



## National Interagency Aviation Committee Meeting Notes

April 9, 2020

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

*Guests:* Mike Reid (USFS),

Topic & Notes	Decision
March minutes review and approval <ul style="list-style-type: none"> <li>Group discussed status of action items from prior meeting.</li> </ul>	Approved.
<p>Aviation Risk Management Subcommittee (ARMS) Update</p> <p>a. <i>Interagency Aviation Mishap Response Guide and Checklist</i>, PMS 503 Update:</p> <ul style="list-style-type: none"> <li>Working with NWCG publications to finalize the document and are considering moving it to a digital format. This will do away with the hardcopy version that is currently sold in the cache system. The group is in the process of reaching out to dispatch centers to get feedback to ensure their concerns/issues are met if the document proceeds in a digital format.</li> <li>Further, the group is looking at a potential name change to the <i>NWCG Standards for Aviation Response</i>, PMS 503. After a brief discussion, NIAC members agree that the document does not meet the definition of a standard and it will retain the current name.</li> </ul> <p>b. Aviation Risk Management Workbook Validation Update:</p> <ul style="list-style-type: none"> <li>Revisions to the document are currently being funneled to NIAC vs. direct to the subcommittee this is a relic of a time prior to ARMS existence. All future revisions will be done at the subcommittee level and brought to NIAC for approval. Subcommittee requests the document be made electronic only vs. hardcopy. Format would follow that of the <i>Interagency Emergency Helicopter Extraction Source List</i>, PMS 512 and would be downloadable.</li> </ul> <p>c. Confused with the term <i>risk management</i> and what process should be utilized for aviation in this regard. There are currently no standards for risk management akin to those of aerial supervision or helicopter management. ARMS seeking approval to draft a document titled <i>Standards for Aviation Risk Management</i> that would address fire and non-fire and provide a high-level standardization of definitions used, processes, etc. Will be finalized at the NIAC level.</p> <p>d. Aviation Safety and Technical Assistant Team (ASTAT) Standardization Update:</p> <ul style="list-style-type: none"> <li>Working to standardize the products and makeup of the teams going out. Have posted product templates on the website under resources and have included examples of reports, delegation letters, etc. for an ASTAT team. Provided recommended language to the <i>Interagency Standards for Fire and Fire Aviation Operations</i> (aka Redbook) and will continue to monitor for future adjustments as necessary.</li> </ul>	<p>a. Approved to be electronic only. Not-Approved for name change. Document will remain titled <i>Interagency Aviation Mishap Response Guide and Checklist</i>, PMS 503.</p> <p>b. Approved. Group will work with Nancie Turner, NWCG Webmaster, to get examples of templates to bring back to NIAC for approval. Topic added to May agenda.</p> <p>c. Approved.</p>
<p>Interagency Helicopter Operations Subcommittee (IHOPS) Aerostat Mark V Plastic Sphere Dispenser &amp; PSDS Tech Bulletin</p> <ul style="list-style-type: none"> <li>The Interagency Aerial Ignition Unit (IAIU) identified and documented several issues with the Aerostat</li> </ul>	Dan Boyle will work with Walker Craig (OAS) and Jason Baldwin (USFS) to clarify intent and solidify the language



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<p>Mark V Plastic Sphere Dispenser and PSDS Plastic Spheres throughout several Forest Service Regions. Several of the machines were identified as brand new purchases and operationally performed unsatisfactorily upon bench testing. Upon further inspection it has been determined that machines contained defects including incorrect wiring, wiring and components that were not quality controlled, low quality cardboard gaskets, missing hose clamps, and configurations that were not accepted during approval testing. Hose clamps and side rails in the hopper were recommended and in place on the model that was approved, but have not been supplied on newly purchased machine.</p> <ul style="list-style-type: none"> <li>IHOPS requests distribution of this information via a Tech Bulletin, or the like, to the Aviation community with language provided by the IAIU. There is a link embedded within the language that will direct users to an instructional use guide that was developed by the IAIU.</li> </ul>	<p>within a tech bulletin to be reviewed by NIAC at their May meeting.</p> <p>Topic added to May agenda.</p>
<p>Review of draft NIAC Tasking to the Interagency Cooperator Aircraft and Pilot Standards Subcommittee (ICAPSS).</p> <ul style="list-style-type: none"> <li>The tasking asks the ICAPSS to review and update the National Association of State Foresters (NASF) Cooperator Aviation Standards for Interagency. Brian McKee will work with the states to review the draft tasking for edits and will look to emphasize clear standards on helicopters (T2, T3), Single Engine Air Tankers (SEATS) and the like.</li> <li>Representation for members of the ICAPSS include: <ul style="list-style-type: none"> <li>NASF, Vince Wellbaum, Matthew Woodwick, and Dennis Brown</li> <li>BLM, TBD</li> <li>USFS, TBD</li> <li>OAS, TBD</li> </ul> </li> </ul>	<p>Membership for the ICAPSS to be sent to Joel Kerley by Friday April 10<sup>th</sup>. Will work with Brian McKee to finalize the tasking.</p>
<p>Aviation Helmet Standards - Recommendations on how to address unapproved helmets</p> <ul style="list-style-type: none"> <li>The Coronavirus disease (COVID-19) has slowed testing of helmets. That said, all current helmet standards and up to date information can be found via: <a href="https://www.doi.gov/aviation/safety/helmet">https://www.doi.gov/aviation/safety/helmet</a></li> </ul>	<p>N/A</p>
<p>Approval of Smokejumper Aircraft Screening and Evaluation Subcommittee (SASES) Evaluation of SD3-60 SHERPA</p> <ul style="list-style-type: none"> <li>Members reviewed the briefing from last month on the SASES Evaluation of the SD3-60 SHERPA. The SASES has determined the following: 1) The SD3-60 Sherpa meets the needs of normal smokejumping operations, and 2) The aircraft also has potential for enhancing non-standard paracargo operations and for providing additional options for smokejumper exits (rear door); however, these items are outside the scope of this aircraft evaluation and will require further evaluation.</li> </ul>	<p>Approved. NIAC will draft a letter of approval to send back to the SASES and th .</p>
<p>Approval of Forest Service Requirements for Aircraft Dispatcher (ACDP)</p> <ul style="list-style-type: none"> <li>Members reviewed the proposal last month from the National Coordination System Committee (NCSC) to modify the alignment and pre-requisite requirements from Expanded Dispatch Recorder (EDRC) for Aircraft Dispatcher (ACDP) and Initial Attack Dispatcher (IADP) in an effort to build a more experienced and capable aviation dispatch community supporting wildland fire and resource aviation need.</li> </ul>	<p>Topic added to April agenda.</p>