



# INTERAGENCY AVIATION INFORMATION BULLETIN



**Number:** IA 10-01 (06-11-2010)

**Distribution:** All Interagency Aviation Personnel and Aviation Users

**Subject:** Distribution and Utilization of Peer-to-Peer Accountability Tools

The Interagency Aerial Supervision Group was tasked by the National Interagency Aviation Committee (NIAC) to produce and distribute several different tools to assist aviation users. These tools have been developed to enhance aviation Safety Management Systems (SMS) through better utilization of peer-to-peer accountability. To foster this environment, skills such as communication and group dynamics need to be identified and supported. The lack of peer-to-peer accountability can seriously hinder the development of SMS and the interagency effort to reduce human error mishaps. The primary goal is to promote improved communications, risk management, and decision making among aerial supervisors, ASM, lead plane, vendor pilots, and ground personnel.

The majority of accident interviews reveal at least one individual who had a “bad feeling” about the aircraft, pilot, or set of circumstances prior to the mishap. The peer-to-peer tools were developed to encourage personnel to speak out and share their concerns and hopefully prevent an accident. The tools include:

- Evaluation of aerial supervision and ground personnel to be completed by airtanker, SEAT, helicopter, and smokejumper pilots.
- Evaluation of retardant/bucket operations to be completed by aerial supervisors and ground personnel.
- Pocket card for ground personnel that provides information to assist aerial supervisor/pilot in evaluation drop effectiveness.
- After action (AAR) log for aviation operations to be completed by aerial supervisor in conjunction with flight/ground crews.
- Standardized daily flight crew briefing checklist to be completed by base manager or designee in conjunction with flight crews.
- Daily risk assessment completed by base management in conjunction with flight crews.

The following describes the purpose and use for each tool and how it can assist in promoting peer-to-peer accountability.

**Evaluation of Aerial Supervision and Ground Personnel:** Provides the vendor pilot with the opportunity to evaluate the aerial supervisor on communications, target description, join-up/pattern work, and airspace management. A knee board type of card will be available with a numeric rating system. From a peer standpoint, this information would be utilized in AARs and sometime down the road as a national trending tool.

**Evaluation of Retardant/Bucket Operations:** Provides aerial supervisors and ground personnel with the opportunity to evaluate retardant and suppressant drops as they relate to drop height, shadowing/scalloping, tie in, communications, and rotor wash. A knee board type of card will be available with a numeric rating system. From a peer standpoint, this information would be utilized in AARs and sometime down the road as a national trending tool.

**Pocket Cards:** These cards are designed as a quick reference tool that will provide the definitions of shadowing, scalloping, minimum drop heights for tankers/SEATs, and a numeric rating system.

**POCKET CARDS ARE CURRENTLY BEING PUBLISHED AND WILL BE DISTRIBUTED UPON COMPLETION.**

**ALL EVALUATIONS WILL BE CONDUCTED IN CLEAR TEXT BUT RECORDED NUMERICALLY FOR FUTURE TRENDING.**

**After Action Review Log for Aviation Operations:** Follows the standard AAR format of what was planned, what actually happened, why it happened, and what can we do next time, with some helpful additional talking points. We are experiencing problems with AARs due to the lack of constructive criticism/negative feedback. This lack of negative feedback is producing "procedural drift," which is the result of the "everything went fine" syndrome. We need to do a much better job of engaging during AARs and speaking about issues large and small. From a peer standpoint, other people's lives depend on our interaction. The completed AARs can be faxed or mailed in to an identified point of contact for monthly trending during fire season.

**Daily Flight Crew Briefing Checklist:** The briefing checklist is intended to integrate all air base personnel into the morning briefing by discussing relevant information such as local fire weather forecast, NOAA aviation weather, aviation resource tactical report, local GACC TFR update, new or unfinished AARs, 6 minutes for safety with emphasis on pilot participation, daily operations/logistics items, and daily risk assessment checklist. The objective is to involve all aviators and base personnel by sharing safety ideas and concerns and preparing ourselves to operate safely.

**Daily Risk Assessment:** The Daily Risk Assessment worksheet is designed to be completed directly after the morning briefing. Pilots and base management personnel must monitor conditions such as winds at base, winds at fire, gust spread, crosswinds, visibility, temperature, density altitude, takeoff distance, and fatigue. These conditions can and should be observed multiple times per day based on changing conditions. The assessment works on a color-coded *high*, *medium*, and *low* matrix. High level includes risk decisions that may not allow for automatic dispatches. The emphasis is not only to promote safety but to highlight the point that we are willing to sacrifice effectiveness for safety, which is something we always say but do not always do.

**Summary:** The common thread between these peer documents is communication between all aviation practitioners. We are asking for people to step outside their comfort zones and try to improve the overall quality of the Interagency Aviation Safety Program. All of these documents and checklists will be located and available for printing at the following websites: [http://www.fs.fed.us/fire/av\\_safety/index.html](http://www.fs.fed.us/fire/av_safety/index.html) and <http://www.wildfirelessons.net/Additional.aspx?Page=177> .

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