standards and Terminology Subcommittee).

Topic & Notes	Decision
May minutes review and approval <ul style="list-style-type: none"> Group discussed status of action items from prior meeting. 	Approved.
RFC for Hazmat Guide Language: Notification to Pilot <ul style="list-style-type: none"> The RFC identifies an update to language to include notification standards: <ul style="list-style-type: none"> 7. Initial: a written NOPIC will be completed during the aircraft pre-use inspection. 8. Daily: load calculations or manifest documentation completed. 9. Verbal: external jettisonable load operations or HAZMAT changes during the mission cycle. The NOPIC will be given to the pilot before the first flight of the day. Thereafter, verbal notification of changes in hazardous materials is acceptable for ongoing missions. For external jettisonable load operations, verbal notification of the type and quantity of hazardous materials is acceptable. According to the document the only form that can be used to notify pilot is Hazardous Materials Manifest Form Appendix 1 and not Blank Hazardous Materials Form Appendix 2. 	Walker Craig with work with the BIA to clarify the intent of having an option to use Appendix 2 (blank form). An updates to the NWCG Standards for Aviation Transport of Hazardous Materials that identifies the clarification will be made accordingly.
Aviation Data Analysis Contact: NIAC Involvement <ul style="list-style-type: none"> USFS is conducting an Aviation Data Requirements Analysis and have reached out to NIAC for participants at their July Joint Application Requirements (JAR) workshop. These workshops identify workflow for the business, data requirements, architectural requirements, and various general requirements such as reporting, security, etc. NIAC will send participant names to Bob Roth or Roshelle Pederson 	N/A
NWCG Glossary – NIAC’s Role as Steward <ul style="list-style-type: none"> The Data Standards and Terminology Subcommittee proposed the following terms belong to the NIAC: <ul style="list-style-type: none"> Degradation: In discussion of fire retardant slurries, deterioration of viscosity. Flight Following: The method and process through which an aircraft is tracked from departure point to destination. Flight following is the knowledge of the aircraft location and condition at regular intervals with a reasonable degree of certainty such that, in the event of mishap, those on board may be rescued. 	Flight Following - NIAC will co-steward the term with National Coordination Systems Committee (NCSC). Degradation – NIAC determined the term belongs with the Fire Chemicals Board under the Equipment Technology Committee (ETC).
NIAC Forms – Updates and OMB Approval Process	Jesse Bender, NWCG Publications Manager, will draft language providing



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<ul style="list-style-type: none"> Forms for OMB Approval: Need OMB approval on standardized NWCG forms to comply w/the Paperwork Reduction Act (PRA). Validity of non-approved forms can be challenged in court, which opens users up to potential liabilities. Gathering forms by functional area to submit via packages instead of individually. Need committee assistance to identify standard forms that require approval and validate their content prior to submission. Goal is to have everything complete by June 2020. Approval of non-standard, sample forms is not required. NWCG Passenger/Crew and Cargo Manifest, PMS 245 would be a standardized form, while experience forms or plan templates would be non-standard. As part of the OMB approval process, desire is to identify possible consolidated forms. 	<p>direction on the process of how to engage in the OMB approval process. The intent will be to send as a NIAC memorandum to all NIAC subcommittees.</p>
<p>Aviation Risk Management Subcommittee (ARMS) Update</p> <ul style="list-style-type: none"> The ARMS cross-pollinates with Law Enforcement, Resource Management, etc. Because of this, it is proposed they drop the terminology <i>fire</i> from the mission statement. Ensure visibility across all entities and coordinate when needed (fire and non-fire). Group is currently engaged and working on NIAC Tasking 19-05 Standardize processes and procedures for Aviation Safety and Technical Assistance Team (ASTAT) mobilization and products. Will utilize the standard language out of the <i>Redbook</i> to update in the next revision of the <i>NWCG Standards for Helicopter Operations</i>, PMS 510 	<p>Approved - Term <i>fire</i> dropped from the ARMS mission statement.</p>
<p>Aviation Risk Management Workbook – Tasking memo, Publication</p> <ul style="list-style-type: none"> <i>NIAC Memo 19-07 Aviation Risk Management Workbook Validation Request</i> will be addressed to the Chair, Aviation Risk Management Subcommittee. 	<p>The ARMS will be the steward of the Aviation Risk Management Workbook.</p>
<p>Follow-up to 2018 Review of the Interagency Aviation Mishap Response Guide and Checklist</p> <ul style="list-style-type: none"> NCSC and NIAC members distributed the request to committee and subcommittee members to get review. Field review of the document did not yield many responses. Tim Blake will follow-up with Kathy Pipkin (Chair, NCSC) and Mike Reid (Chair, ARMS) to determine what type of engagement and further review is needed. 	<p>The ARMS will be the steward of the Interagency Aviation Mishap Response Guide and Checklist.</p>
<p>NWCG Air Tactical Group Supervisor (ATGS) Incident Position Description (IPD) and IPD Process</p> <ul style="list-style-type: none"> Because the Aviation IPDs were recently released for review, there have been several comments/emails coming in from the field regarding the IPDs. Do the comments represent a systematic approach to change? Should commenters be following their chain of command? Should the “comment” button on each page be removed? 	<p>N/A</p>
<p>Helicopter Typing Definitions: Questions for the Interagency Helicopter Operations Subcommittee (IHOPS)</p> <ul style="list-style-type: none"> Questions to be circulated via email for edit and expansion. Ultimately, will be drafted as a NIAC tasking for IHOPS to address. 	<p>Topic added to August agenda.</p>
<p>NIAC Feedback on the Smoke, Roadways, and Safety Guide</p>	<p>NIAC has no comment.</p>