



2019 ACE Events

2019 ACE EVENTS: VANCOUVER & MINNEAPOLIS CLOSE-OUT REPORT

Aviation Centered Education (ACE)

May 18, 2019

INTERAGENCY AVIATION TRAINING



2019 ACE Events Vancouver & Minneapolis Close-Out Report

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Training Branch Team:

Woody Kessler, Branch Chief
Anissa Derrick, Project Coordinator
Keely Mills, AV Specialist
Louise Bruck, Website Specialist
Amy Kazmier, Training Specialist
Ryan Stailey, Training Specialist
Dave Kreutzer, Training Specialist
Cannon Mix, Training Specialist

Support Staff:

Roger Caballero USFS
Dan Laird USFS
Shari Moultrie OAS

Instructor Cadre:

USFS: 17

Jim Arbaugh USFS – VAN
Rob Budge USFS – VAN
Roger Caballero USFS – VAN
Jim Edge USFS – VAN, MN
Jim Fennessy USFS – MN
David Gates USFS – MN
Rob Heavirland USFS – MN
Rick Howe USFS – VAN
Dan Laird USFS – VAN
Will McCubbrey USFS – MN
Jill McCurdy USFS – MN
Jerry Messinger USFS – VAN, MN
Mark Oetzmann USFS – VAN
Josh Quinn USFS – VAN
Mike Reid USFS – VAN
Ben Smith USFS - VAN
Rob Van Horn USFS – MN
Justin Vernon USFS – MN

BLM: 4

Kurt Kleiner BLM – VAN
John Shaffer BLM – MN
Jessica Sherwood BLM – VAN
Ben Thayer BLM – VAN

NPS: 3

Justin Jager NPS – VAN
Glenn Kessler NPS – VAN
Nic Strohmeyer NPS – MN

OAS: 12

Amy Kazmier OAS – VAN, MN
David Kreutzer OAS – VAN, MN
Gary Kunz OAS – VAN, MN
John Mills OAS - VAN
Cannon Mix OAS – VAN, MN
Blaine Moriarty OAS – VAN, MN
Keith Raley OAS – VAN
Matt Shaddle OAS – VAN, MN
Ryan Stailey OAS – VAN, MN
Rich Thurau OAS – VAN
John Vogel OAS – MN
John Waddell OAS - VAN

OS: 2

Leta Hollon OS – VAN
Chuck Wallace OS – MN

IBC: 1

Deena Weber IBC – VAN, MN

**VAN (Vancouver); MN (Minneapolis)*

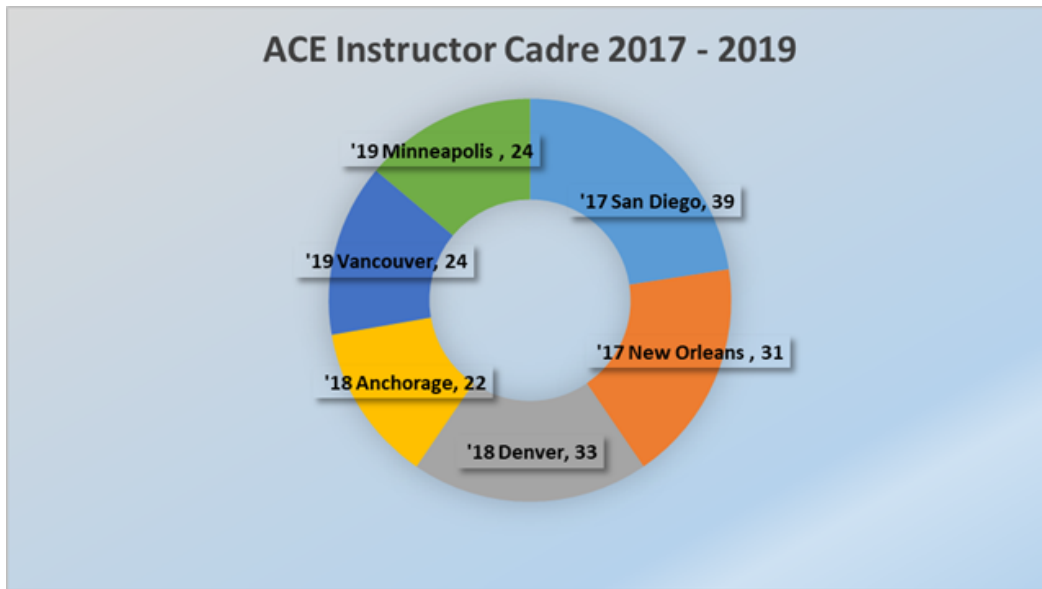


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Evaluators:

Jim Edge USFS – VAN, MN
 Amy Kazmier OAS – VAN, MN
 Woody Kessler OAS – VAN, MN

David Kreutzer OAS - MN
 Cannon Mix OAS – VAN, MN
 Blaine Moriarty OAS – MN
 Ryan Stailey OAS – VAN, MN



Courses Offered:

A-100 - Basic Aviation Safety
A-115 - Automated Flight Following
A-200 - ACE Intro and Mishap Review
A-205 - Risk Management I
A-208 - Aircraft and Pilot Approval
A-225 - IAT Instructor Update
A-302 - Personal Responsibility & Liability
A-303 - Human Factors in Aviation
A-304 - Aircraft Maintenance
A-305 - Risk Management II
A-306 - Aviation Contract Administration
A-307 - Aviation Policy and Regulations II
A-309 - Helicopter Flight Manuals
A-310 - Overview of Crew Resource Management
A-311 - Aviation Planning
A-312 - Water Ditching and Survival
A-314 - Aviation Program Overview for Forest Service Agency Administrators
A-455 - Overview of Small Unmanned Aircraft System (sUAS) Operations



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M-3 - DOI Aviation Management Training for Supervisors

N9059 - Crew Resource Management 7 Skills

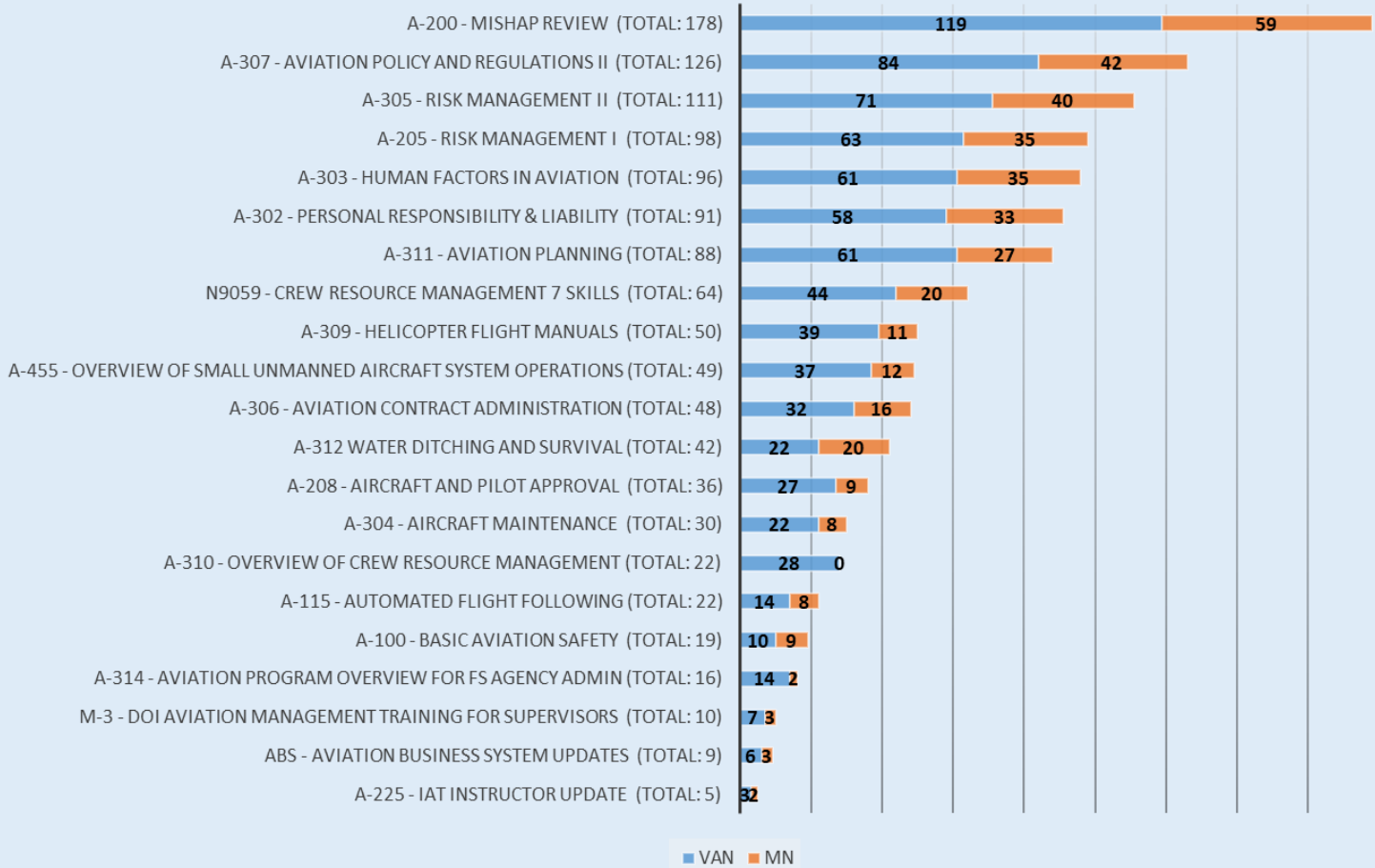
Attendance Data:

Attendance Summary - 2019 ACE Events	USFS	DOI	Oth/Fed	STATE	Total
Total ACE Participants	85	108	6	27	226
<i>Vancouver</i>	55	73	2	13	143
<i>Minneapolis</i>	30	35	4	14	83
Total ACE Instructor Cadre	20	32		2	54
Evaluators	1	6			7
Total ACE Classes Attended	470	593	45	114	1,222
<i>Vancouver</i>	312	432	15	63	822
<i>Minneapolis</i>	158	161	30	51	400
Average # ACE Classes per Attendee					
<i>Vancouver</i>	6	6	8	5	6
<i>Minneapolis</i>	5	5	8	4	5
Total ACE Hours Attended	1,658	2,194	165	450	4,465
<i>Vancouver</i>	1,093	1,556	64	242	2,953
<i>Minneapolis</i>	565	638	101	208	1,512
Average ACE Hours Attended by Student					
<i>Vancouver</i>	20	21	32	19	21
<i>Minneapolis</i>	19	18	25	15	18



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Attendance Per Course





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Completion Comparison:

2019 Completion Comparison

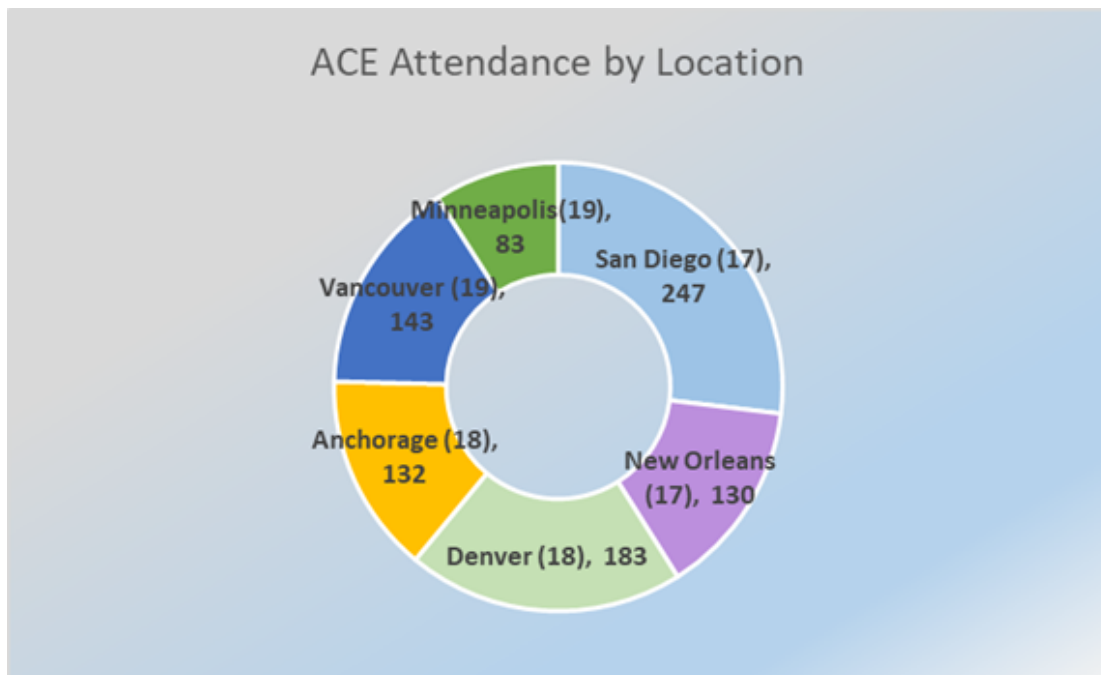
On average, 5 aviation safety course completions per attendee were achieved at the ACE Training Event in 1 week;

VS

4 to 16 weeks when taking them individually as they are offered interagency wide.

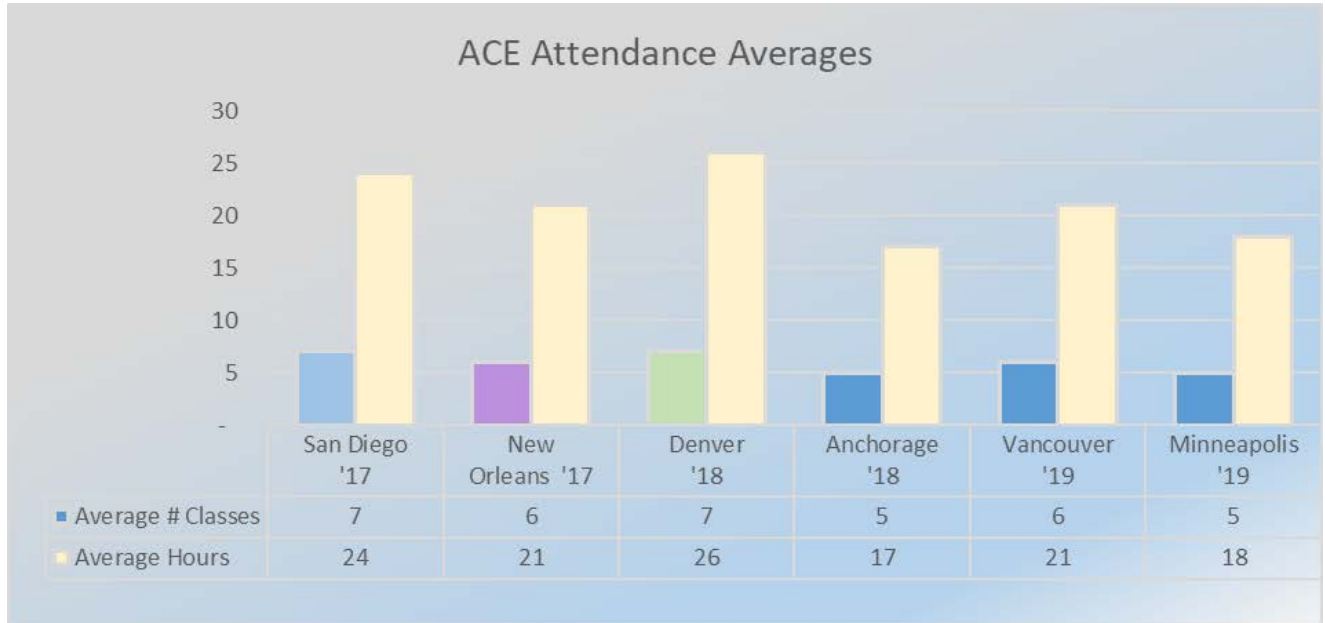
(based on 2018 course offering frequency data)

ACE Events Location Comparison:

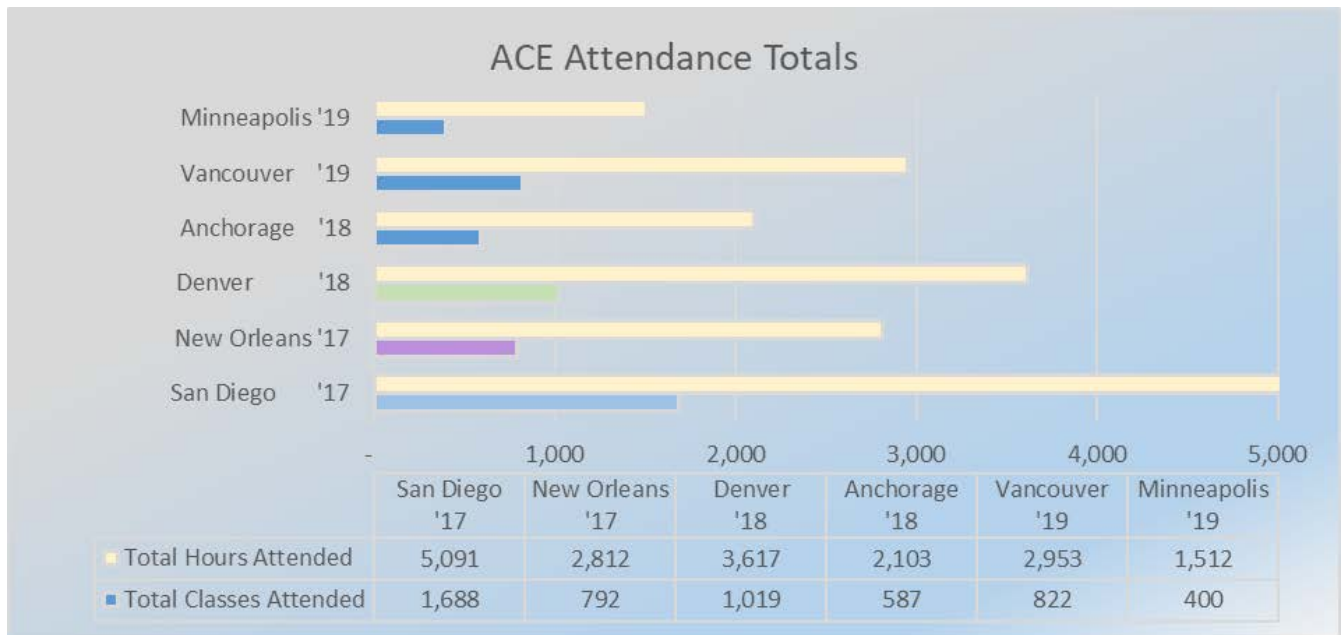




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Average number of classes and hours students attended at each ACE



Total hours and classes students attended at each ACE



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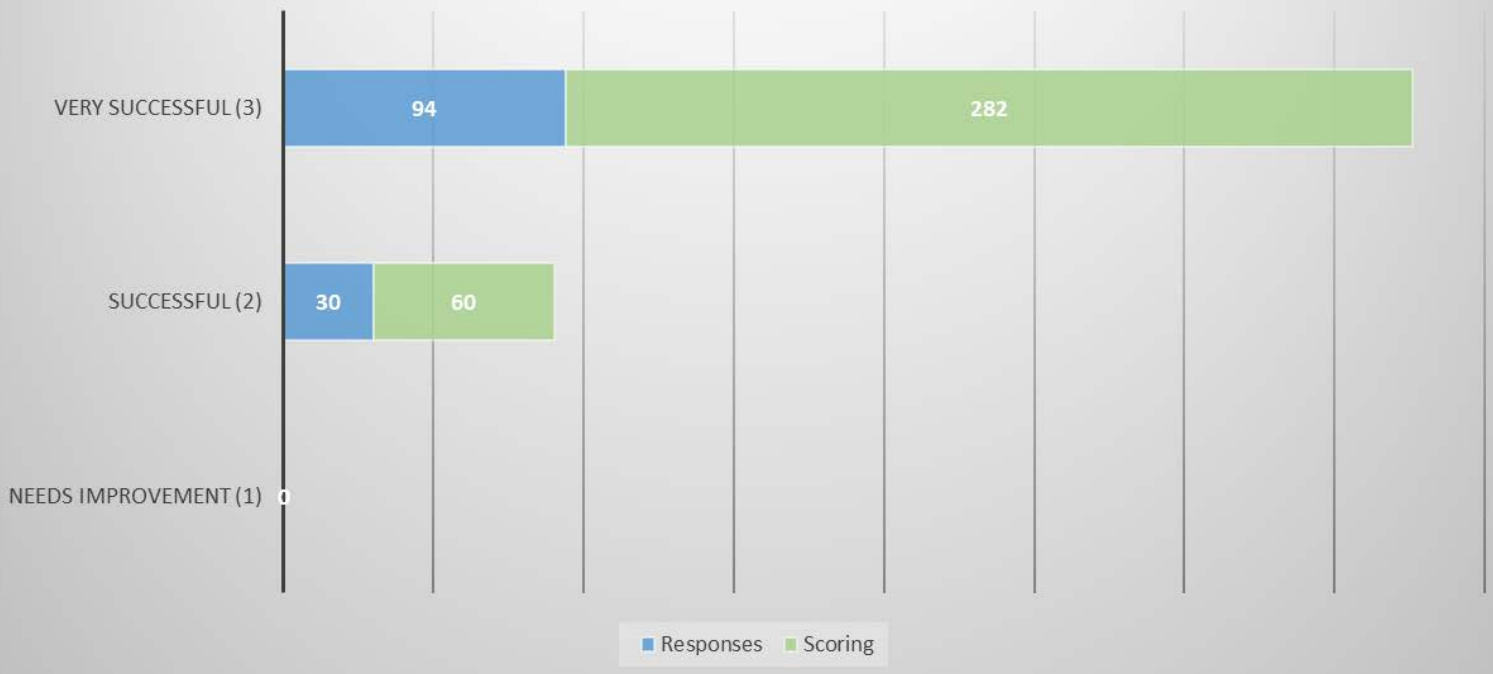
Overall Event Rating:

2019 ACE Events Overall Event Score

Vancouver & Minneapolis

Score = 2.8 (Very Successful)

Scoring: 3.0 - 2.6 (Very Successful); 2.5 - 2.1 (Successful); 2.0 and below (Needs Improvement)

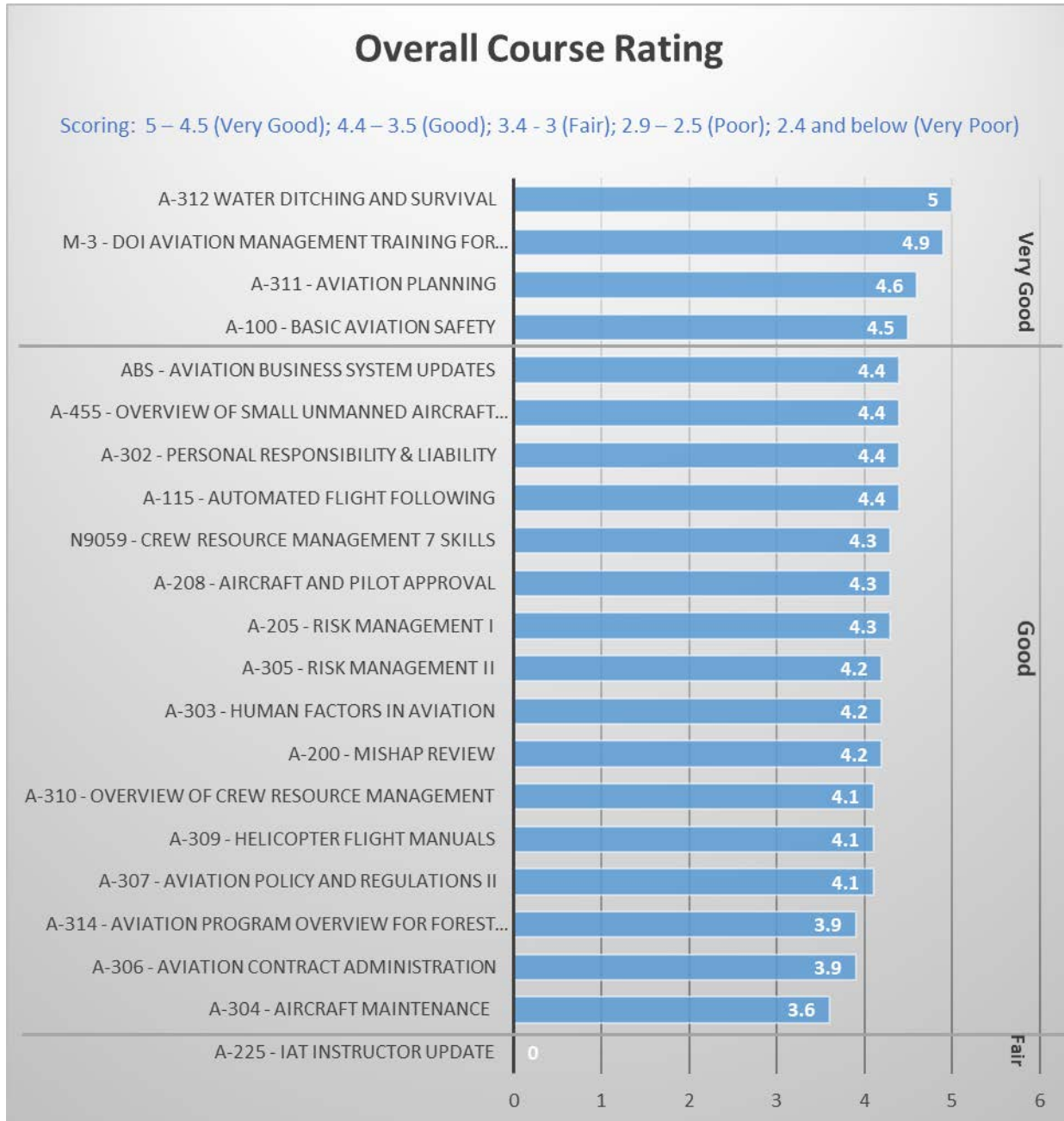


Data considered the combined attendee responses received (62) to the questions: (1) Level of interest in attending another ACE; and (2) Overall event experience.



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Overall Course Rating Data



Course rating based on student feedback collected at ACE



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Course Feedback:

Scoring: 5 – 4.5 (Very Good); 4.4 – 3.5 (Good); 3.4 - 3 (Fair); 2.9 – 2.5 (Poor); 2.4 and below (Very Poor)

A-100 - Basic Aviation Safety

Overall Score: 4.5 = Very Good

Instructor Comments:

Combine into fewer slides Update on ALSE guide/handbook; It's showing 2008 edition; Showing all objectives for course in beginning like P.W. does; Add an admin slide - update links for hyperlinks - nameplates for students (tent cards) - remember objectives for the modules or put on at the beginning - include UAV in presentation - use one 113 if class is less than 10 people; Obviously having an aircraft for hands on training is desirable but not always feasible.

Student Comments:

Hands on equipment to have opportunity to learn. Integrate UAS into mission planning section. "What's the right tool"? Combine all units/objectives into 1 slide rather than splitting them up. Time management Slides #16 & #17 are opposite in PW; The safety/briefing portion came after lunch; Explain every acronym used before using; Updating helmet spec criteria -update visual aids -inform students of what courses students need and quals and more in depth -more interaction with group; Incorporate real life situation training such a checking a mock pilot/aircraft card; See actual aircraft and receive a briefing on it; More hands on scenarios. Having an actual helicopter would be helpful but not always practical.

A-115 - Automated Flight Following

Overall Score: 4.4 = Good

Instructor Comments: No Data.

Student Comments:

Possibly interactive AFF for anyone new to program; Fix either the guide or the PowerPoint; They do not sync very well; It is extremely hard to get the two to follow each other.

A-200 Mishap Review

Overall Score: 4.2 = Good

Instructor Comments:

DOI & USFS use 2 different mishap review formats. - FS = Factual - DOI = Analytical.

Student Comments: No Data

A-205 - Risk Management I

Overall Score: 4.3 = Very Good

Instructor Comments:

Assess the need to keep the time critical ORM techniques included in the curriculum. It doesn't do the topic justice to touch on it without deep conversation into the validity of the science behind it. There is not enough time to address this correctly and it leaves students more confused than educated; Cleanup instructor guide; Cannon has a good outline/PPT now - slim down IG to match. Tough to fit in 2 hours – focus on streamlining to main points - put good examples for each point in IG as a reference; Could shorten 25% or more, we repeat in A-305 which could be shorter too. We begin to lose students in courses 2-3hrs long even with breaks... I've seen Jeff Moore deliver this course a few times and this was the best A-205 I've seen.

Student Comments:

More Case Examples; longer class time allotted for interaction; ACE in general = April can be getting close to fire



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season - early March better in R-9 expanding more on - James Redson/Swiss Cheese & heuristics Time allotted - hard to make brief mentions of these as it is less lecture and more scenarios; fillable workbook form for exercises; complex and abundant terminology, still, instructor answered questions and took time to describe; sequence of material caused some confusion/still great course; go through GAR as a class before having groups do them; maybe change scenario from and accident to a mission so participants can assess mission w/GAR: opportunities for questions throughout.

A-208 - Aircraft and Pilot Approval

Overall Score: 4.3 = Very Good

Instructor Comments:

Too much content! Some of the detailed content is just too deep in the woods. Difficult to glass over, but is important enough to discuss because it's in the guide. 6: See #5 above. Don't need hyperlinks printed on instructor's paper guide. 8: Helicopter external load - sufficient. 11: Time is ample, some of the detail needs to be scaled back. 12: Had some very interesting questions and responses. I think an inspector as one of the instructors is important. I will get Cannon my comments on the instructor guide soon.

Student Comments:

Participant guide was out of date, considerably scored low; Cooperator segment way to dense and long. Inspector pilots always over share in this class. Class is a big overkill, lot of redundancy; Too much for each thing. Pilots are carded in Unit 4. (Show what a career card looks like?) - not readable; Should not be a requirement for (?) dispatchers; Pretty technical (unit 203); Use DOI or FS instead of US; CPARS does not apply; More relevant examples and exercises.

A-225 - IAT Instructor Update

Overall Score: No Data

Instructor Comments: No Data

Student Comments: No Data

A-302 – Personal Responsibility & Liability

Overall Score: 4.4 = Good

Instructor Comments:

Participants would like a little segment on rental cars and official travel with scenarios. Quite a few students commented that the workbook does not match the PPT. Not sure whether that is something we instructors should be taking care of in advance. Thanks. Match workbook to PPT. Students were very vocal about this. Students want the workbook to match the PPT. Please let me know the steps we need to take to update. Thanks. More state law examples if possible, due to larger state partner presence... limitations of curriculum and fed attorney noted (state attendees have varied local laws and difficult to address everything). Good class participation and moderator Jeff did well to manage the room.

Student Comments:

Refer to workbook pages throughout; PowerPoint was hard to read on some slides Workbook should match PPT PPT better than workbook; Do not think it should be required for resource managers to take 302 Update workbook to match PPT Dark slides need lighter text Post PPT on IAT website; Student workbook did not align with presentation; Take more questions; less 'legalese' more explanation of terms, shorter; make more applicable to state partners (two comments); add videos to examples.



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A-303 Human Factors in Aviation

Overall Score: 4.2 = Good

Instructor Comments:

Update Case Studies Expand models and fix cheese slides to reflect reason only and not HFACS; Find examples where human factors were the main cause (medication, hypoxia, fatigue) Two instructors are not needed for this class; Trim down on the slides More videos from the website Skybrary - more relevant to aviation IG - giving more in-depth on factors Exercises that engage the group; Same recommendations made on other 113 sheet I completed; Course is rather basic needs updating; Case studies should be based on DOI/USFS events; Course is in the process of a rewrite; Would like more documentation on the thought processes and the flow "limited attention resources".

Student Comments:

Use more scenarios / examples to illustrate points; More scenarios; Better examples and explanation of each human factor New/update make record examples More resources to go in depth on human factors; Take topics when they are completed and show directly how they fit into aviation in the agency side; Develop and advanced course; Show how many senses impact human factors; A little more on Management's effect on perception; Redo course guide - Add additional case study; More time viewing optical illusion slides - could be longer - pilot-centric - should have made it fit the audience; Need more examples of cognitive.

A-304 Aircraft Maintenance

Overall Score: 3.6 = Good

Instructor Comments: No Data

Student Comments:

Update slides more on agency specific guidelines Show current maintenance inspectors, not sure we can do this. More scenario questions; Too much text on slides More info on power checks and what it means More info on inspection process; Don't read slides More enthusiasm, More pictures.

A-305 Risk Management I

Overall Score: 4.2 = Good

Instructor Comments:

Update slides in PPT Risk assessment is different in workbook and PPT. Make them the same. Update slides in PPT; Risk Assessment is different in handbook and PPT. Redo the power point / IG - better flow - explanation of items like red team; Better list of example in the instructor guide only; Less objectives; I AM IS doesn't match A-205 course; RAM in scenario doesn't match the course content; creates some confusion Time can be tight if all scenario inputs made. Too many objectives that should be combined; Not all slide content is applicable; Scenario RAM doesn't match participant/instructor guide.

Student Comments:

More time/less time; Video showing example of scenario project droned on forever; add photos to the slides; explanation of the risk management chart before putting into groups.

A-306 Aviation Contract Administration

Overall Score: 3.9 = Good

Instructor Comments:

Suggest attempting to add an hour next time - often times we have dispatch type of participants which tend to get lost in the material, however, as time goes on, we in the contracting arena are needing to involve them more so we may need to figure out how to integrate them.

Student Comments:



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Update PowerPoint; Few more breaks; Not Rushing; Tough to push into 6 hours; It was recognized that an USFS CO is necessary - suggested less exercises so we didn't have to rush through the last 2 units, may need to add an extra hour to help get through the material - suggested a pre-requisite course (level 200); A lot of material to put into 6 hours.

A-307 Aviation Policy and Regulations

Overall Score: 4.1 = Good

Instructor Comments:

Make sure that the order of the slides in the ppt and IG are aligned, and from comments the student workbook too; This was mostly in the FAR section. Slide that has 2.2a and 2.2b the references should be flipped. They are just reversed. Course has room for improvement and I am willing to help! Change course flow so exercises are after the slides describing where to find specific policy instead of before. Take a pass through the multiple versions of the PowerPoint and IG/SWB to ensure consistency. Links in the workbooks need to be updated. There are also too many objectives to cover well in two hours. Continue to make edits to the course until a revision is on list Revise and reduce to the most pertinent objectives OMB Circulars A-76; A-126 may not be applicable Exercises and scenarios that are more applicable to the students (e.g. coordinate the PPT and instructor guide to match. There are misspellings in the PPT that need to be corrected. Difficult to find information in IG. Maybe not so much detail (entire FAR entry on seatbelt use). And some additional detail in IG when making the handbook and manual references, not just the title.

Student Comments:

Felt that I was behind most of the time, instructors were helpful; Arrange the participant handbook to match Presentations; There was a lot of undue jumping around; Make the PowerPoint more interesting; Break into DOI & FS courses; Better organization of PPT and misspelling on slides.

A-309 Helicopter Flight Manuals

Overall Score: 4.1 = Good

Instructor Comments:

Class needs more time. I do several load calc exercises which the students like and I feel need but 2 hours is not enough time. Should be a 3 hour class.

Student Comments:

Not enough time; Class was rushed; Did have one comment on good pace and several too rushed; More info on Limitations; 30 minutes more time in class; slides were blurry on screen; Bigger text in handouts; More time for exercises/scenarios; Class should probably be at least a half hour longer.

A-310 Overview of Crew Resource Mgmt

Overall Score: 4.1 = Good

Instructor Comments:

Shorten the objectives; more student exercises. Need less Objectives for a three hour course; material in IG not complete - spent time researching many items; more exercises to get the student more active in the course; Attempt to work with USFS to combined the two courses(N9059 and A310). Power Point slides have too many words, too many concepts per slide. There are too many objectives to reasonably address in a two hour course.

Student Comments:

Challenge and response - need more information to explain; Explain where to get more training to increase knowledge if time and size of group to have a role play integrate a short 2 min. active listening exercise; more information on high performance teams; basic content; let folks know about the 7 skills class and DOI CRM issues; More class involvement; More videos, more time; Prewrite questions not well worded; the OMB circular questions on the prework took a lot of time because there wasn't one place to search for the most recent rates.



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A-311 Aviation Planning

Overall Score: 4.6 = Very Good

Instructor Comments:

Few people followed along with participant workbook did not have time for final exercise Figure out how to engage participants through material Include more specific UAS information/policy for USDA/DOI. Provide sample contents of UAS PASP Have USFS/DOI Instructors when possible for class. Do PASP exercise in parts throughout course.

Student Comments:

Hierarchy level slides for BOR/OSM have National & PASP levels only; Change the slides and combine NAMP over PASP and combine with BOR/OSM (See instructor Feedback OAS-111 for illustrations.) Warmer location Alaska projects/employees more discussion on PPE Waivers & pilot/aircraft carding. More visual examples. Condense course objectives more time to work on PASP exercise.

A-312 Water Ditching and Survival

Overall Score: 5.0 = Very Good

Instructor Comments: No Data

Student Comments:

Add Students bureau information into the policy section of the course.

A-314 Aviation Program Overview for FS Agency Administrators

Overall Score: 3.9 = Very Good

Instructor Comments:

Follow up on discrepancies between PowerPoint/student guide. Is there an Official student guide? First -A-314 was initially designed for Line Officer training. It was then switched to a Supervisor training without adjusting the course at all and doesn't meet the need. The course does not have an instructor guide now a participant workbook. The PW that was showing in the system was not course in the instructor course curriculum files but rather something only Student got when they signed-up. That PW should it was a PW only on the front cover page but the remaining pages should it was an instructor guide- so big oops there. There was no Instructor guide in the files and the PW the student received was not in line with the current power-point- yikes! The course really needs to be geared toward Supervisors like M-3 is and made available on-line. Also we need to bring back a Forest Service Line Officer training requirement which can stay with the based of the current A-314 if updated to be more interactive. We need to be more consistent on training requirements between federal agencies for the benefit of interagency blended units. I am happy to volunteer to help in these suggested efforts if done so in the winter.

Student Comments:

Revise PPT/student guide so they match; Need Participant workbook, add videos to break-up type of instruction. Change this course back to Line-officer and make something more like M3 for Supervisors. Acronyms in slides need to be spelled correctly or spelled out. Make available on-line.

A-455 Overview of Small Unmanned Aircraft System (sUAS) Operations Overall Score: 4.4 = Good

Instructor Comments:

Add (replace something) Concerns for Managers Concerns for Dispatchers. More direct testimony from pilots, managers, end users on UAS use. Instructor should bring an unmanned system into the classroom as an additional visual aid.

Student Comments:

Focus on Management concerns Get participant handbook out. One comment: a more detailed handout (instructor note: the course workbook was e-mailed to students prior to the course).



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ABS - Aviation Business System Updates

Overall Score: 4.4 = Good

Instructor Comments:

AUR/ABS PPT is (5 EFFECTIVE) Need to update ABS slides and maybe create a new CPARS presentation.

Student Comments: No Data

M3 – DOI Aviation Management Training for Supervisors

Overall Score: 4.9 = Very Good

Instructor Comments:

Update w/ UAS info; Better scenarios - falling branch not applicable to aviation; Risk Management section not synced w/ other IAT classes; A-205 etc. Risk Management section overall weak and needs updating for more relevance.

Student Comments:

The class would have liked to have more line officer types; add tabs/table of contents for handout packet, reduce use of acronyms/abbreviations.

7 Skills of Crew Resource Management

Overall Score: 4.3 = Good

Instructor Comments:

It's a custom course, each instructor tailors to it. I'm always trying to find ways to add more interaction. Could be even longer but just designed to be very introductory. Good intro course; PowerPoint heavy but engaging video scenarios a next level course to expand on 7 skills suggested by many folks. Had problems with embedded YouTube videos in PPT. Not sure why this is happening.

Student Comments:

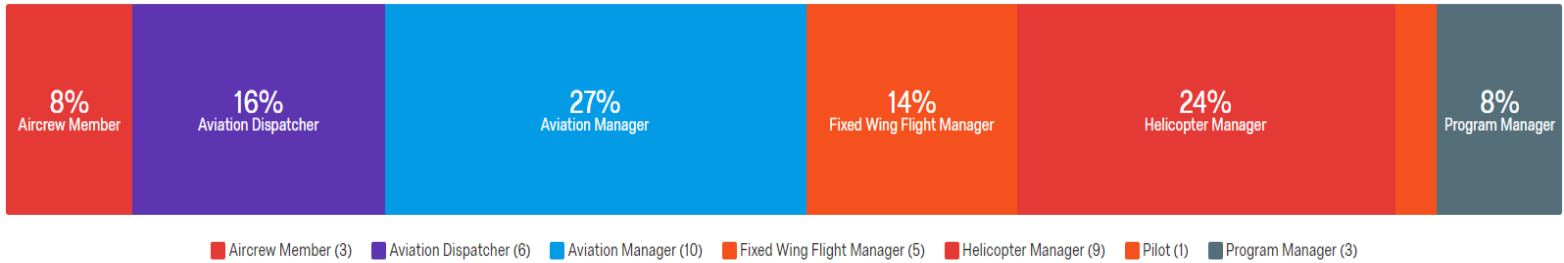
Confusion with participant guide set forth by IAT 7 skills is a built to suit course that allows for variance of education related learning. Timing of material - due to conversation - had to skip slides Different slides - had some distraction. Not too many chances to be more involved, but course is kind of set up that way. Never consider this course or the RT version for distance learning (i.e. no webinars). Face to face is critical. It is good to see that CRM is becoming more widespread. I think this is important enough to mandate across the board with annual refreshers offered. I would like to see a brevity workshop/training session. These topics are critical - allow more opportunities for everyone. Lengthen class time for more active discussion. Need to clarify on ACE registration the difference between courses A-310 and 7-skills could be longer but could spend 3 days on each if you wanted Course seems like an over exaggeration of what we already know. Could be simpler and more streamlined and deliver the same message. A participant work book.



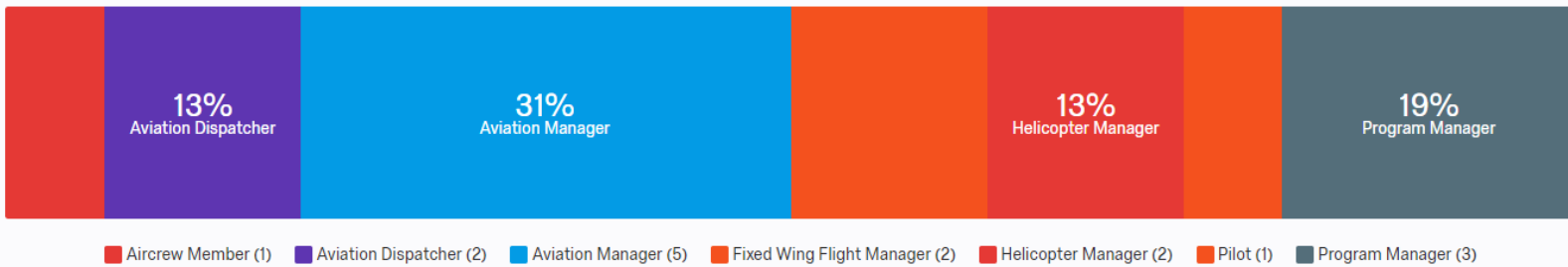
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Event Evaluation Data and Feedback:

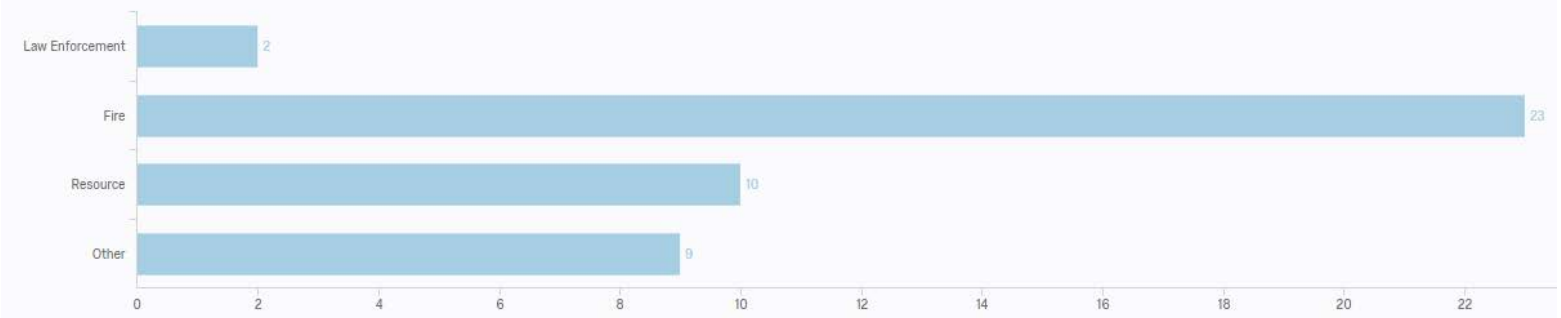
Attendance by Position (42/143 responded) - Vancouver ACE



Attendance by Position (20/83 responded) - Minneapolis ACE



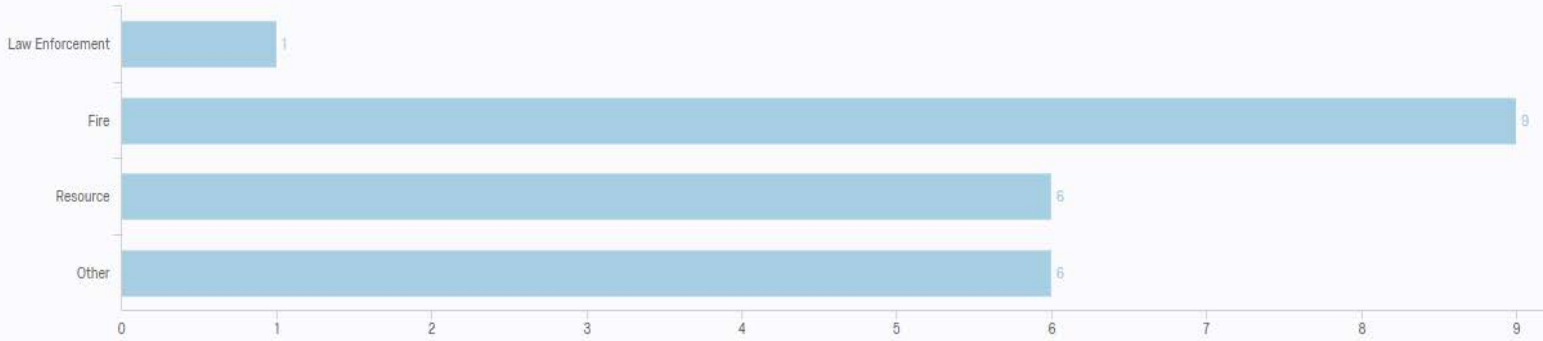
Primary aviation mission - Vancouver ACE



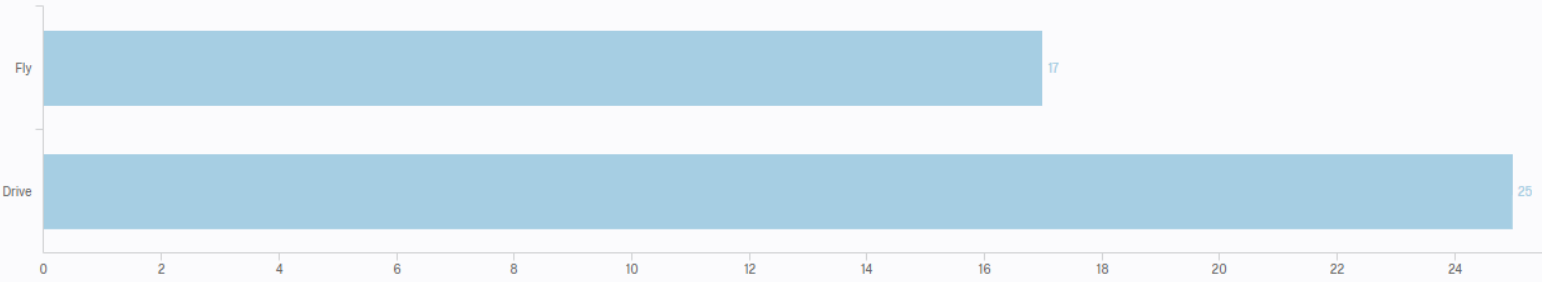


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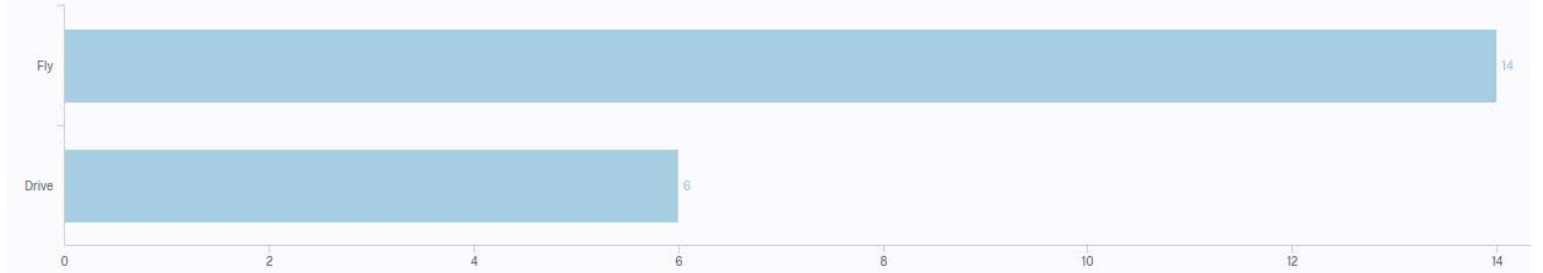
Primary aviation mission - Minneapolis ACE



Primary method of transportation - Vancouver ACE



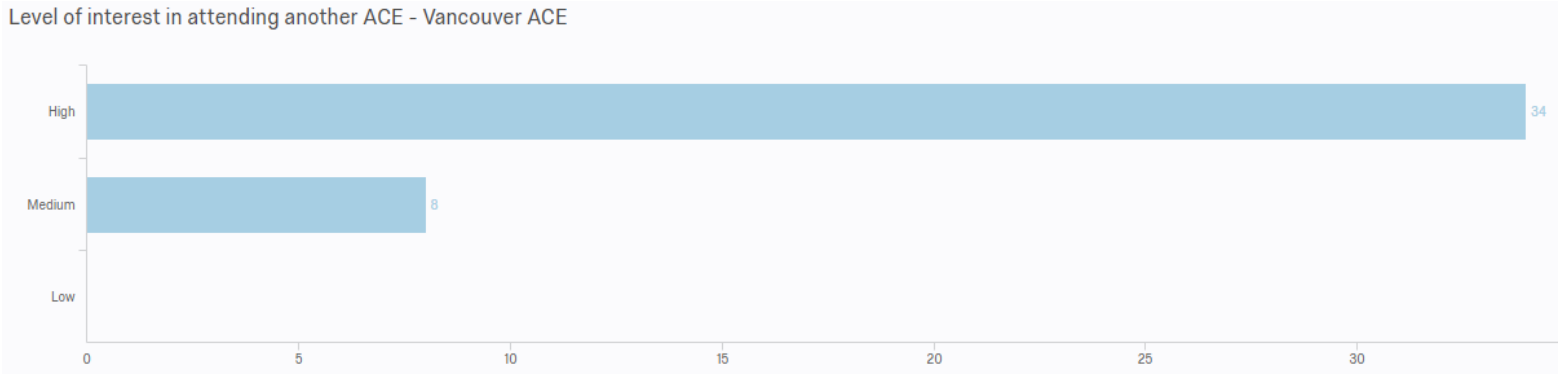
Primary method of transportation - Minneapolis ACE



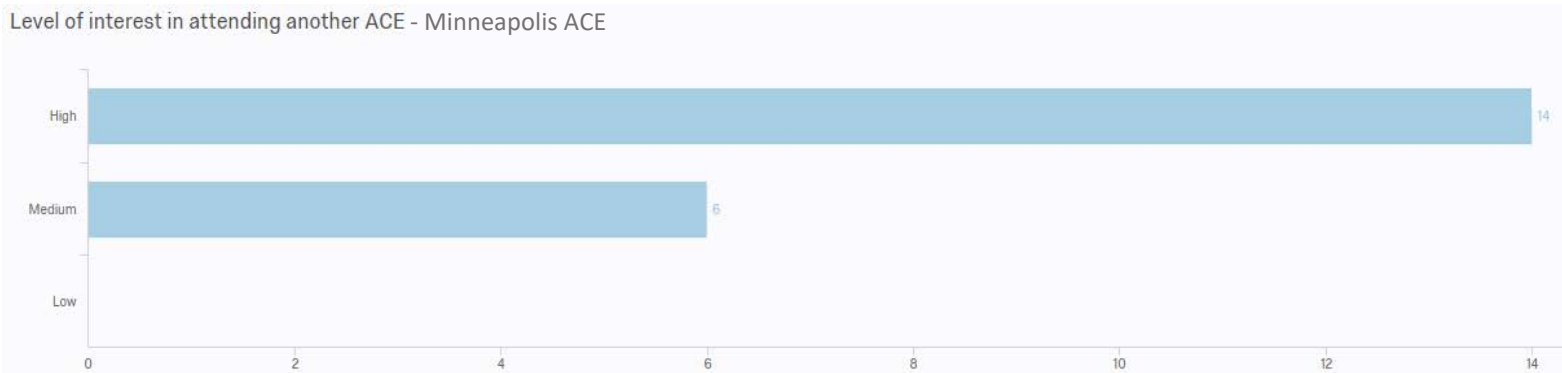


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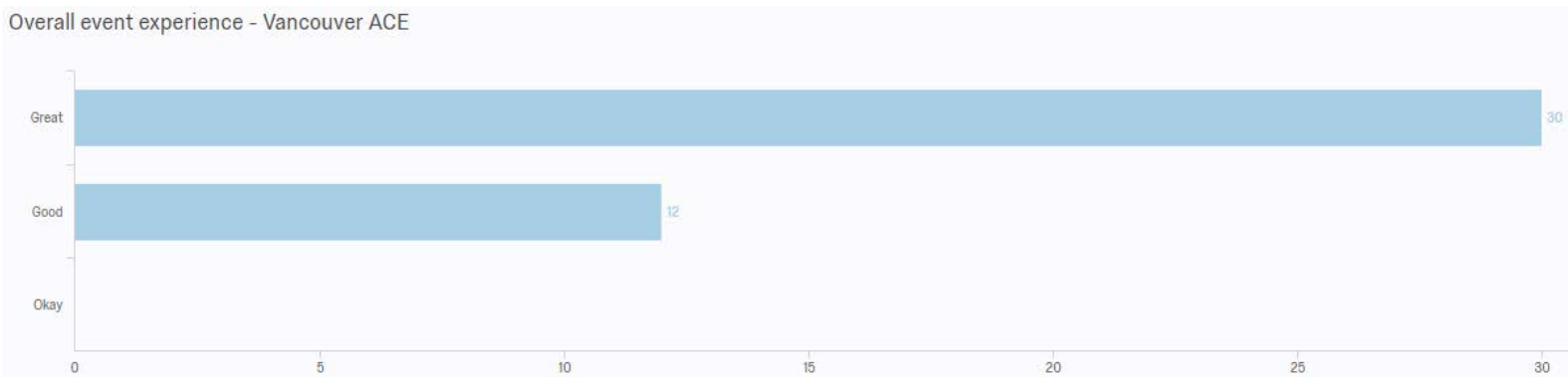
Level of interest in attending another ACE - Vancouver ACE



Level of interest in attending another ACE - Minneapolis ACE



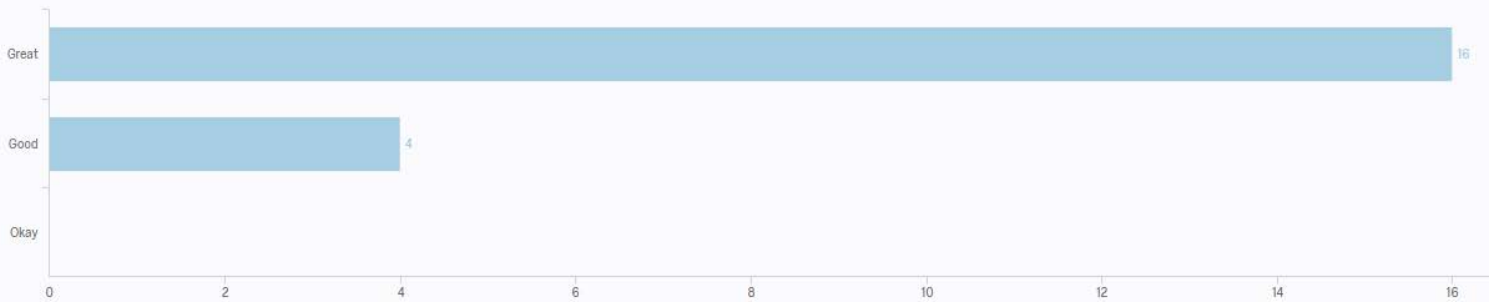
Overall event experience - Vancouver ACE





2019 ACE Events Vancouver & Minneapolis Close-Out Report

Overall event experience - Minneapolis ACE



Feedback for improving:

Vancouver, WA

I've been to many ACE events. This was a particularly good one in the quality and variety of presentations.

The only suggestion that I have is regarding the registration process for ACE events- it is a little clunky to use and schedule your courses in that system, then it is clunky to review your schedule and find out where you are going and when. Utilizing a system more similar to the standard IAT course registration environment would be much more user friendly!

I really liked the facility it was in a good location for access to the highways and freeways.

The location was great. The organization was perfect, and the instructors were great as well. Thanks, you all made for a wonderful experience.

I feel more time could be given for the classes. A couple of the classes felt a bit rushed.

The breakouts for work unit were great. You should have someone from IAT attended each breakout. There are HUGE problems within IAT that I feel can easily be fixed. This would have been a great time to seek out this info. I would have loved to have seen extra information sessions offered. There is a lot of experience attending these. With having so much diversity in our aviation programs I would love to have attended 30 min information seminars after each day of class. Examples would be rappel (NPS & FS), UAS, short-term haul (NPS & FS), SAR, etc. Vet your instructors better. All I had were fine but I had several friends complain that they were getting false information. This was a great location to hold this training.

Doing Great.

This was very good training and I found it valuable throughout the week. Bolster the policy class. It was hard to follow for those who are new and even those who have been around for a long time. Still very good information, just hard to search things out when you are unfamiliar.

More resource related content, these tend to be very fire/helicopter centric. Heavy influence of DOI in the general gatherings. Not sure if the FS Managers were not available or just not invited...Have someone from Regional Aviation group make some sort of presentation. Local Flavor....

The room transitions were a little weird. More time to close one class out and get one into the room would be helpful.



2019 ACE Events Vancouver & Minneapolis Close-Out Report

The ability to alter your schedule was appreciated, especially after hearing what a great class CRM was. Having a PDF version of the schedule in time blocks would be helpful when registering for classes, instead of just the times (to be able to easier see what classes will work when). Some presentations could be updated (wrote on individual evaluations), or maybe switching it up to Prezi. I know some courses really hinge on participation, so maybe suggesting more engagement ideas to course instructors (human factors, CRM, etc.)

This venue is fantastic & would serve as a great location for future events. Convenient to the airport, meals, etc.

Give suggestions on how to choose classes bases on your career path before registration ends.

No, everything is self-explanatory. You only have to apply.

All good.

A well run, well organized event.

Went really well. Thanks, I was able to get government rate at hotel even signing up at the last minute. Location was great. Course were great. My only complaint and it's a minor one, courses and discussions are more rotor-wing-center. I only fly fixed wing.

I hope to see this continue. It is a great opportunity to network and receive great training.

Too many of the courses have too many objectives and cannot be adequately covered in a 2 or 4 hour time block. It is not realistic and these courses need to be changes or split to reflect the class information. Also, not all participants are federal employees and have way different job duties and the classes do not address this very well and need to be updated as well.

I hope to see the event in R6 every year, and especially with aircraft dispatchers needing courses to stay current in the ACDP position, eventually.

I thought Vancouver went really well, especially considering the furlough and scrambling last minute, didn't even notice any of that, great job!

Please keep event website up throughout event so we can follow-up on classes, info, etc. After the event started the conference site wasn't accessible through the IAT website.

Minneapolis, MN

Registration was nice and easy. It was really nice to have the event at a location with lodging, dining and the course instruction all in the same place.

Had a great time really liked the CMR class which going I was just taking to take

Maybe throw in a special interest topic if the schedule allows.

Introducing myself before every meeting did become a chore.

Midwest course offerings--do not schedule Ace during spring fire season. Prevented larger attendance. NWCG courses are delivered by instructors who meet requirements. IAT courses should be delivered the same, without need for course-by-course evaluation. This is inefficient and causes bottlenecks in training and wasted travel budgets.

Fantastic event well worth salary and travel costs. Look to evaluate course length as most could cut 30 mins to 1 hour from the schedule.

Great event. Thanks for organizing.

Hosting it in February would bring more local participation. Great job!



2019 ACE Events Vancouver & Minneapolis Close-Out Report

I have all positive about the venue, etc. The only thing that I would like to see in the next events as we have already discussed, is adding one hour to the A-306.

Shared positive experiences:

Vancouver, WA

Great people all around. From signing up, to the instructors, to the attendees!

Enjoyed the hotel accommodation.

Good Risk Management classes and Crew Resource Management classes.

Extremely well organized. Everything was on time, space was adequate, professional, and for a big event it seemed to go off without a hitch from the student perspective. Very nicely done.

The instructors were all very informative, did a good job in the session breakouts.

Great opportunity to network and the classes were a lot better in person vs doing them on line.

Finally being able to get my compliance was awesome.

The classes were well facilitated and instructors were enthusiastic and knowledgeable (except 1 class). It was convenient having the classes in the hotel. I also like the idea of holding this training all around the country so it's a bit closer regarding travel.

Very receptive audience. All folks into it and engaged.

The level of instruction was very good and the variety of agencies that were represented by attendees was enjoyable to interact with.

Being able to meet and talk with folks from the region and other areas. Sharing resource program insights with fire aviation!

It's always great to see all of you and the instructors for OAS. The discussions in and out of class and the connections are always key.

I appreciated the opportunity to take several classes in person in a short period of time, as opposed to online. As a dispatcher, I also appreciated the opportunity to meet and interact with folks face to face and get to know people a bit (aviation and resource folks alike). I usually see names in ROSS or talk to people on the phone, so it was nice to add the human component, as well as bounce different ideas off each other and hear different perspectives.

The instructors were all fabulous. Course material is getting better all the time!

Meeting new people in the business

The ability to get to know each other better and able to put a face with the name of the folks that we often only get to talk to on the phone. The Water ditching class was great! I think there should be more folks taking it. Not just for the flights we take from time to time but the ability to put that same information and technique to other ways we travel. I have definitely spread the word to others I work with to take the class if they get a chance.

Being updated on aviation policies and procedures. Learn a lot and have a better understanding what an aviation manager should have in place and what procedures come with the duty.

Location was good for PNW participants. Enjoyed having a diverse cadre from both departments.



2019 ACE Events Vancouver & Minneapolis Close-Out Report

Interaction with lots of employees and the ability to learn without other distractions.

Great training filled with lots of relevant information. I just wish I had time to attend other courses at the training that I feel would have been beneficial, specifically aviation contracting.

Great Instructors! All the courses I took had fantastic instructors that kept the information interesting. They did a fantastic job of interacting with the class and kept everyone engaged. Courses had great content and didn't overwhelm. Great Job!

First ACE training attended. Learned lots about aviation overall. Will continue to expand understanding of aviation programs by attending future offerings. The opportunity to talk with coworkers stationed elsewhere is invaluable. Please continue organizing and offering these events.

The varied expertise of the attendees and cadre made it a rewarding training experience.

Quality of people there and interaction with bureaus.

There were good alternate lodging options, also since some of us don't have a GOV or rental there were many dining options in the pedestrian area.

The ability to network with agency program administrators and regional /national level managers is fantastic.

Being able to choose what classes on specific days to set your own schedule, is a good feature to have for this type of training.

Instructors were great! They made the dull classes enjoyable. Facilities were a plus as well.

Getting the classes via classroom instead of online, great networking opportunity, and the whole cadre was very good and informative.

Rooms, logistics, support...all seemed to go very well, I was not aware of any real glitches from my perspective

Instructors were motivated and professional. Most had very good use of time. The water escape course was outstanding, great training with motivated instructors. Would much rather attend these events in person than complete CBTs.

Minneapolis, MN

My first chance to network with others in the DOI aviation sphere.

Clearly defined class objectives. I found it helpful to review and discuss a few recent incidents as the opening class. Personal liability instructor was particularly excellent.

Although attendance may have been low for some classes it was extremely beneficial as a student. Courses were more interactive and discussion based versus the standard lecture and all were able to go more in depth than what the course actually plans for. It was a great learning environment.

Liked that the location was somewhere I'd never been and had lots of good amenities

Very well done. Great venue. Nice job with setting up the aviation theme throughout the hotel.

Always a very well planned and scheduled event. Not much to improve from my perspective. Thanks again for this training venue.

The instructors were all very personable

IAT courses are great for qualifications and professional development. Thanks for the opportunity for comment.



2019 ACE Events Vancouver & Minneapolis Close-Out Report

Topic relevant exercises and minimal PPT presentations. Classes and breaks were well spaced.

The ability to interact with many different people in different aviation positions and fields of focus - the sharing of experience and knowledge went much further than just with the courses. I especially got a lot out of the Human Factors in Aviation and Water Ditching courses. Being new to aviation, A-100 was a perfect level of information, and I think also works well as a 'refresher' for more experienced people as well.

The OAS Training staff were amazing. Having been a federal employee for 30+ years, I've never seen a more helpful, professional, and efficient group of folks. Star Awards all 'round, in my humble opinion!

Outstanding instructors. Engaged students. Perspectives other than firefighting.

Very convenient, good instructors, good space.

Being held in Minnesota.

Overall good event, nothing specific to comment on.

I was a great venue. I have always had a great experience and appreciate all the work that goes into securing the venues and ensuring everyone has a great teaching and learning experience.