

2013 Southwest Area Center Manager's Fall Meeting Notes

Coconino NF Supervisor's Office

Flagstaff, AZ

Tuesday, December 10

Intelligence Operations Review

FAMWEB Application

Jay Ellington gave a brief overview on the new enhancements for FAMWEB and ICS 209. Internet Explorer is the preferred browser for the new FAMWEB/209 program. Your password will expire every 60 days, beyond 60 days you will be prompted to change your password, if your password expires, please call the FAMWEB help desk before calling Jay. If you fail to log into your account within 90 days your account will be inactive. You will need to call the help desk to get access to your profile.

Training Dates: Sit209 for Dispatchers in January, IMT SITLs in February, and for others in March.

Also available on-line Sit/209 User Guide at:

http://gacc.nifc.gov/predictive_services/intelligence/niop/programs/sit_209/Help/index.htm

Sit Program

- Review units and make sure your information is accurate.
- Business rules did not change (i.e. Sit Reports daily, 209's submitted as past years, etc.) except for the how the program is written.
- Following the user guide will walk you through the entire program.
- Screens will look different.
- When you log in and there is an error, the online user guide is where the user will look
- In the Protection field you will not be able to enter data.
- In the Ownership field you can enter your data, the data enter will populate the protection screen.
- Bordering units or adding units can be combined. When combining units, please work with your neighboring units.
- Using the new program you are working in one tab and all data will be saved as you enter.
- For any changes to units, user access, etc., please contact Jay so he can make your changes.
- Resource tab is gone, ROSS should cover resources.

ICS 209 Program

- The ICS 209 is now incorporated into NIMS.
- FEMA will not produce a 209 on line.
- Always select your dispatch center to get started.
- The copy button is used to edit/update an existing 209.

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- The incident number can be changed, please contact Jay in SWCC.
- Incident date/time can now be selected in a drop down menu.
- If you have neighbors/units get with Jay to add your neighboring units to your 209.
Reminder: you can only select the units you are responsible for.

Header Tab

- You can retrieve other incidents in your area.
- Cause section: if you find out the cause of the fire, please change to proper cause immediately.

Location Tab

- US National Grid are optional for our use.
- Required – Short location or area description, make sure it recognizable.

Summary Tab

- Block 28 and 29 is a required block to be filled out, plug in your information in block 29.
- Damage Assessment – changes can be made from previous days and you can add additional information

Additional Decision Support

- Information need on the public side.
- Block #34 is a required block.
- Weather block is no longer required
- Block#36 something has to be typed into the box, if you have none type none
- The decision support is critical. It is used by the MAC group on how to make decision, please update at all times.

Resource Commitment Summary

- All resources are now broken down by types, and other resources can be added to your column
- Jay has set a baseline, and set the defaults for each dispatch center, and each dispatch centers can add or delete resources.
- This table will automatically add your resources and personnel assigned.

Approval and Rating

- Date/time is grayed out until the 209 is approved.
- Your 209 will be printed in a PDF format.

Verify Button

- Once your 209 is completed the Verify button will go through the complete form and if your required forms are black you will have you go back and fill out your required blocks before it can be approved.
- Confirm you warning block for accuracy and confirm if not, please make your changes.

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User Access

- You will not be able to see who has access and where they're from.
- Jay will identify who should have access, and will send email message all managers to identify who should have access on your unit.
- If you have a new unit, please contact Jay to add the new unit. In turn, the new unit will be added to the NWCG Unit Identifier list before being placed in Sit209.
 - When completed, the acres have to be manually entered into the Sit Program

Aviation Update/New Contract(s)

Maggie McDonald gave a brief overview on the 2014 Aviation Contracts awarded and their availability.

2014 NextGen Airtanker Contracts and Availability

| | |
|--|---|
| Available 7 P2V's Daily Availability \$14,301 Hourly Flight Rate \$8,495 Gallons Retardant 2,000 KTs/Hour 180 | Available 3 BAE-146 Retardant 2000-3000 gl Daily Availability \$ 30,846 Hourly Flight Rate \$ 10,496 330 KT's/Hour |
| Available 2 DC 10 * Exclusive Use contracted, flight rate depends on how they are ordered with less than 5000 gallons. Daily Availability \$27,285 <u>Flight Rate</u> Less than 5,000 gal = \$4,553 More than 5,000 gal = \$12,500 Retardant 11,600 Kts/Hour 370 | Available 1 C-130 Availability \$34,000 Hourly Flight Rate \$7,000 Gallons Retardant 3,500 KTs/Hour 300 |

In the future, if you have a need to set up Large Air Tanker Bases (VLat Bases) Albuquerque requires at least 7 days activating. This would involve coordination with the Air Force, ordering and setting up Mobile Retardant Base. Roswell requires 24-48 hours to activate with involves movement of aircraft (747s) from private maintenance facility

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Air Attack Training Platform (National Program)

The Air Attack training platform is a national program funded by the WO. The Platform is available to you, but please do not latch on to it, we need to keep our focus on quality assignments. This past fire season missions were flown in New Mexico, Arizona, Utah, Nevada, Idaho, Washington, Oregon, California.

Air Attack Training Platform Accomplishments

- Program timeline June 2 to October 1st 2013
- Flight hours 421.8
- ATGS missions 82
- Number of fires 31
- Number of Trainees 8
- Numbers Qualified 5
- Average flight time 48.6 hours/trainee

Future Goals for the Training Platform

The future goals for the training platform is to have long term funding and staffing available and increase the number of agency ATGS and to reduce dependency on AD's.

Light fixed Wing Contract: (Best Value Contract)

On the light fixed wing contract there is no rotation and you cannot request vendors; however, you can request pressurization and air conditioning. If an aircraft goes out of service on an incident, you would use the same hiring process (when vendors encounter "unplanned" maintenance, they may or may not receive a new order to replace the aircraft). You would generate a new "A" number in ROSS to order a new Aircraft based on mission requirements, date and time needed, and then examine cost per flight hour and then make a hiring determination.

Action Item: The Light Fixed Wing hiring procedures will be put in the 2014 Mob Guide. The language will provide more direction on aircraft substitutions for "planned maintenance" and language for COR notification.

Light Fixed Wing "Typing"

The light fixed wing aircraft typing proposal is based on aircraft capabilities, and not just a radio package, but there is still lots of interagency discussions between USFS/DOI. Currently, there is no implementation date as of yet. This is a topic to be discussed at the Nat'l Coordinator's Meeting in Boise in January of 2014.

UAS Aircraft

The Forest Service is **not** allowed to use UAS; on Forest Service ground; therefore, please do not use. To fly a UAS or Model Airplane **NO** FAA Approval is required for recreational purposes (example: flying a remote controlled aircraft in your backyard, but it must be flown below 400 ft. However, FAA Approval

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is required for Commercial flights, Technology Development, Experimental. For any State fires the Governor can order a UAS.

For questions regarding UAS, please call Kris Damsgaard at (505) 842-3359.

Retardant Avoidance Areas

Please report all retardant drops, if dropped in avoidance areas. Links to the maps and reporting requirements can be found on the SWCC website, Aviation link.

NG Helicopters

NG helicopters can be ordered for Medivac missions under the Emergency Helicopter Extraction Source List. No approval letters are issued or required for Medivac missions. Please note Medivac helicopters are ordered separately from fire suppression helicopters.

State and County Aviation Cooperators

State and County Aviation Programs must meet the same standards as vendors and approval letters are issued versus approval cards. These are approved at the Regional level, and are approved annually.

Claims from Fire Suppression Activities (Cooperative Agreements)

Reciprocal Fire Protection Act

Billy Zamora talked about claims resulting from Fire Suppression Activities. This waiver of claims is in accordance with the Reciprocal Fire Protection Act.

What does this mean?

Any claim from a Cooperator for equipment damage or employee injury working under the Cooperative and Reciprocal Fire Suppression Agreements should be directed to their home agency.

Examples:

- If you have any damages to a vehicle, the Federal government will not automatically pay for it, we collect the data and give the data to the home unit.
- Supplies, hoses, can be replaced under the master agreement.
- Avoid the "S" numbers when it is related to damages or repairs (i.e. damaged mirrors, body work, bumpers, engines, transmissions, etc.)
- For Cooperative and State resources, no "S" numbers should be issued and instead it should go thru the Claims process.

This will take at least one to two years to implement

If you have questions please send your questions or suggestions to Kenan Jaycox in SWCC. He will work with Billy Zamora.

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Employee Common Identifier (ECI)

The ASC/Incident Finance will do away with social security numbers in I-Suite. The Employee Common Identifier (ECI) is a unique 10-digit number that will be generated for each casual employee. If you sign up new ADs, please send paperwork to Incident Finance so they can issue an ECI number for AD's. Please distribute ECI numbers to your AD's.

Fire Code Monthly Validations

Each month the ASC/Incident Finance sends out the Fire Code Validation report to the regions. The report contains all P3 and PN fires that were assigned in fire code. The region is required to review and identify which fires are billable to the State.

Action Item: Starting this fire season the monthly report will be sent to each Center Manager and assistant Center Managers for validating.

Training – Priority Training Program Process

The Southwest will be implementing a Priority Trainee program similar to the other GA's. Each GA lists their priority trainees and scores them according to a number of factors. These lists are then shared across GA boundaries to try and ensure the top priority trainees nationwide are getting ample opportunities for assignments. Other regions may be contacting us with their priority training for critical positions.

- Teams would generate a training priority list for their positions.
- High priority trainee – can be placed on an assignment through a name request that goes through NICC.
- How is the list prioritized?– this a handled at the Unit and GACC levels, if no one is available we would contact James Villard, so he can contact other GATORS for availability
- GATORS focus on Unit Leader level positions and above, and are more focused on C&G positions
- Trainees will not get out unless we push them
- James Villard will work with training specialists on all teams to work on training needs
- James working on formalizing program to get out folks out
- Prioritizing the trainee list, using a common scoring method.
- This will be an Interagency program
- Prioritization used to get folks into regionally hosted training
- Need to stay flexible with AD use to aid in succession planning
- Be thinking about your trainees and your assessment on your trainees
- Kenan will mail out the point criteria for prioritizing your trainee list with directions. Initially, James would like the centers to beta test it with dispatch trainees, then expand it to Unit Leader positions and above.

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- ICPI position – This is the Equipment Inspector position incorporated with contract administration. How do you get qualified? James will clarify with Rich Nieto to try and get something official out.
- The only requirement for an ICPI requirement is I-100.
- Center Managers are FUZZY with the qualifications for ICPI. If a position does not require to be on a fire line. The fire refresher course is not a requirement. If you are more restrictive the UNION will not buy off on it.

ACTIONS ITEMS (Kenan)

- Are standards or procedures needed for how expanded works with a BUYT?
- Dispatchers continue to struggle working some buying teams. BUYTs come in with their own standards, and it is not consistent amongst all the BUYTs and Expanded's.
- Should the national committee come up with a National Operating Guide to make this work?

Action Item: Please send your issues and concerns that are not working between expanded and buying teams, Billy will share with our Teams and the National Group(s).

CISM Items

- We are focusing on fire fighters to help fire fighters
- Training to be a good listener and giving our folks the tools to serve as responders to help people
- We created a SW CISM Common Understanding and have developed a process
- Challenges finding folks who can be available
- Training to be held the week of January 13th in Tucson, funded by the WO
- Procurement of clinicians can be a challenge, but are making progress
- Certain events may need a mental health person to work with the team
- Working to set up agreements with the clinicians
- Team is in contact with the Agency Administrator for in briefing, and the CISM Team should brief Agency Administrator for overview of the CISM team procedures
- Average about six responses a year

CWN Helicopter Module Resource Item Proposal

SWCC will take forward an official proposal (from the Santa Fe NF) for the creation of a CWN Helicopter Module Resource Item to be created in ROSS. Helicopter modules from units could be ordered/statused as a group to staff CWN helicopters. Details of how this would work are outlined in the proposal and SWCC will send out information as to if this is determined to be a viable option by the NICC and other GACCS.

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I-BPA Data/ROSS

- SWCC will continue providing support for your I-BPA data in ROSS.
- All contracts are created in the SWCC ROSS database.
- Eventually VIPR will talk to ROSS, about 3 years out

Bus Support Requests

- Mostly affects those crews who have been reassigned and are coming back to a Mob Center via a jet.
- Looking for consistency on bus support requests, you don't have the ability to create it on the fire they are coming off of when the crew has been reassigned.
- There are numerous ways to get the request created for the bus, but after much discussion with Billy Zamora, it was decided to have these bus orders created on Large Fire Support (SWCC order) and SWCC will work with the Mob Centers on the details.

Evolving Incident Management Updates

- Proposal is for 40 IMTs Nationally, and the removal of IMT Typing. Would just be Complex Incident Management Teams
- Full Implementation 2016
- Southwest requirement will be 5 IMTs
- National sub-groups are still working on the details of how a rotation would work, and how to address C&G typing, S-420/520, etc.

Southwest Type 2 IMT Rotation/IMT2 Naming

- In 2014, going from 4 IMT2s down to 3
- Rich Nieto, Bea Day, and Matt Reidy are ICs
- Removal of geographic affiliations
- Rotation will be done as we do now (first in-first out), no calendar aspects to how a rotation works.
- Team names are as follows:
 - SW Type 2 Team #3 (Day)
 - SW Type 2 Team #4 (Reidy)
 - SW Type 2 Team #5 (Nieto)

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Dispatch Hiring

- How do we get people hired folks into dispatch?
- How do we go about hiring GS 3 – GS5 dispatchers?
- **Tonto Example:** The Tonto dispatch center are bringing folks into their center two weeks at a time for training, such as engine personnel or other fire line personnel.
- Training requirements for an EDRC are D110 and ROSS.
- Individuals should be EDRC qualified.
- Why does the EDRC have to be an IFPM requirement?
- During the hiring process – IFPM Quals are part of the requirement.
- ***How can we monitor at this year's Fire Hire to see how many people apply for dispatcher positions and how many people do qualify for these positions?***
- We need to put our EDRC's on a priority list to get these folks trained in our GACC.
- EDRC's can be trained at the local level, amongst our GACC.
- By working with your EDRC's at the local level you can monitor these individuals if they fit the needs for a dispatcher.

Dispatch Workload

AD Program

The AD program is a huge workload, and if the program continues to grow our workloads will even be bigger. What would be the possibilities of an Admin person carrying on the workload? Each office does it a bit differently. A Task Group is being put together to examine all aspects of extraneous dispatch workload to try and quantify it. Then it can move forward from there with various proposals of how to reduce some of the workload.

IQCS

Running the IQCS program is a full-time job that dispatchers are dealing with. In past discussions during an IDOPP meeting it was brought up that IQCS should not be a part of dispatcher's jobs. Dispatchers are at capacity. What's going to fall of the plate?

- Guidance is needed for dispatchers from the regional level.
- Most felt that AFMO and FMO's need to have access and training to the IQCS, so they can print their own red cards for their district personnel. This needs to be address by the FMO's down to the district FMO's. This should be a supervisor responsibility so they know what their people are doing and where they stand with their trainings.

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- Have the SO maintain the master records and ranger districts have second copies of all individual records.
- *Approach Helen Graham to present the Tonto process at the next Spring FMO meeting. All training and experience down to the district levels. **Kenan will work with Helen on presenting this at the Spring FMO Meeting.***
- *This was part of the recommendation from the IDOPP working group. Taking IQCS out of the dispatch centers.*

LE&I Dispatching

- The Prescott dispatchers run plates for their LE&Is.
- Leimars is a LE&I program, and folks should be trained prior to using the program.
- Most feel that LE&I dispatching should be kept out of our dispatch centers. The IDOPP wrote up their alternatives and their LE&I dispatching would be run out of Phoenix.
- Silver City is also assisting LE&I with contacting the County to run plates, the county then contacts the LE&I with is information.
- Silver City LE&I are pushing fire dispatchers to give full support to LE&I's.
- **Concerns:** more training is required to serve as LE&I dispatchers. Also there is a liability issue that goes with LE&I dispatching.
- PD's for Center Managers do not cover LE&I dispatching.
- Prescott is not getting any additional funding for LE&I funding.
- Lincoln support, if and LE&I don't have radio coverage within the county, the Lincoln dispatcher than assist the LE&I getting them in contact with the county.
- Where the primary responsibility lie for LE&I and dispatchers?
- During an IDOPP meeting there were some discussions that the LE&I would need support from the counties.
- The Interagency dispatchers should serve as their secondary and Counties should serve as their primary.

Recommendation: dispatchers need to come up with a white paper on our core responsibilities and identify what our duties are and what our collateral duties are, and present to leadership. Zoni will take the lead, Kit and Kristi will serve as team members. This should be presented to the Southwest Coordinating group. The zone board can also be support.

IDOPP Task Group Updates

Is there any viability of a Virtual Dispatch? (IDOPP alternative for consolidation of Santa Fe and Taos Dispatch Centers)

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- In IA dispatching, we don't see virtual positions/locations as an option.
- Communication in an IA office is critical and should be able to hear one another.
- Expanded can be anywhere (close or same building is always better though), but not IA.
- The group felt overall it is not feasible and would be almost going back to a fourth tier.

At the last IDOPP in July and a draft charter was put together; however, charter has not been finalized. Very vague with what's going on with IDOPP.

- Communication could have been better with the IDOPP.
- IDOPP has developed many phases.
- We need to be careful with combining offices, and there may not be cost savings or efficiencies gained.
- Williams/Flagstaff dispatcher centers slated to combine.
- Santa Fe/Taos dispatch centers slated to combine.
- Santa Fe/Taos worked on 8 tasks orders/alternatives and is involving NIMO to assist.
- We need to demonstrate what would it take to make proposed consolidations work or if it won't, need to demonstrate why.
- Executive leadership is still committed to moving forward. The timelines may be gone, but now the question is what will it take to make it work.

Super Expanded Concept

- How would a super expanded work? If we had a facility to do it? You would need multiple ROSS profiles.
- We do almost already when a forest has multiple fires.
- What would be the feasible to have an expanded in each state, NM and AZ
- We would need good guidelines if we moved forward with the expanded concept
- You would need coordinators, detailers, consistency would be needed. With this concept we may lose expand of control. You would need a liaison to keep the communicate going.
- This would need to go back to the Zone Board.

After much discussion, the group prefers status quo and setting up of an expended locally.

Dispatch Assistance Plan

The group reviewed the Dispatch Assistance Plan whereby dispatch offices are pre-identified to assist each other in the event of IMT call-outs. Edits were made to the plan as to who is assigned to assist who.

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These offices are also willing to assist virtually in the initial stages of an IMT call-out and can create requests for a pre-order. It was agreed also that an IA shop can request an expanded that is already operating and set up to assist them while their expanded gets operational. Kenan will send out the revised plan.

IMT Pre-Orders will be handled/hosted as follows:

Both Type 1 IMTs and the Nieto IMT2 - SWCC

Reidy IMT2 - Flagstaff

Day IMT2 – Phoenix

Cache Items

- Dispatch centers if you see a pre-order, please forward to Cache to they could be a step ahead
- 2014 –Get the mob guides synchronized so the National Mob Guides match the GACC mob guides for procedures on IMT cache ordering and incident replacement orders.
- Wildland Fire Equipment Catalog going away. Everything will be on-line.
- Not many new products coming out this year
- By late 2014 there will be a 36inch Kevlar pants available
- Cache policy – cache will not incident replacement for Kevlar pants
- Communication should work both ways, cache letting dispatch offices know they have received a pre-order.
- Please educate your AD's about direct ordering (IMT to cache in the 100,000 block).
- Long term Type 3 teams may go direct to cache on a case by case basis.
- **Change** – there is a suppression account now to ship 4390 radios kits for preposition.

HSPD Log-in Tracking process

All generic accounts issued by USFS CIO will be migrated to be managed by the CHD, however the supervisor of those accounts needs to respond to the email(s) that were sent to demonstrate they are still needed. New process is that when detailers come into your office and need a log-in, CHD will assign it to them and account will disable after 30 days.

IA Dispatch Form Requirements/Mob Guide Language

The SWCC would like consistency in when the form is used. It was agreed by all that the form is valuable and not too much of a workload (and pilots like it better too); therefore language will be added to the

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SW Mob Guide that the form is required anytime aircraft is ordered. The ROSS order will need to follow as soon as practical.

Aircraft Dispatcher Workshop AAR Discussion

- **We have met our objective:** Dispatchers have been made aware of the Pilots perspective.
- Hosting a workshop every other year would be the best.
- Pilots were delighted about meeting face to face with dispatchers.
- **Dispatchers are invaluable to pilots!**
- Recommendation: getting dispatchers out to tanker bases!
- D-312 training will be held this fall, since it was cancelled this past fall.
- We will not include trainees in the Aircraft Dispatcher Refresher class; you would have to qualify to attend.
- **Lesson Learned-** everyone should be put through the SIM.
- We should keep class within our own region.
- Where are we at with D-310 and D-311? Flagstaff has a D-310 planned this coming spring