

A-202 Aviation Organizations



Participant Workbook



Prepared by Office of Aviation Services Training Division
and Interagency Aviation Training Partners
Revised September 17, 2014

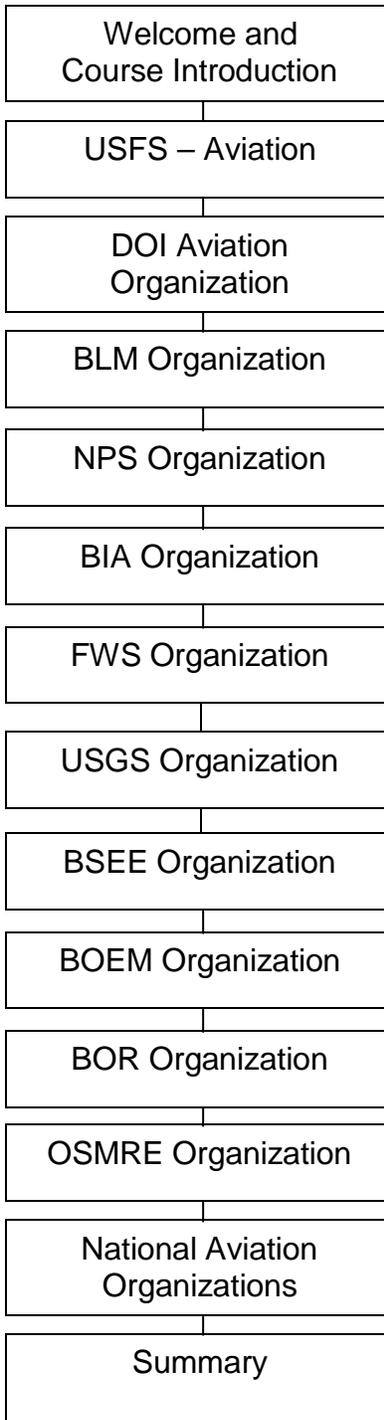
**A-202
Aviation Organizations**

Revision History

Version	Description	Date
1.0	Initial Materials	January 2000
1.8	Updated content and adapted to online content to online only delivery. Added recommendations from IATSC	February 13, 2013
2.0	Incorporated comments from IATSC	Sept. 17, 2014

A-202 Aviation Organizations

Course Map



Welcome and Course Introduction

Objectives

At the conclusion of this course, you should be able to:

1. Describe the national aviation governance structure within the Department of Interior and U.S. Forest Service.
2. List the aviation organizations within the Department of Interior, its bureaus and the U.S. Forest Service.
3. Describe the roles and responsibilities of the various technical specialists within the Department of Interior, its bureaus and the U.S. Forest Service.

U.S. Forest Service

Notes

The Organization

The Forest Service aviation program is comprised of national, regional and forest level personnel and aircraft.

The majority of Forest Service aviation use is for wildland fire management and support. Other aviation uses include forest health protection, wildlife survey, law enforcement, and projects related to natural resource management and administrative flights.

All employees involved in aviation activities are responsible for acquiring, knowing, and following aviation policy and regulations. Employees are encouraged to participate in the ongoing “go/no-go” decision-making process and are reminded that they have the authority to make conservative decisions during any aviation operation.

USFS Organizational Levels:

- USDA
 - USFS
 - USFS Region
 - USFS Forest
 - USFS District



Forest Level

Forest Aviation Officer/Unit Aviation Officer (FAO/UAO):

- Manages the Forest aviation program by providing technical and management direction of aviation resources to support Forest programs.
- Some Forests employ “service-first” positions to fulfill the FAO/UAO responsibilities, on those units, the position is referred to as a UAO.

Helicopter Manager:

- Operations manager for a helicopter crew and contract.

Fixed Wing Base Manager:

- Operations manager for a group of fixed wing assets.
- Project inspector for contracted fixed wing aircraft.

Region Level

Region level aviation organizations vary based on workload and organization. The Regional Aviation Officer and Regional Aviation Safety Manager are the two consistent positions.

Regional Aviation Officer (RAO):

- Provides management and leadership of the aviation program within the region.
- Coordinates with other RAOs.
- Supervises Regional Aviation Staffs
 - Regional Aviation Staffs vary in size based on the complexity and size of the aviation program.
 - Most Regional Aviation Staffs consist of:
 - Pilots.
 - Maintenance Specialist.
 - Avionics Specialist.
 - Large Fixed-Wing Specialist.
 - Helicopter Program Manager.
 - Helicopter Operations Specialist.

Regional Aviation Safety Managers (RASM):

- Responsible for implementation, fostering and supporting the Forest Service Aviation Safety Management System, including Policy, Risk Management, Assurance and Promotion.

National Level

Forest Health Protection National Aviation Safety Manager (FHP NASM):

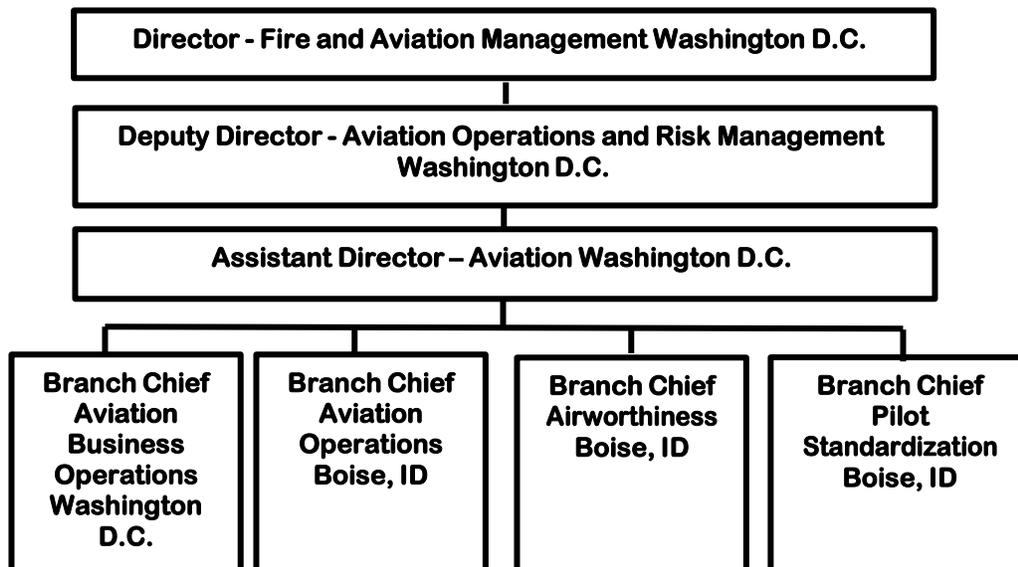
- Responsible for coordinating Forest health aviation safety and operations with the appropriate Regional Aviation Safety Managers or Regional Aviation Officers.
- FHP aviation programs include:
 - Insect and disease surveys.
 - Aerial photography.
 - Aerial application.

Forest Service Research Stations

- FS Research Stations conduct research to improve the health and use of our Nation's forests and grasslands.
- Seven research stations and 80 experimental forests and ranges.
- The Station Aviation Officer (SAO) coordinates the station aviation activities with the appropriate FAO/UAO and/or the RAO.

Washington Office (WO) Fire and Aviation Management (FAM):

- Located at the Forest Service National Headquarters in Washington D.C.
- Has a detached unit in Boise, ID at the National Interagency Fire Center (NIFC).
- Provides national program direction, leadership, and management of the Forest Service aviation program.



Director, Fire and Aviation (FAM):

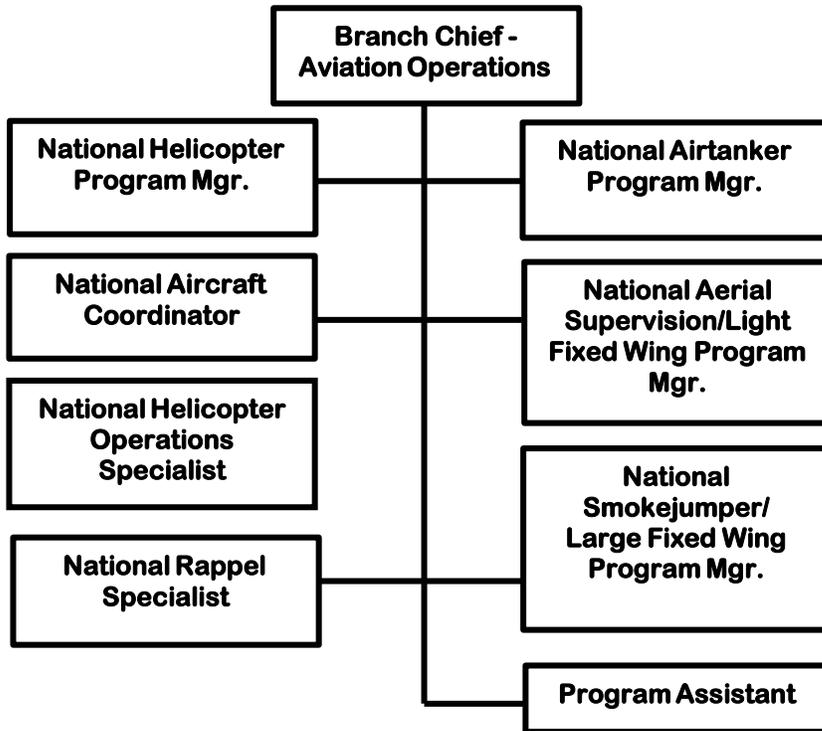
- Responsible to the Deputy Chief for State and Private Forestry.

Deputy Director, FAM Operations, Assistant Director, Aviation:

- Provides national program direction, leadership, of the Forest Service aviation program.
- Coordinates aviation activities with other staff, agencies, and groups, with an emphasis on:
 - Aviation Planning
 - Budget, Policy
 - Operations
 - Aircraft Airworthiness
 - Quality Assurance.

Assistant Director, Aviation:

- Provides oversight, planning, coordination, and direction for aviation policy, budget, reporting, and analysis.
- Supervises:
 - Branch Chief, Aviation Business Operations, Washington D.C.
 - Branch Chief, Aviation Operations, Boise, ID.
 - Branch Chief, Airworthiness, Boise, ID.
 - Branch Chief, Pilot Standardization, Boise, ID.
 - Aviation Strategic Planner, Washington D.C.
 - Supervises the Night Flying Program Specialist, Boise, ID.



Branch Chief, Aviation Operations/Quality Assurance:

- Provides quality assurance of aviation operations conducted by the Forest Service.

National Helicopter Program Manager:

- Provides oversight for the helicopter program.
- Serves as principal helicopter program advisor in the development and implementation of policies, programs and standard practices.
- Performs contract helicopter inspections and pilot approvals.

National Airtanker Program Manager:

- Provides national airtanker program leadership, coordination, oversight, and interagency cooperation.

National Aircraft Coordinator:

- Responsible for the coordination and direction of aircraft activities conducted by the National Office in coordination with the National Interagency Coordination Center.

National Aerial Supervision/Light Fixed Wing Program Manager:

- Provides national program leadership, coordination, and interagency cooperation for the aerial supervision program.

National Helicopter Operations Specialist (NHOS):

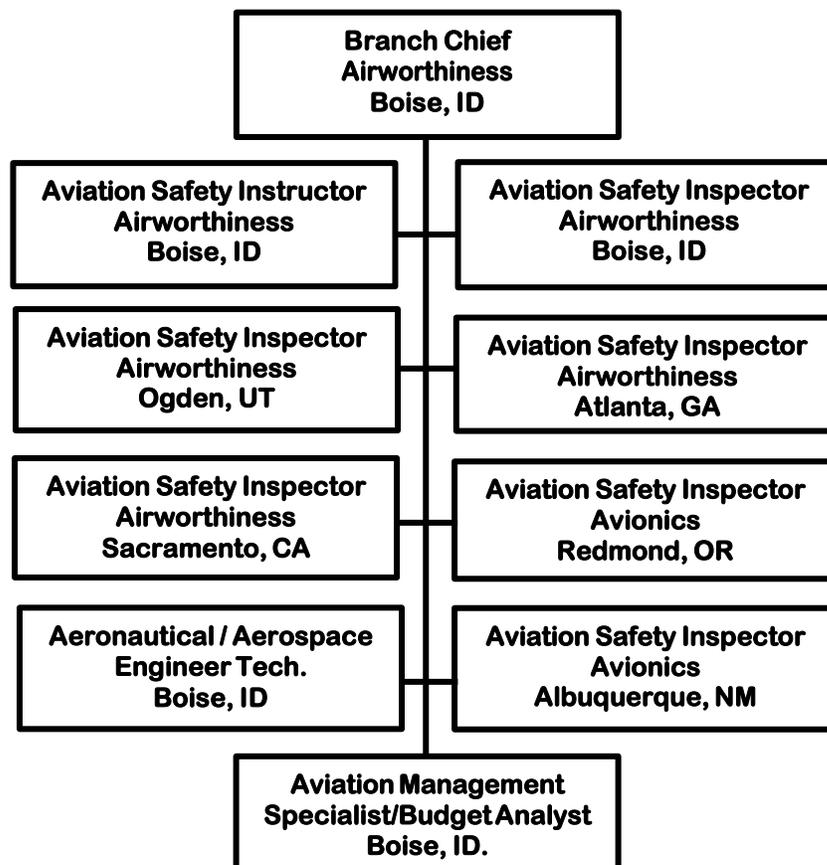
- Provides primary technical oversight and support for WO contracted helicopters, including the responsibility for contract pilot approval and provides oversight and assistance to regional helicopter program managers.

National Smokejumper and Large Fixed Wing Program Manager:

- Provides national program leadership, coordination, and interagency cooperation in the smokejumper program.

National Rappel Specialist (NRS):

- Responsible for the oversight in developing, recommending and implementing rappel standards, objectives, plans, and policies for the national rappel program.



Aviation Safety Inspectors, Airworthiness:

- 5 employees, various duty stations.
- Perform national and regional aviation program quality assurance, inspections and evaluations to support the Forest Service.

Aviation Safety Inspectors, Avionics:

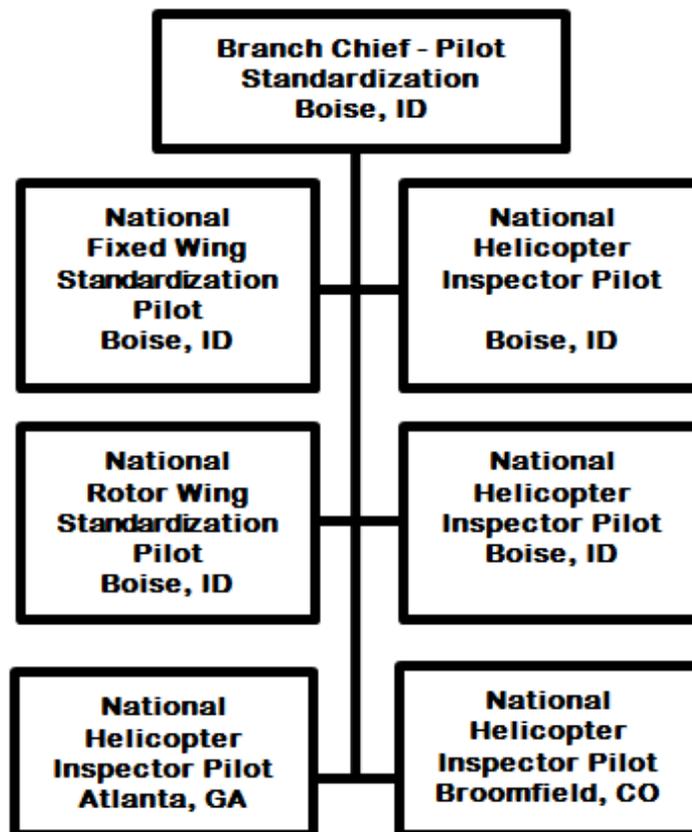
- 2 employees, various duty stations.
- Inspects the avionics of multi-engine piston, or twin-engine turboprop aircraft as well as various fixed and rotor wing aircraft owned, contracted by, or cooperated with by the Forest Service.
- Interfaces with engineering representatives from aircraft and equipment manufacturers.
- Makes up a part of the airworthiness approval process for unmanned aerial systems (UAS) utilized by the Forest Service.

Aeronautical/Aerospace Engineer:

- Assists in the evaluation of proposed equipment and aircraft modifications.

Aviation Budget Analyst:

- Responsible for analyzing and evaluating aviation cost and use data for:
 - Aviation plans and reports.
 - Aviation business cases.
 - Managing projects.
 - Financial analysis.
 - Assessment of compliance with laws and regulations.



Branch Chief, Pilot Standardization:

- Ensures pilots for both fixed wing and rotary wing are operating on a common level of proficiency.

National Fixed Wing Standardization Pilot:

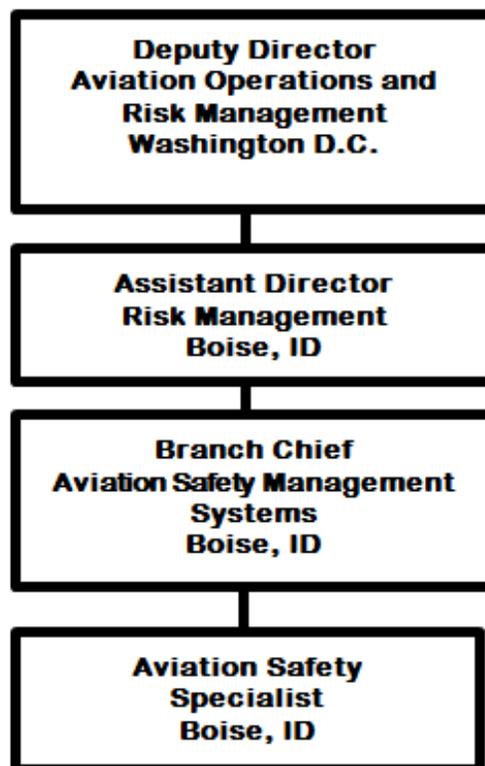
- Provides national level leadership to establish airplane pilot standards and pilot requirements which are then reflected in both contract and fleet pilots.

National Rotor Wing Standardization Pilot:

- Provides national level leadership to establish rotor wing pilot standards and pilot requirements which are then reflected in both contract and fleet pilots.

National Helicopter Inspector Pilots:

- 4 employees, various duty stations.
- Administers pilot evaluations for the purpose of determining an individual's suitability to perform special use missions typical of natural resource operations.



Deputy Director, Aviation Operations and Risk Management:

- Promotes mishap prevention and safety management efforts within the forest service aviation community.

Assistant Director, Risk Management:

- Supervises the Branch Chief, Aviation Safety Management Systems.

Branch Chief, Aviation Safety Management Systems:

- Has the operational responsibility for development, implementation, and monitoring of the Aviation Safety Management Systems.
- Reports accidents and incidents to the Director, Fire and Aviation Management staff, Washington Office and to Forest Service and Department of Agriculture safety and health officials.
- Determines the classification of mishaps as accidents, incidents with potential or incidents and has management and oversight of SAFECOM reporting systems aviation safety training and education.

National Aviation Safety Specialist:

- Responsible for service-wide programs involving the development and implementation of plans and programs in aviation safety and standardization for aviation safety programs.

**Why no Region 7?**

There are nine regions in the USDA Forest Service; numbered one through ten.

Region seven was eliminated in 1965 when the current Eastern Region was created from the former Eastern and North Central regions.

For additional information:

www.fs.fed.us/howeare

DOI Executive Aviation Board and The Office of Aviation Services

Notes

DOI Executive Aviation Board (EAB)

The Department of Interior Executive Aviation Board (EAB) is responsible for the Department of the Interior aviation program. The Board provides executive oversight and performance accountability and assures that department-wide strategies and initiatives are developed collaboratively and implemented consistently. Additionally, the Board provides final review and approval of policy, when needed.

The EAB is chaired by the Deputy Assistant Secretary, Public Security, Resource Protection and Emergency Management, EAB members are Bureau Deputy Directors.

EAB Guiding Principles, Goals and Responsibilities:

- Promote aviation safety at all levels in the Department.
- Strategic thinking translated into actionable field activities.
- Focus on mission support.
- Assure safe, efficient, and economical DOI aviation programs.
- Improve effectiveness, reduce redundancy and overlap, reduce costs, and standardize aviation resources.
- Establish collaboration protocols.
- Approve the Department's aviation governance structure, including all related committees, working groups, etc.
- Define strategies and initiatives to enhance the Department's aviation program.

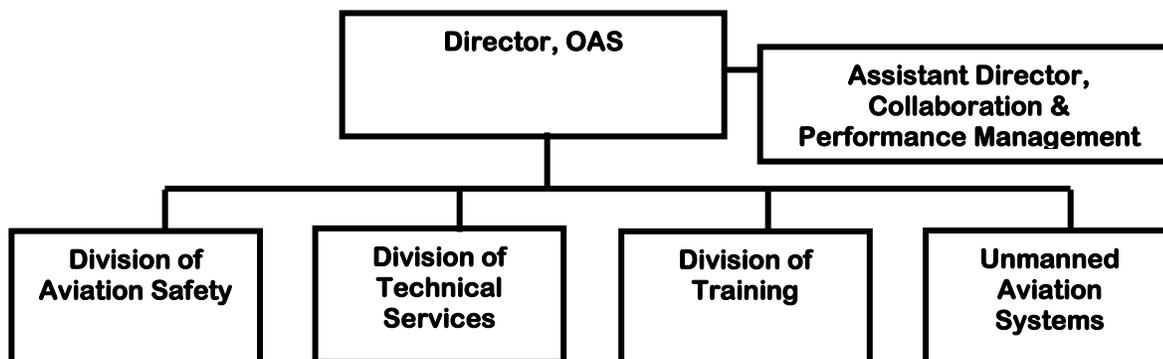
Executive Aviation Committee (EAC)

Because the EAB is made up of very busy policy makers, to help provide a greater degree of operational knowledge to the hands of the policy makers, the EAB relies on the Executive Aviation Committee (EAC) to provide policy recommendations to the EAB for policy consideration.

Executive Aviation Subcommittee (EAS)

The EAS is made up of National Aviation Managers of each of the DOI bureaus. These people are the eyes and ears of field users and are a critical link to report back to the Bureau directors on what is working in the field and what needs to be remedied.

Office of Aviation Services organization



Director, OAS:

- Exercises department-wide direction of the aviation management program.
- The Director supervises:
 - Division of Aviation Safety:
 - Responsible for departmental Aircraft Accident Prevention Program.
 - Division of Technical Services:
 - Inspects aircraft and set standards for DOI Contract pilots and aircraft as well as DOI Fleet pilots and aircraft.
 - Division of Training:
 - Provides aviation safety training to enhance the safety culture of the DOI and reduce loss from accident or injury.
 - Division of Unmanned Aircraft System's
 - Department-wide strategic aviation leadership in the coordination, scheduling and execution of the Department's unmanned aircraft system (UAS) program.



DOI OAS Regional Offices: Alaska, East, West

Regional Director:

- The Regional Director is the Contracting Officers Technical Representative (COTR) for contracts within their respective geographic jurisdiction.
- Supervises:
 - Aviation Safety Compliance Division:
 - Pilot and Aircraft Inspectors
 - Flight Coordination Center:
 - Coordinates and schedules flights for a variety of DOI customers and missions.

Alaska Region Specific:

- AK Chief of Aviation Safety Compliance Division in AK is the COTR for all contracts in AK and HI.
- Alaska Region Director also supervises:
 - Fleet Aircraft Maintenance:
 - Maintains the fleet of DOI aircraft in Alaska.
 - Fleet Services:
 - Coordinates and schedules fleet pilots training and aircraft planning.



Interior Business Center AQD Contracting Staff:

- Responsible for contracting all DOI bureau related aviation services.
- Co-located at Boise Headquarters and Alaska Regional office.



Did you know...? OAS was established in 1973 as the “Office of Aircraft Services?”

In 2003, the Office of Aircraft Services was integrated into the Department of Interior’s “National Business Center”. The name was also changed to Aviation Management Directorate (AMD).

In 2012, AMD was realigned out of the National Business Center, (now known as the Interior Business Center) and the name was changed to OAS (Office of Aviation Services) to reflect the realignment.

Bureau of Land Management (BLM)

Notes

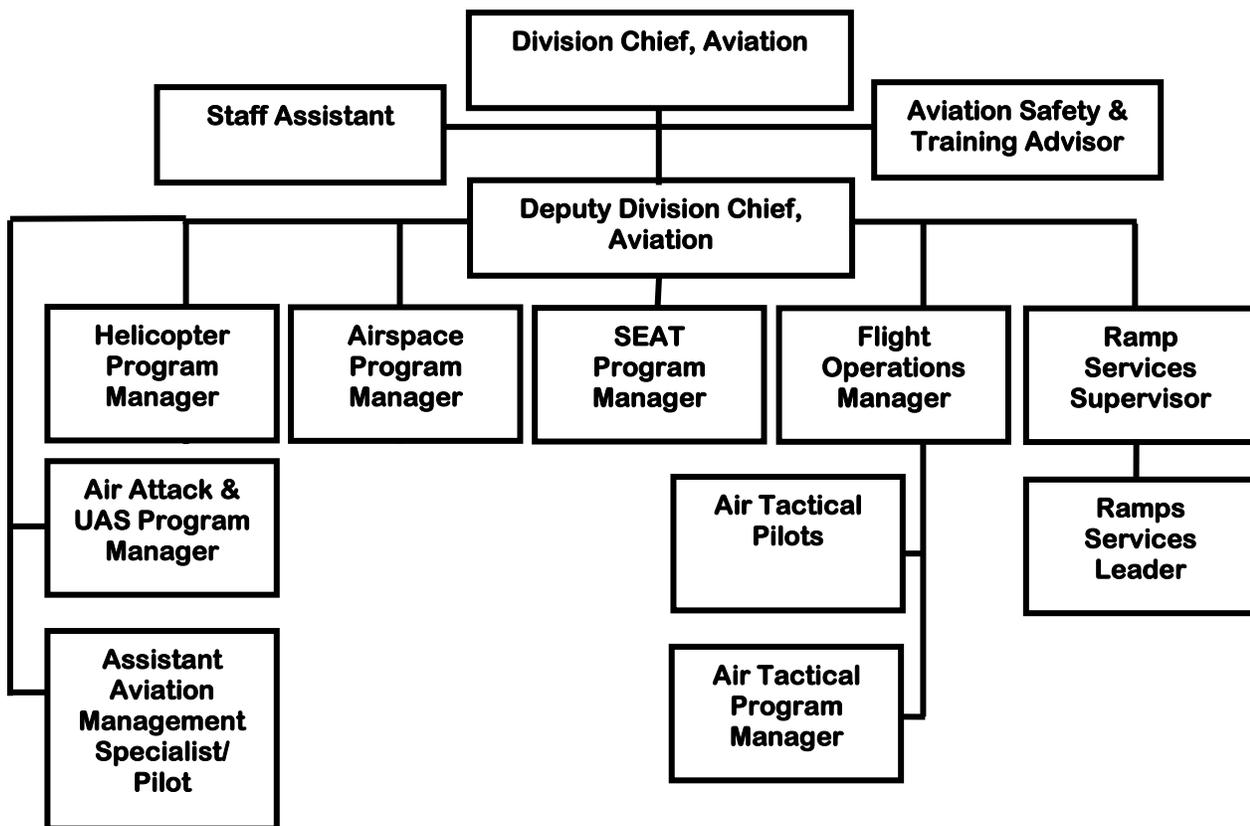
Bureau of Land Management

The BLM manages 247 million acres of land with around 15,000 employees.

BLM missions include: Wild horse and burro projects, aerial delivery of wildland firefighters, aerial application of water and/or fire retardant, aerial supervision of wildland fires, aerial surveys, law enforcement and point to point flights.

Types of aircraft include helicopters, Single Engine Air Tankers (SEATS), air tactical aircraft, utility aircraft, Aerial Supervision Modules (ASM1), heavy air tankers smokejumper aircraft and large transport aircraft.

BLM National Aviation Office Organization



State Aviation Manager (SAM)

- Serves as aviation program leader within the State.
- May be the Contracting Officers Representative (COR) on state aviation services contracts.
- Typically works for the State Fire Management Officer (FMO) or Assistant State Fire Management Officer (ASFMO).

Unit Aviation Manager UAM:

- Serves as focal point for district aviation operations.
- Assigned unit aviation responsibilities and oversight.
- Typically works for the Field Office Fire Management Officer.
- May have collateral duties.



Did you know...? Of the 12,000 or so employees within the BLM, only about 600 are in aviation related positions.

The BLM had regions similar to the Forest Service and Fish and Wildlife Service, but changed to state boundaries in the 1950's.

National Park Service (NPS)

Notes

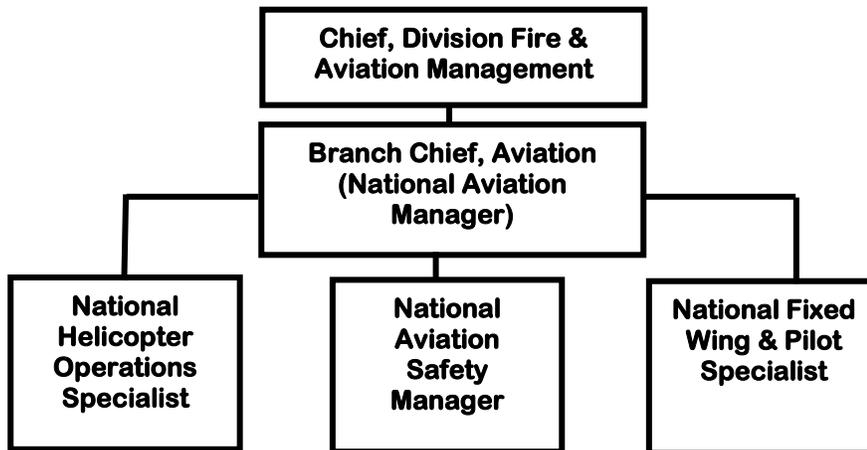
The National Park Service (NPS) manages around 84 million acres of land with around 22,000 employees.

The National Park Service Aviation Management Program provides leadership at the national, regional and park levels to ensure safe and efficient use of aviation resources.

The NPS performs a diverse mission with its aircraft. A unique aspect of NPS aviation is the additional duties to perform Search and Rescue within several national parks.

The NPS also has a large fleet of aircraft to help perform its mission in remote and urban locations. The U.S. Park Police aviation unit responds to incidents within the Washington DC area. The Park Police has a fleet of helicopters to help with this mission.

National Park Service National Aviation Office Organization



Regional Aviation Manager:

- Typically works for the Regional Chief Ranger or FMO.
- Responsible for regional aviation program.
- Assist parks in the development of their aviation plans.
- Helps coordinate fleet aircraft and pilots for optimal use.

Park Aviation Manager (PAM)

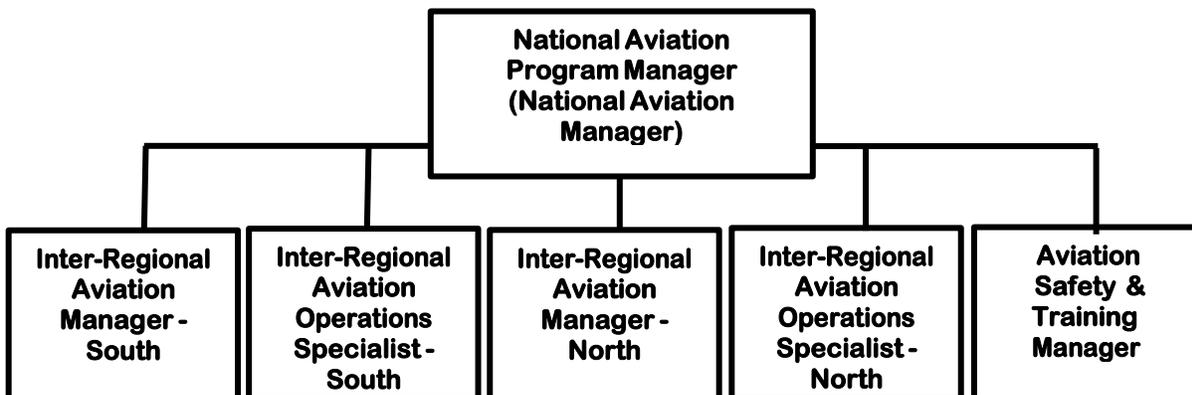
- The PAM or Unit Aviation Manager (UAM) may work for the Superintendent, Chief Ranger or Fire Management Officer.
- The PAM provides operational oversight for all aviation missions conducted in the park unit.
- The PAM may be standalone or as collateral duty for many positions, including a park's pilot.
- Coordinates fleet aircraft and pilots for optimal use.



Did you know...? The U.S. Park Police aviation unit has 3 helicopters. The rescue technicians are all nationally registered paramedics all of whom are cross-trained as tactical medics to support special operations and events around the Washington DC area.

Bureau of Indian Affairs (BIA)*Notes*

Bureau mission include surveys, helicopter delivery of wildland firefighters, appraisals. These mission are accomplished with fixed and rotor wing aircraft.

Bureau of Indian Affairs National Aviation Organization**National Aviation Manager**

- Located in Boise (NIFC).
- Assists BIA regions implement BIA policy.
- Oversees BIA aviation budget.
- Assists Regional Aviation Managers with technical advice for aviation projects.

Aviation Safety and Training Manager

- Located in Boise (NIFC).
- Provides training/certification guidance for BIA fire and resource management personnel.

Inter-Regional Aviation Managers (2)

- Responsible for implementation of bureau and departmental policy.
- Assist area and agency aviation managers with aviation projects.

Inter-Regional Aviation Operations Specialists (2)

- Responsible for implementation of bureau and departmental policy.
- Assist area and agency aviation managers with aviation projects.

Agency Aviation Officers:

- Individuals are responsible for implementing agency/departmental policy.
- Depending on size and location of agency, they may have helicopter, SEAT, and Air Attack aviation contracts.



Did you know...? The BIA has two inter- regional aviation offices. Each of the offices has an inter-regional Aviation manager and an aviation operations specialist.

Fish and Wildlife Service (FWS)

Notes

With fixed and rotor wing aircraft, FWS have the largest aircraft fleet in the Department of Interior. FWS utilize fleet aircraft for migratory bird work, law enforcement, fire missions and easement surveys.

FWS is a unique bureau because it manages land in the form of wildlife refuges and wetlands and it manages a host of other programs that are not affiliated with the national wildlife refuge system.

Some of the missions the FWS performs:

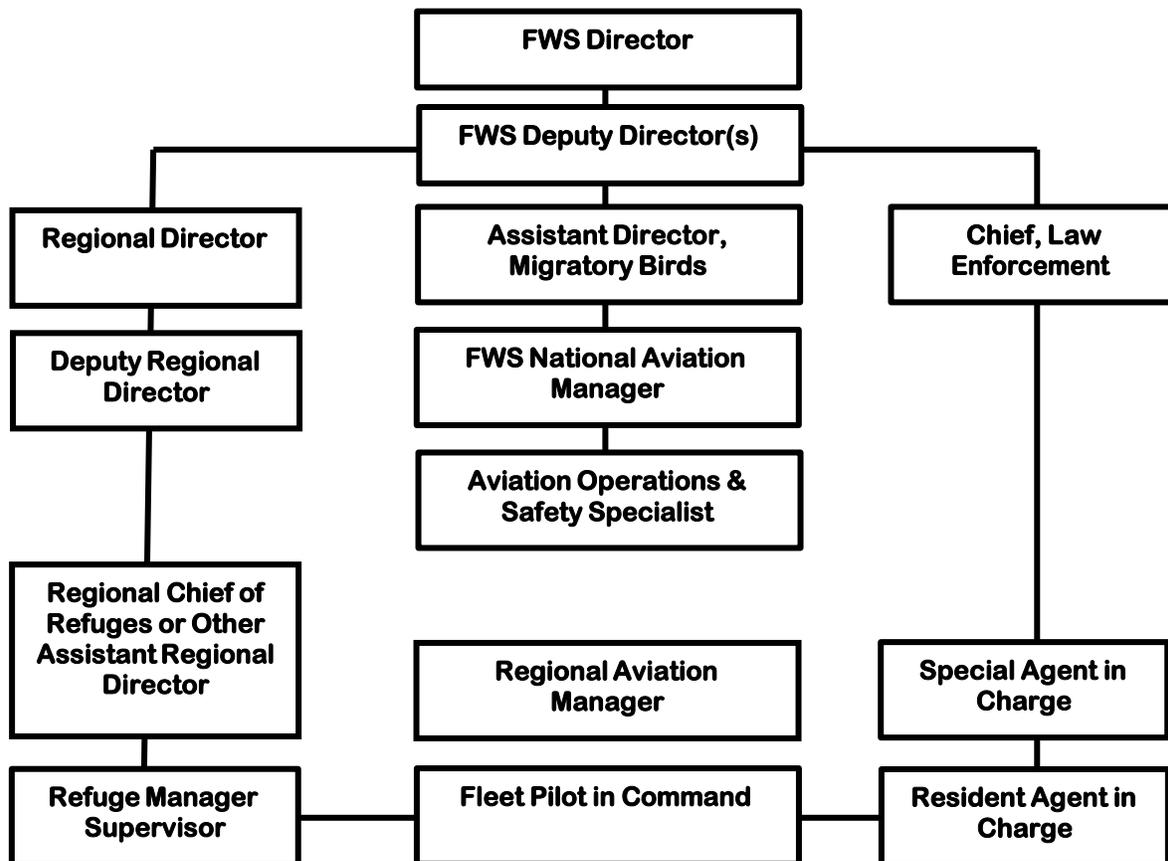
- Conservation genetics.
- Marine mammals.
- Endangered plants and animals.
- Fisheries.
- Climate change.
- Migratory birds.
- Lacey act enforcement.
- Invasive species.
- Environmental contaminants.
- International conservation.

Each of these missions is unique and may spill across regional boundaries or even national borders. Because of the varied missions,

FWS Aviation typically follows through one of these channels:

- National Migratory Bird program.
- National Law Enforcement.
- Regional Aviation
- Refuge Aviation

FWS Aviation Organization



Migratory Bird Chain of Command:

The FWS National Aviation Office is housed within the migratory bird program. The Assistant Director for Migratory Birds supervises the:

- FWS National Aviation Manager.
- Aviation Operations and Safety Specialist.

Law Enforcement Chain of Command:

Law Enforcement is not typically obliged to a refuge or a region, but answers to a national branch of FWS law enforcement. The Special Agent in Charge supervises field law enforcement aviation operations.

Refuge/Regional Aviation Chain of Command:

The Regional Director is ultimately responsible for aviation operations that are not supervised under Law Enforcement or Migratory Birds programs. The Regional Aviation Manager is a collateral duty position whose function is to assist the refuge managers and the Regional Director safely and efficiently use aviation to fulfill FWS objectives.

National Aviation Manager, Aviation Operations & Safety Specialist:

- Assist FWS regions implement FWS policy.
- Assist Regional Aviation Managers with technical advice for aviation projects.

Regional Aviation Managers (RAMs):

- Responsible for implementation of bureau and departmental policy.
- Assist refuge project aviation managers with aviation projects.
- All FWS RAM's are collateral duty, and do not necessarily manage all aviation within their region.



Did you know...? The FWS has nine regions. Eight of the regions are geographically based. The last, region nine is the FWS national headquarters in Washington DC.

U.S. Geological Service (USGS)

Notes

USGS performs unique flight missions. I.e. surveys to determine snow pack, seismic activity and to fly into the crater of volcanos to conduct scientific activities.

The USGS manages earth related science. The Bureau is a fact finding research organization with no direct land management responsibility. USGS is the research arm of the U.S. government to investigate environmental questions.

Bureau (National) Aviation Manager:

- Located in Denver, CO.
- Oversees and manages the overall Bureau aviation program.
- Collateral duty.

Occupational Safety and Health Office - USGS Safety Manager:

- Located in Reston, VA.
- Oversees the specialized safety programs including aviation.

Regional Aviation Managers:

- Provide leadership and guidance on aviation operations that often spill over regional boundaries and international boundaries.
- Collateral duty.



Did you know...? The USGS has pioneered the use of Unmanned Aerial Systems (UAS) in the Department of Interior. The USGS has a national UAS project office that coordinates the various UAS missions within the USGS.

Bureau of Safety and Environmental Enforcement (BSEE)

Notes

BSEE works to promote safety, protect the environment, and conserve resources offshore through vigorous regulatory oversight and enforcement.

BSEE has three Regions, the Gulf of Mexico, the Pacific, and the Alaska Region. Each has its own unique aviation program and policies to support their unique missions and environments.

Missions are typically to transport inspectors to and from hydrocarbon production facilities offshore.

The Gulf of Mexico is supported by the largest exclusive use helicopter contract in the Department of the Interior. The five District Offices within the Gulf of Mexico Region are supported seven days a week by dozens of helicopters

The BSEE Pacific and Alaska Regions are also supported by exclusive use and On-Call helicopter services.

National Aviation Office housed within the Office of Offshore Regulatory Programs:

National Aviation Manager:

- Principle aviation management advisor.
- Assists in the oversight of aviation at the national level.
- Provides technical expertise that supports and improves BSEE's capacity to manage its aviation programs.

National Aviation Safety Manager:

- Provides leadership and technical expertise for aviation safety management systems, risk management, and accident prevention programs.

Regional Aviation Managers (3)

- Provide leadership and guidance with respect to aviation operations and safety within the region.



Did you know...? BSEE develops regulations & guidance, performs inspections and enforces regulations for exploration and production of offshore energy facilities? BSEE also sets the industry standard for oil spill response research, offshore technology assessment and training programs.

Bureau of Ocean Energy Management (BOEM)

Notes

BOEM is tasked with ensuring the research and science that revolves around the oil and gas production in the Gulf of Mexico, the Pacific and Alaska is available and accurate. BOEM performs a mixture of science and energy sales/leasing research missions in America's Outer Continental Shelf.

National Aviation Manager:

- Is the principle aviation management advisor.
- Assists in the oversight of aviation at the national level.
- Provides technical expertise that supports and improves BOEM's capacity to manage its aviation programs.

Regional Aviation Managers:

- Provide leadership and aviation program oversight within the region.



Did you know...? BOEM is responsible for leasing and sales of offshore energy production. BSEE is responsible for the regulatory enforcement of those energy production facilities.

Bureau of Reclamation (BoR)

Notes

The Bureau of Reclamation Has responsibility to manage water In the West. They are also responsible to measure stream flows, prevent flooding and ensure water is available for both irrigation and agricultural needs.

The Bureau flies approximately 100 hours annually in fixed and rotor wing aircraft. Their primary mission is to ensure water is managed in the west.

National Aviation Manager

- Responsible for implementing BOR aviation policy.
- Collateral duty.

Regional Aviation Managers:

- Provide leadership and aviation program oversight within the region.
- Collateral duty.



Did you know...? BoR is the largest wholesaler of water in the country. BoR bring water to more than 31 million people, and provide one out of five Western farmers (140,000) with irrigation water for 10 million acres of farmland that produce 60% of the nation's vegetables and 25% of its fruits and nuts.

Reclamation is also the second largest producer of hydroelectric power in the western United States. BoR's 53 power plants annually provide more than 40 billion kilowatt hours generating nearly a billion dollars in power revenues and produce enough electricity to serve 3.5 million homes.

Office of Surface Mining and Reclamation Enforcement (OSMRE)

Notes

The Office of Surface Mining and Reclamation Enforcement has responsibility to enforce mining regulations on active mines and to enforce the mines reclaim the ground that was once used for the production of coal. They are also charged with providing technical expertise to mine operators.

National Aviation Manager:

- Responsible for implementing OSM aviation policy.
- Collateral duty.

Regional Aviation Managers

- Provide leadership and aviation program oversight within the region
- Collateral duty.



Did you know...? The Office of Surface Mining Reclamation and Enforcement was founded with the Surface Mining Control and Reclamation Act (SMCRA), enacted August 3, 1977.

National Aviation Organizations

Notes

Interagency Aviation Technical Directory

To help us figure out the puzzle of natural resource aviation organizations, the Interagency Aviation Technical assistance directory is published annually.

<http://www.nwccg.gov/pms/pubs/pms504.pdf>



GSA

All Federal government aviation operations are administered through the General Services Administration (GSA) Aviation Policy Division.

In January 1989, GSA created the Aviation Policy Division as a single coordinating office for aircraft management. The Aviation Policy Division seeks to improve the management of federal aviation programs by providing sound policy and aviation program management tools that will enable effective acquisition, use and disposal of federally owned and operated aircraft.



These aviation program management tools include:

- Regulations for the management of government aircraft
- Additional reference material for the management of aviation programs, for the operation and maintenance of aircraft, for the conduct of aviation program surveys for controlling aviation program costs.
- Aviation Safety programs designed to promote 'best practices' in aviation safety.
- Regulations and guidance for the exchange/sale of federal aircraft, and personal property.
- Information associated with the Interagency Committee for Aviation Policy (ICAP).
- Procedures for reporting federal aviation accidents or incidents.

For more information, visit the aviation policy website at <http://www.gsa.gov/aircraftpolicy>

GSA – Interagency Committee for Aviation Policy (ICAP)

GSA established the Interagency Committee for Aviation Policy (ICAP) to promote sound policy and foster the highest aviation standards. The ICAP is comprised of aviation leaders from across the government who coordinate and advise GSA on developing robust policy.

Members of the ICAP include:

- Department of Agriculture
- Department of Commerce
- Department of Defense
- Department of Energy
- Department of Health and Human Services
- Department of Homeland Security
- Department of Justice
- Department of State
- Department of the Interior
- Department of the Treasury
- Department of Transportation
- Department of Veterans Affairs
- Environmental Protection Agency
- General Services Administration
- National Aeronautics and Space Administration
- National Science Foundation
- Office of Management and Budget
- Tennessee Valley Authority



NWCG (National Wildfire Coordinating Group)

“The fires of the 1960's led to the formation of the National Interagency Fire Center (NIFC, formerly BIFC), so did the fires of the early 1970's (1970, 1971, and 1973) stimulate the formation of the National Wildfire Coordinating Group. Some suggest the beginning was a famous river trip down the Colorado by then Secretary of Agriculture, Earl Butz, and Interior Secretary, Roger Morton, who agreed, after several discussions around the camp fire that their agencies should cooperate more. But the need for a coordinating mechanism had been recognized long before this trip. Two events had a strong influence in focusing this need; (1) the "America Burning" Task Force Report which strongly urged, a single national firefighting concept that wasn't to be in the wildland fire community and (2) the entry into the fire program by the aerospace industry who had just been drastically reduced in defense programs (This group ultimately spawned the genesis of the National Interagency Incident Management System [NIIMS] effort).”

[Source: NWCG Evolution of Coordination 1989]

As a result of the cooperation between the organizations that have responsibility to manage wildland fires, the aviation policies for the organizations are very similar with few exceptions.

Member organizations of NWCG:

USFS (United States Forest Service)

BLM (Bureau of Land Management)

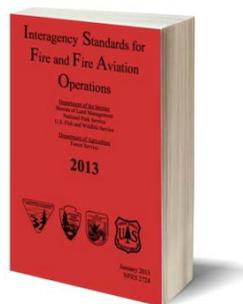
NPS (National Park Service)

FWS (Fish & Wildlife Service)

BIA (Bureau of Indian Affairs)

NASF (National Association of State Foresters)





Interagency Standards for Fire and Fire Aviation Operations (Red Book)

The policies and standards that are developed through NWCG typically apply only to Interagency fire operations; however some organizations that fly non-fire missions elect to adopt the policies and standards to all of their aviation missions.

The approved policies that are common standards for fire aviation operations are found in the Interagency Standards for Fire and Fire Aviation Operations (NFES 2724) published annually.

NWCG does not create policy; They create recommendations and forward those recommendations on to their respective directors for approval as policy.



Did you know...? NWCG is separate from the National Interagency Fire Center (NIFC)? NIFC is responsible for the operational coordination of firefighting resources. NWCG is responsible for the standardization and quality of those resources.

Summary

Review the objectives for this course. If you have any questions regarding them, ask the instructor for clarification.

Objectives

At the conclusion of this course, you should be able to:

1. Describe the national aviation governance structure within the Department of Interior and U.S. Forest Service.
2. List the aviation organizations with the Department of Interior, its bureaus and the U.S. Forest Service.
3. Describe the roles and responsibilities of the various technical specialists within the Department of Interior, its bureaus and the U.S. Forest Service.

Please be sure to complete and submit the course evaluation.

APPENDIX A: Resources and References

Notes

Publications

National Wildfire Coordinating Group: *Interagency Aviation Technical Assistance Directory, PMS 504 (NFES 002512)*: Published by the National Wildfire Coordinating Group, 2014. <http://www.nwccg.gov/pms/pubs/pms504.pdf>.

National Wildfire Coordinating Group: *Interagency Standards for Fire and Fire Aviation Operations, (NFES 2724)*: Published by the National Wildfire Coordinating Group, 2014. <http://www.nifc.gov/PUBLICATIONS/redbook/2013/2013RedBook.pdf>.

Websites

U.S. Forest Service: <<http://www.fs.fed.us/about-agency>>

Department of Interior: <<http://interior.gov/index.cfm>>

Office of Aviation Services: <<http://oas.doi.gov/>>

DOI Executive Aviation Board:
<http://oas.doi.gov/director/EAC/library/EAB_Charter-Signed.pdf>

DOI Executive Aviation Committee:
<<http://oas.doi.gov/director/EAC/library/Executive+Aviation+Committee+Charter+Final.pdf>>

DOI Executive Aviation Sub-Committee:
<<http://oas.doi.gov/director/EAC/library/Executive+Aviation+Subcommittee+Charter+Final.pdf>>

Bureau of Indian Affairs:
<<http://www.bia.gov/WhoWeAre/index.htm>>

Bureau of Land Management:
<<http://www.blm.gov/wo/st/en/prog/fire.html>>

Bureau of Reclamation: <<http://www.usbr.gov/main/about/>>

Bureau of Ocean Energy Management:

<<http://www.boem.gov/About-BOEM/>>

Bureau of Safety & Environmental Enforcement:

<<http://www.bsee.gov/About-BSEE/index/>>

Interior Business Center:

<<http://www.doi.gov/ibc/aboutus/whoweare/index.cfm>>

National Park Service:

<<http://www.nps.gov/aboutus/index.htm>>

Office of Surface Mining Reclamation & Enforcement:

<<http://www.osmre.gov/about.shtm>>

U.S. Fish & Wildlife Service: <<http://www.fws.gov>>

U.S. Geological Survey: <<http://www.usgs.gov/aboutusgs/>>

**General Services Administration (GSA) Interagency
Committee on Aviation Policy (ICAP):**

<http://www.gsa.gov/portal/category/21231>

GSA Aviation Management Policy:

<<http://www.gsa.gov/aircraftpolicy>>