

Chapter 2

Agency Organizations, Roles and Responsibilities, and Airspace Committees

Flying safely is an on-going responsibility of the Pilot-in-Command. Airspace management is the responsibility of the FAA (and designated agencies, i.e. DoD). Airspace coordination is the responsibility of multiple agencies including land management organizations. Specific agency missions result in diverse airspace and safety requirements and mitigation of environmental issues. The following provides an overview which users need to be familiar with in order to effectively coordinate airspace amongst the multiple agencies.

I. Federal Aviation Administration (FAA)

“The navigable airspace is a limited national resource, the use of which Congress has charged the FAA to administer in the public interest as necessary to insure the safety of aircraft and the efficient utilization of such airspace..... Accordingly, while a sincere effort shall be made to negotiate equitable solutions to conflicts over its use for non-aviation purposes, preservation of the navigable airspace for aviation must receive primary emphasis.” (FAA Order 7400.2D)

In the 1950s, the advent of jet airliner service and faster aircraft in ever increasing numbers created new challenges and hazards along the nation's air routes. Congress passed the Federal Aviation Act in 1958 that created the Federal Aviation Agency. The FAA was subsequently renamed the Federal Aviation Administration in 1967.

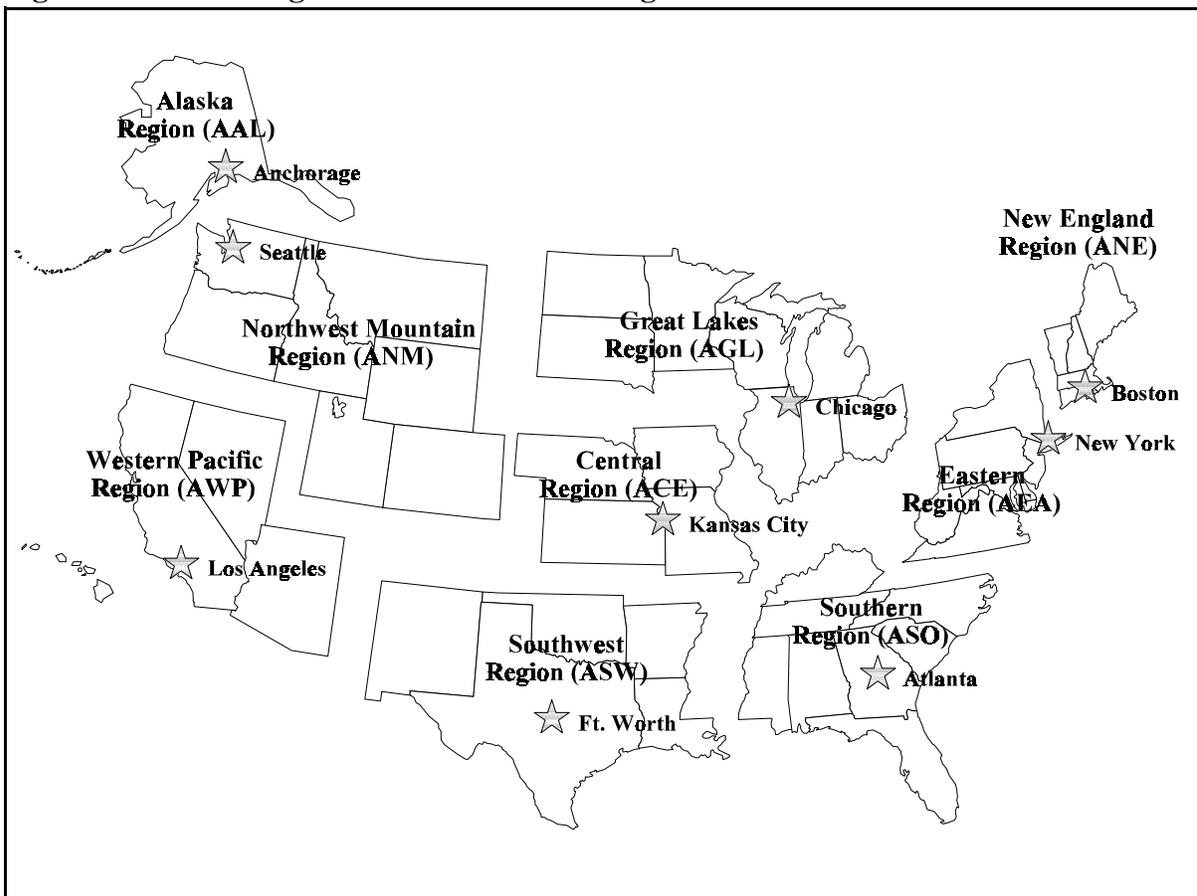
The Federal Aviation Act of 1958, as amended, gave the FAA exclusive responsibility for safely and efficiently managing all national airspace within the continental United States. The Act requires the FAA, in exercising this responsibility, to give full consideration to the requirements of:

- # national defense
- # commercial aviation
- # general aviation
- # the public right of freedom of transit through the navigable airspace

A. FAA Facilities and Functions

The FAA operates under the Department of Transportation (DOT) and is organized with a national headquarters and subordinate regions. The boundaries for the FAA regions are in figure xx. Maps and Addresses are in Appendix 3. FAA's national headquarters provides policies and new or changed Federal Aviation Regulations (FARS) which apply to airports, air traffic and airspace matters. Regional Headquarters are charged with administration and enforcement within their respective boundaries.

Figure 2-1 - FAA Regional Boundaries and Regional Office Locations

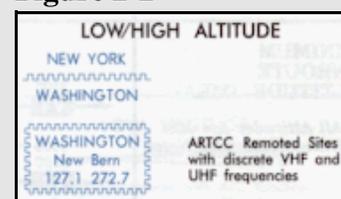


B. Air Route Traffic Control Center (ARTCC)

The ARTCC is the FAA facility which is primarily responsible for separation and control of enroute traffic operating under instrument flight rules (IFR). The ARTCC is the initiating facility for Federal Aviation Regulation (FAR) 91.137 Temporary Flight Restrictions (TFRs). See Chapter 6 for TFR information. Each ARTCC uses long range surveillance radar for tracking and control of aircraft. Some areas within an ARTCC are non-controlled due to radar coverage inconsistencies. The ARTCCs are also known as “ATC” (air traffic control) or often simply as “Center.” There are currently 22 ARTCC’s in the United States however national redesign efforts will probably result in changes. Figure 2-3 shows the ARTCC boundaries.

The boundaries for ARTCCs are denoted on IFR Enroute Low/High Altitude Charts with the jagged blue colored rectangle as shown in Figure 2-2. Knowing where the exact boundary locations are of critical value, particularly for dispatch/coordination centers that have more than one ARTCC within their jurisdiction

Figure 2-2



C. Terminal Radar Approach Control (TRACON)

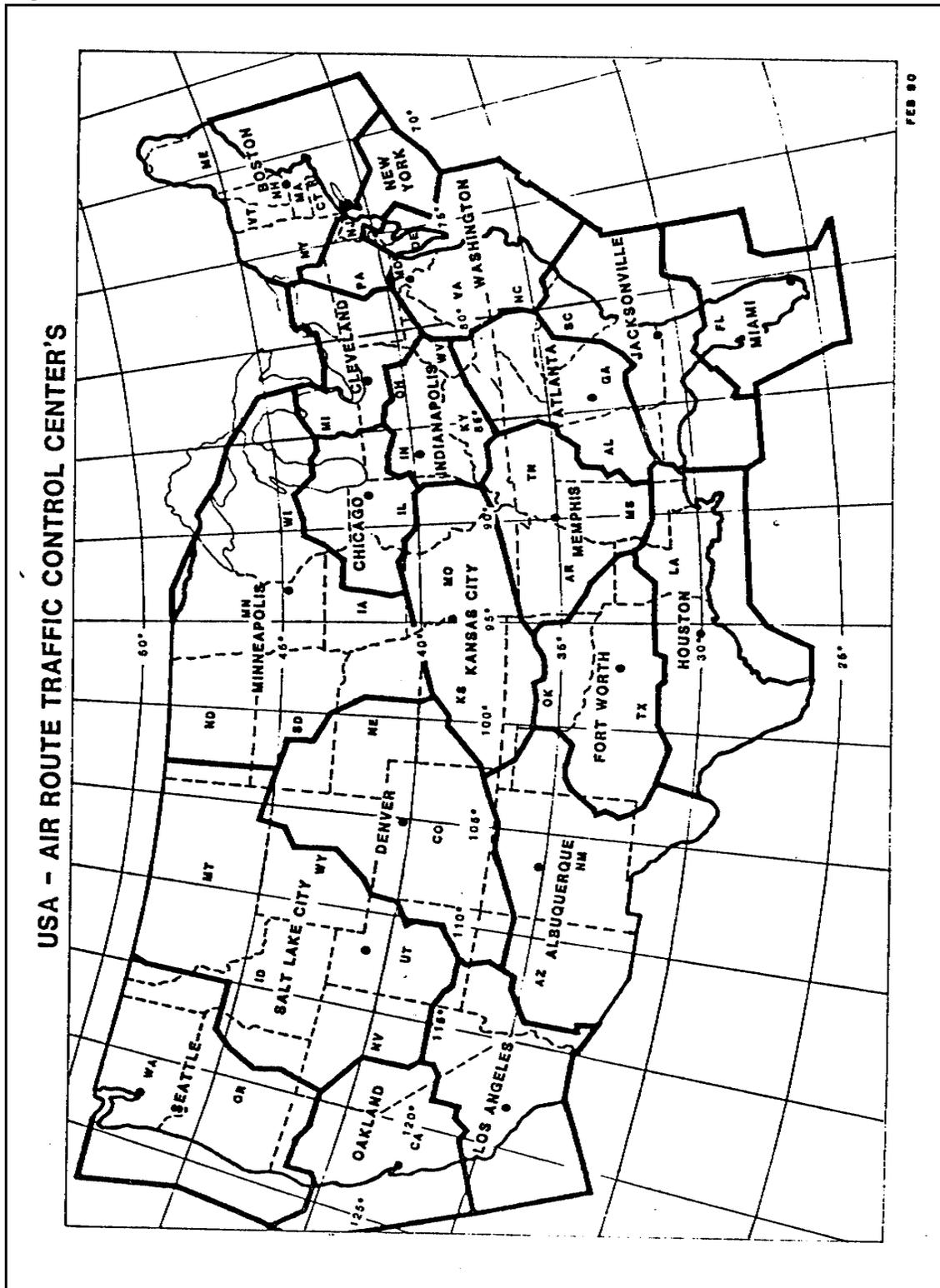
TRACON facilities transition traffic to/from the enroute system to a terminal environment. When an airport does not have an operating control tower, TRACON may be the first or last air traffic control facility in contact with aircraft. In some areas, approach control service is provided by the military which enforce the same air traffic control rules. Note: RATCF (Navy), RAPCON (Air Force) and ARAC (Army) are approach controls operated by the military. There are about 185 TRACON’s in the United States.

D. Flight Service Stations (FSS)

Flight Service Stations (FSS) are established as local communications centers that service a geographical area. These facilities provide flight and weather information to pilots, serve as the coordinating facility for flight plans and flight following and initiates search and rescue procedures for overdue aircraft.

The FSS disseminates information to pilots via the Notice to Airman (NOTAM) process, which is used to update airport, navigation and airspace status, including TFR’s. The FSS is also a source of scheduled activity on Military Training Routes (MTRs). There are about 61 Automated Flight Service Stations (AFSS) in the Continental United States (CONUS) and 14 Alaskan Rotational Flight Service Stations.

Figure 2-3



E. Flight Standard District Offices (FSDOs)

Flight Standard District Offices (FSDOs) are the field operating units of each region; they provide education, inspections, investigations and enforcement of FARs. The FSDO is the office which conducts the primary investigation of pilot deviations (i.e., entering a TFR without permission) and near mid-air collision reports (NMACs). See Chapter 8 for further discussion of these reports.

F. The United States NOTAM Office (USNOF)

The United States NOTAM Office (USNOF) is charged with operating and monitoring the Notice to Airmen (NOTAM) System, managing the agency's aeronautical information data base and collecting, validating and disseminating data for use by the charting and publication entities of FAA, government and industry.

G. The National Flight Data Center (NFDC)

The National Flight Data Center is a facility in Washington D.C. established by the FAA to operate a central aeronautical information service for the collection, validation and dissemination of aeronautical data in support of the government, industry and the aviation community. The NFDC monitors the NOTAM system for compliance with established criteria and procedures. Only NFDC can issue regulatory NOTAMs (known as FDC NOTAMs, which are commonly referred to as TFRs.)

II. Department of Defense (DoD)

The Department of Defense (DoD) Services (Army, Navy, Marine Corps and Air Force) must continually train in a wide variety of tactics and environments. With FAA concurrence, specific areas and routes have been established to provide airspace necessary for the military mission. In most cases, these areas and routes are charted to inform the public of locations where military aircraft operations may provide an additional challenge to the see and avoid aspects of visual flight rules (VFR) flight. In addition, charting may provide segregation for hazardous ground operations.

Each of the DoD services have flight rules and policies in addition to the FARs. (Note: The FAA has granted some DoD exemptions.) Because of this, problem resolution may require negotiation with each service separately.

A crucial key in airspace coordination is understanding the kinds of airspace in which the DoD flies and how to contact the appropriate DoD facility that schedules the airspace. The types of airspace that DoD typically uses is covered in full in Chapter 3, Airspace Basics. The following DoD personnel are key contacts designated to work airspace issues:

A. Military Representative to the FAA (MilReps)

To facilitate coordination with the FAA on air traffic and airspace issues, each of the military services have designated persons within each FAA region to interface directly with the FAA. These personnel are referred to as AFReps (Air Force and Air National Guard), NAVREPS (Navy/Marine Corps) and DARR (Army). The MilReps are frequently a good starting point for locating military points of contact dealing with airspace issues.

The MilReps also provide guidance and coordination services to their assigned military units to coordinate creation and changes to airspace and serve as a focal point for disseminating information concerning hazards to navigation and other general airspace information. Milreps commonly deal with the following issues: noise complaints, flight violation reports, airspace proposals, EIS/EA scoping meetings and airspace user forums. They provide an interface with land management agencies and serves as a liaison to state, local and other federal government agencies.

MilReps maintain liaison with appropriate federal headquarters and regional offices of the Department of the Interior, Department of Agriculture and Department of Commerce as well as agencies within these departments such as the Bureau of Land Management, the National Park Service and the Forest Service. MilReps participate in the Interagency Airspace and Natural Resources Coordination Group (IANRCG) meetings. Representatives from land management agencies are invited to speak at regional range and airspace management councils.

Additionally each Service provides representation at FAA headquarters in Washington DC.

1. Air Force Representative (AFREP)

Regional AFREPs are established at FAA regional headquarters offices. Each AFREP represents the Department of the Air Force (USAF) and the USAF and Air National Guard (ANG) Commands through liaison with the FAA. They are authorized to coordinate, negotiate and communicate USAF/ANG positions on airspace and air traffic control matters within established policy and guidelines. The AFREPs represent the USAF in negotiations with competing aviation and land use interests, and assisting with airspace proposals and environmental documents.

2. Navy Representative (NAVREP)

Navy Representatives to the FAA (NAVREPs) represent the Navy and Marine Corp and are established at FAA regional headquarters. They provide liaison between the FAA and the Department of the Navy (DON), assuring that regional DON airspace matters are consistent with national DON policy. NAVREPs provide technical guidance and procedural assistance in matters such as sonic boom or jet noise complaints, flight violation reports, near mid-air collision reports, TFR intrusions and airspace proposals.

3. Army Representative (DARR)

Department of the Army Representatives to the FAA (DARR) serve at FAA regional headquarters and provide assistance to local Army commands. This includes coordination of air traffic and airspace actions with the FAA regional headquarters as well as the investigation of flight violations involving Army assigned airspace and aircraft. They provide local Army commanders with technical expertise and assistance in areas that significantly affect Army airspace, air traffic control, aeronautical information, aviation matters and Special Use Airspace. In addition, they are the liaison with land management agencies in coordinating airspace issues.

B. Other Sources of Assistance Within DoD

There are also additional sources of assistance within the Department of Defense:

1. Airspace Manager

Some military facilities have assigned airspace managers at various levels of command who are responsible for working with the FAA and other agencies to identify, coordinate, procure and manage airspace, and to develop and coordinate agreements/procedures to support military flight operations in meeting both peace and war time requirements.

2. Air Traffic Representative (ATRep)

An ATRep is an FAA Air Traffic Representative. Some Military facilities have an ATRep assigned to serve as a liaison officer between the military and the FAA and between the military and civil users. They serve as a technical advisor in all phases of air traffic control in order to improve ATC service, evaluate the amount of airspace required for ATC and coordinate approval of airport traffic patterns. They participate in appropriate intra-military meetings in which the FAA has an interest, encourage lecture and training programs for base pilots and civil air user groups and recommend changes, if necessary to improve service. ATReps are useful resources for coordination with a DoD facility regarding specific airspace issues.

C. Using, Controlling and Scheduling Agencies/Activities For SUA/MTR

MTRs and SUAs must be scheduled for use by DoD aircraft. DoD schedulers are categorized as either Scheduling Activities for MTRs or Scheduling Authorities for SUAs. Schedulers are the front line resources that dispatch calls to deconflict or share airspace coordination information. The offices are listed on sectionals or DoD AP-1A for SUAs and the DoD AP-1B Handbook for MTRs and Slow Routes.

When coordinating with DoD facilities regarding airspace issues, the following organizational terminology applies:

1. Using Agency

The Using Agency is that agency or military command organization designated by the FAA as responsible for the administration and management of the designated SUA/MTR. Normally, this is the cosigner(s) MOU/LOA (Letter of Agreement) for the SUA/MTR.

2. Scheduling Agency/Activity

The Scheduling Agency/Activity is that organization responsible for scheduling and day-to-day administration of the SUA on behalf of the Using Agency. The Scheduling Agency may be the same as the Using Agency or may be a delegated organization. Airspace will not be used for military activities unless scheduled by the responsible military office. There may also be an alternate Scheduling Agency for after-hours or weekend coordination.

Note that the:

Scheduling agency is the DoD term associated with SUA.

Scheduling activity is the DoD term associated with Military Training Routes.

3. Controlling Agency

The controlling agency is the the FAA or military designated facility responsible for air traffic control in the SUA, when it is no longer active for military use or as otherwise coordinated. This is normally an ARTCC but may be a TRACON facility. Controlling agencies for SUA's are listed on the legend of a sectional chart or in the DoD AP1-A.

III. National Oceanographic and Aeronautical Agency (NOAA)

A rarity among resource agencies, NOAA established jurisdiction of airspace activities early in its inception. Not bound by an organic act that focuses on land issues, NOAA is able to prosecute pilots that disturb wildlife scenic areas. NOAA was not challenged in early trials, and the precedent was legally established. NOAA can enforce restrictions over coastal lands such as marine sanctuaries. Even though the FAA manages our nations airspace, NOAA has legally held pilots accountable for what NOAA deems as inappropriate flying over marine sanctuaries.

An additional responsibility of NOAA (Office of Aeronautical Charting and Cartography) is the publication of NOAA aeronautical charts and publications to support recreational, military and commercial aviation in the United States and its territories.

IV. Land Management Agencies (USDA-FS and DOI and States)

The United States Congress has charged the federal land management agencies, primarily the Department of Agriculture's US Forest Service and the Department of the Interior, to administer the public lands in the public interest. Similar responsibilities are assigned to State agencies. Although not a regulator of airspace, the land management agencies operate within the airspace above public lands in the administration of public service. As a user of the NAS, flights are flown under the regulations of the FARs. This use is primarily conducted at the same altitudes at which much of the military is training and general aviation use is done.

Most federal land management agencies (both USDA-FS and DOI) have headquarters offices in Washington, D.C. They are further subdivided by region, area, or state, with sub-units of these divided into forests, districts, reservations, parks, etc. Maps of boundaries for these agencies are contained in Appendix C - Maps and Addresses or may be found with an Internet search.

Not all government agencies are alike in organization or structure. Roles and responsibilities will overlap in some cases, differ in others.

A. Land Management Dispatch/Logistical Support Organizations

All land management agencies that manage natural resources have a designated ordering procedure to support wildland fire use and suppression as well as natural disasters. Wildland fires and natural disasters are called "incidents" and are frequently managed using the Incident Command System (ICS). Associated with ICS are established ordering channels that provide for rapid movement of personnel, aircraft and equipment in an efficient and effective manner to support incidents. There are three levels of coordination centers: national, geographic area and local.

1. National Interagency Fire Center (NIFC) (<http://www.nifc.gov>)

The National Interagency Fire Center (NIFC) in Boise, Idaho includes the nation's primary logistical support center for wildland fire suppression. The center is also home to federal wildland fire experts in fields as diverse as fire ecology, fire behavior, technology, aviation and weather. Working together and in cooperation with state and local agencies, NIFC's role is to provide national response to wildfire and other emergencies, and to serve as a focal point for wildland fire information and technology.

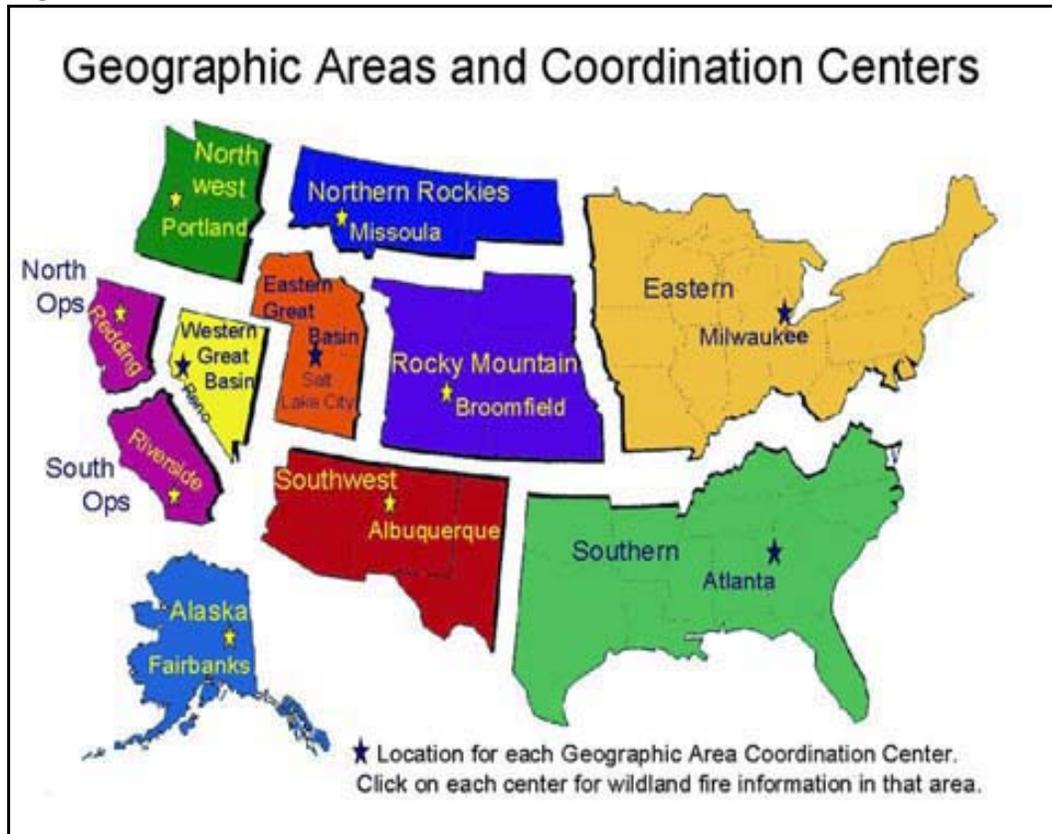
2. National Interagency Coordination Center (NICC)

The national level is coordinated at the National Interagency Coordination Center (NICC) which is part of the National Interagency Fire Center (NIFC) in Boise, Idaho. NICC is responsible for coordination and support of all resource movement between the GACCs not covered by local operating plans.

3. Geographic Area Coordination Centers (GACCs)

The geographic area level is coordinated at Geographic Area Coordination Centers (GACC). GACCs act as focal points for internal and external requests for personnel, equipment and resources that cannot be filled at the local level.

Figure 2-4



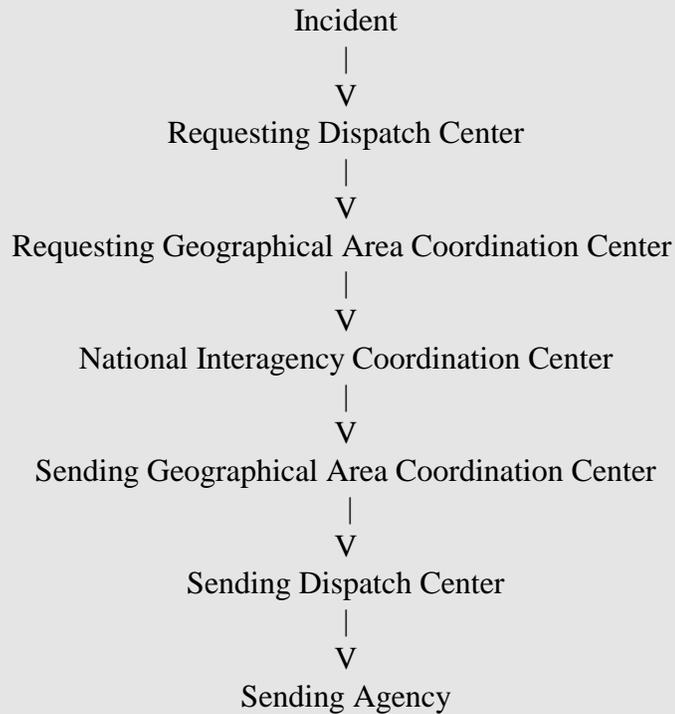
4. Local Dispatch Coordination Centers

Dispatch responsibilities are usually coordinated on a local level. Many dispatch offices are organized on an inter-agency basis. This provides for the closest response concept for resource assignment. Many dispatch offices at this level of responsibility originate TFR requests and handle airspace deconfliction.

Figure 2-5

Dispatch Organization and Ordering Channels

All agencies have designated ordering procedures for incidents and wildland fire support and services. These established ordering channels provide for: rapid movement of resources and cost effectiveness. These communications occur between dispatch centers, GACC's and the NICC. NICC is responsible for Coordinating the movement of all resources between Geographical Areas not covered by local operating plans. At the point in the ordering flow, when an order can be filled, the flow is reversed to insure proper notification back to the incident



V. Roles And Responsibilities

Airspace coordination is the responsibility of multiple agencies including land management agencies. Specific agency missions result in diverse airspace and safety requirements. The airspace above public lands is not owned by the agencies and coordination is a key to safe flight.

The following provides an overview of the roles and responsibilities of positions and organizations involved in land management airspace coordination.

A. State or Regional Aviation Manager

State or Regional Aviation Managers provide leadership and oversight to agency airspace programs. If one is not available, consult with national aviation program manager. Where appropriate, the State or Regional Aviation Manager has the responsibility to:

1. Evaluate the airspace system and potential problems within their particular geographic area.
2. Coordinate with the FAA, military, and the agency airspace coordination representative regarding airspace coordination issues.
3. Coordinate with other cooperating federal and state land management agencies to initiate Memorandums of Understanding (MOUs) with military facilities
4. Ensure that all dispatchers, aviation managers, and other appropriate personnel receive training in airspace coordination policy and procedures.
5. Disseminate and discuss airspace coordination policy and procedures with local military services, law enforcement, news media, and the FAA.
6. Collect, compile, and analyze and disseminate all SAFECOMs (Safety Communications) involving airspace conflicts. Share SAFECOM information with DoD and FAA when appropriate.
7. On projects which affect multiple agencies or areas, coordinate with the affected local aviation managers, resource managers, and military facilities regarding airspace activities that may affect environmental resources on land, and the effects of land management activities on the airspace.
8. Review airspace and environmental proposals (Environmental Assessments and Environmental Impact Studies, Federal Register notices, etc) for agency aviation concerns. Relay aeronautical concerns via the FAA circularization process or through the NEPA process.

9. Acquaint agency planners and natural resource managers with current airspace structure over agency geographic areas.
10. Maintain awareness of local aeronautical issues (new airports, obstructions, noise abatement procedures, local fly-in or air shows) that may have an impact on airspace issues.

B. Natural Resource Managers

Natural Resource Managers provide management of natural and cultural resources on public lands. This can include federally designated wildernesses, wild and scenic rivers, and national recreational areas and congressional designated areas. Where appropriate, the natural resource manager has the responsibility to:

1. Review airspace and environmental proposals and aviation projects as they pertain to environmental resource management. Information regarding current airspace structure can be obtained from the State or the Regional Aviation Manager.
2. Coordinate with aviation managers and military facilities to mitigate the impact of airspace activities on environmental resources, and the impact of land management activities on the airspace.
3. Consider the existing use of overlying airspace when reviewing proposals for structures and plans for construction. See Chapter 4 for further information regarding obstruction evaluations and approvals as prescribed by the FAA.

C. National Interagency Coordination Center (NICC) (<http://www.nifc.gov>)

NICC coordinates and supports operations for managing wildland fire suppression and use and natural disasters throughout the United States. NICC has the responsibility to:

1. Maintain the Memorandum of Understanding (MOU) temporary towers with the FAA's Northwest Mountain Region;
2. Coordinates the requests for temporary towers located in the following states: Washington, Oregon, Idaho, Colorado, Wyoming, Utah and Montana;
3. Coordinates resource orders for airspace coordinators (technical specialists) when the position cannot be filled on a local basis.

D. Geographic Area Coordination Center

Where appropriate the GACC has the responsibility to:

1. Coordinate TFRs and DoD deconfliction upon request. Track current TFR's or areas of air operations in local jurisdictions; Modify TFR's when necessary (See local dispatch/aviation staff responsibilities if GACC has TFR responsibilities.)
2. Coordinate with appropriate FAA ARTCC facilities, particularly during large, adjacent multiple-fire operations, to avoid overlapping or conflicting airspace restrictions.
3. Publish daily TFR information through Intelligence reports or GACC website to local units.
4. Relay of documentation of airspace conflicts received from local units (unit dispatchers or aviation managers) immediately to the appropriate State or Regional Aviation Manager.
5. Develop a comprehensive listing of phone and fax numbers for the MTRs, SUAs, and FAA facilities within its jurisdiction. (See the template for Critical Airspace Contacts in Appendix J -Forms.) Publish them in the State, Area or Regional Mobilization Guide as appropriate.
6. Maintain current sets of aeronautical sectional charts and the DoD AP/1B handbook and charts.
7. Maintain MOU or LOA with FAA Regional Headquarters regarding ordering and staffing of temporary towers.
8. Coordinate with Airspace Coordination Specialist (ACS) when the position is assigned. Some or all duties, including receipt of TFR requests and implementation with FAA may be transferred to the ACS.

E. Local Dispatch and Aviation Staff

Airspace coordination with the FAA and the DoD is primarily a local responsibility. Where appropriate, local dispatchers and/or aviation managers have the responsibility to:

1. Evaluate potential airspace issues within their particular geographic area. Maintain airspace awareness within response area.
2. Coordinate TFR's and other NOTAM's to include:
 - a. Relay information on identified airspace hazards or concerns to pilots and/or on-scene aviation personnel. Ensure that radio frequencies are known to enable communications over an incident.

- b. Coordinate the need for TFR's/NOTAM's. Obtaining complete information and documentation to meet FAA's needs. For further information, see Chapter 6, TFR's and NOTAM's.
 - c. Request TFR's/NOTAM's from the appropriate ARTCC and forward a copy to the GACC and other affected facilities (DoD, etc) Coordinate with neighboring agencies. Document requests via agency procedures (ie. resource orders, TFR request form, etc.)
 - d. Monitor and modify TFR's/NOTAM's requests as needed. Coordinate modifications with on scene personnel and determine size and shape of the TFR as the incident or project size changes. Modify NOTAM if TFR frequency changes.
 - e. Verify the TFR's/NOTAM's is published as requested, and the facilities affected have timely notification. (Especially FSS and military units). Access NOTAM via Internet or DUAT or have the Flight Service Station fax the actual NOTAM to the dispatch office for verification.
 - f. If problems or conflicts are encountered during the TFRs/NOTAMs, document via agency procedures and notify agency management (ie. SAFECOM).
 - g. Brief local initial attack and other participating aircraft on procedures for entering airspace (Initial points of contact for entry, etc)
 - h. If the airspace becomes unsafe, it is the responsibility of the individual who is aware of the hazard to ensure operations are temporarily suspended until the conflict is resolved.
 - i. Notify (i.e; e-mail and/or fax) to agency pilots and other personnel affected of TFR's/NOTAM's in place. This may include helibases, air tanker bases, incident command posts, all dispatch offices within GACC boundaries and neighboring units, airports, etc.
 - j. Cancel TFR's/NOTAM's immediately when the restriction is no longer necessary. Coordinate with on scene official-in-charge (ie Incident Management Team, etc).
3. Document all Near Mid-Air Collisions (NMACs) and instances of TFR intrusions. Make immediate notification to the FAA, the military (if appropriate), and the State or Regional Aviation Manager.
4. Notify affected agencies and personnel of airspace activities and hazards that do not receive FAA's TFR's/NOTAM's notifications. Brief non-local inbound aircraft on updated frequencies and airspace coordination information and procedures.

5. Develop a comprehensive listing of phone and fax numbers for the MTR's, SUA's, and FAA facilities within unit jurisdiction. Maintain a list of critical airspace contacts and publish them in the State, Area or Regional Mobilization Guide.
6. Participate in pilot pre-contract and pre-use briefings concerning unit airspace procedures and problems.
7. Coordinate with resource managers and military units to mitigate the impact of airspace activities on environmental resources, and the impact of land management activities on the airspace.
8. Maintain current sets of sectionals and the DoD AP/1B handbook and charts.
9. Coordinate airspace deconfliction for non-emergency activities such as blasting, reconnaissance flights and prescribed burning activities.
10. Maintain knowledge of the NAS and the US NOTAM System.
11. Maintain aviation maps with airspace hazards.
12. Maintain knowledge and proficiency in agency airspace deconfliction program (CAHIS, IAMS, ROSS, CAN, etc)

F. Pilot

As a user of the NAS , the pilot flies according to the FARs. Pilots who fly for land management agencies (as either employees or contractors) must, in addition to the FARs, comply with agency regulations and procedures as well as contractual clauses. Where appropriate, the pilot has the responsibility to:

1. Be familiar (preflight) with all available information concerning the flight including that which pertains to the airspace involved in the area of operations. In some situations, this may be a morning briefing (airtanker base, etc).
2. Determine the status of SUAs /MTRs prior to flight near or within operational airspace.
3. Report all airspace conflicts to the appropriate authority and agency personnel using agency or contractual procedures.
4. Report near mid air collision to the FAA. Report information to appropriate agency aviation safety personnel.
5. Not operate an aircraft so close to another aircraft as to create a collision hazard.

6. Fly with lights on (if possible) when in known SUA or MTRs to enhance visibility and aviation safety.
7. Be familiar with agency procedures to enter incident airspace including flight following, dispatch coordination and frequency procedures. Remain clear of TFR until contact is established.
8. When flying on incidents where a TFR(s) is in place,
 - a. ... remain clear of the TFR area when not assigned until contact can be made with the ATGS or aerial supervisor for transit through the TFR.
 - b. ... establish contact with the ATGS for the assignment of aircraft routes, orbit altitudes, etc if assigned to an incident. .
 - c. ... maintain assigned altitude or block assigned altitude unless altitude change is cleared by ATGS or aerial supervisor.
9. When flying on incidents where a TFR(s) is not in place, remain clear of the incident area if not assigned until contact can be with the ATGS or aerial supervisor for entry into the area of operations (does not apply if tactical aircraft is first on scene).
10. Participate in nightly debriefing, identifying any problems encountered and recommending any corrective action necessary. Update base manager/dispatch with any noticed changes (e.g. frequencies, incident outside of TFR, etc)

11. The Pilot In Command (PIC) of an aircraft is directly responsible for, and is final authority as to the operation of the aircraft (FAR 91.13).

G. On-Scene Personnel

On scene personnel include but are not restricted to aerial observers, aircraft managers (chief of party, etc), project aviation managers, air tactical group supervisors, air tanker coordinators, Air operations branch directors, air support group supervisors, helitack personnel, division/group supervisors and incident commanders. When appropriate, on scene personnel have the responsibility to:

1. Maintain knowledge and awareness of the airspace in which they are operating. Obtain or conduct briefings regarding incident airspace and associated hazards (ie; MTRs, SUA, obstructions, etc).
2. Provide accurate information needed for local dispatchers or aviation managers to

request or modify a TFR. Relay modifications or updates as necessary relating to:

- # Incident location
- # Frequency
- # Center point if circular, corner coordinates if non-circular
- # Radius if circular
- # Altitude MSL
- # Air-Air VHF-AM Contact Frequency
- # Special considerations (within Class B,C or D airspace, airports, etc)
- # Initial points for entry into TFR
- # Incident growth potential

3. Brief responding and on-scene pilots about TFRs and known airspace hazards. Encourage “Lights On” for safety.
4. Be familiar with agency procedures regarding aircraft entry into incident airspace.
5. When operations within incident airspace become unsafe, ensure that operations are temporarily suspended.
6. When releasing aircraft from the incident, brief pilots regarding TFR’s at other sites to avoid intrusions.
7. Identify and correct unsafe airspace operations. Follow through with SAFECOM’s via agency procedures.
8. Consult with agency aviation personnel when risk assessment indicates the need for an FAA Temporary Tower.
9. Keep Dispatch updated on frequency changes for incident aircraft.
10. Report and document all airspace conflicts to the appropriate authority and agency personnel using agency procedures.
11. Notifying the appropriate local dispatch office or aviation manager once the agency flight operations have changed or ceased.

H. Air Tactical Group Supervisor (ATGS)

In addition to the on-scene responsibilities, the ATGS performs a critical safety responsibility as air traffic control. The ATGS is responsible for the assignment of all incident aircraft in safe orderly holding and mission flight patterns and routes. Responsibilities are outlined in detail in the Interagency Air Tactical Group Supervisors Guide. This task requires the following basic responsibilities:

1. Conduct a briefing each morning that provides updated, accurate airspace information regarding TFRs, ingress, egress, etc. Information should be both locally and statewide. (Note - may be performed by Air Tanker Base Mgr.
2. Following establish agency procedures for entering and exiting the airspace.
3. Giving and requesting position reports within the airspace.
4. Advising pilots of other air traffic and of air traffic hazards.
5. Maintaining radio communication with all assigned aircraft in the airspace.
6. Maintaining visual contact for “close traffic work”.
7. Monitoring status of all assigned incident aircraft in the airspace.
8. Assign flight patterns and routes to establish safe vertical and horizontal separation as guided by the Interagency Air Tactical Group Supervisors Guide. Pilots must be consulted before establishing complex routes or patterns.
9. Coordinate media, VIP and other agency flights within TFR.
10. Conduct nightly debriefing and recommend any necessary corrective actions regarding airspace.

I. Airspace Coordination Specialist (ACS)

An ACS may be ordered to assume GACC airspace duties. The point for ordering is based on workload. An ACS should be ordered when airspace coordination duties become too great so that normal aircraft dispatching and or airspace coordination duties suffer. An ACS is a technical specialist and is not currently a red carded position within ICS.

Airspace Coordination Specialists can function in a variety of situations and at various levels within the organization:

1. Statewide.
An ACS should be ordered when some or all of the following exist: incident activity is widespread, impact of airspace coordination, TFR implementation, information dissemination, and conflict resolution is high on local units and/or zone coordination centers and/or agency aviation safety officers.
2. GACC Operations
Same as statewide, but when activity is larger than a single state yet confined within GACC boundaries.
3. Local Unit
With widespread activity within a unit, the ACS or assistant ACS can often assume all duties, thus relieving local unit dispatchers to concentrate on initial attack and large-incident aircraft support.
4. Area Command
The ACS may be assigned to Area Command and work with the Area Command Aviation Coordinator (ACAC). If assigned locally, the ACS should work for the ACAC.

J. Area Command Airspace Coordinator (ACS1)

In extremely complex situations, an Airspace Coordination Specialist may be assigned to work with Area Command. In necessary the ACS1 might require an assistant and/or GIS or map making support. As a technical specialist, the ACS1 must have extensive experience coordinating airspace issues with DoD and FAA. This position can be politically sensitive when dealing with expansive closures of our nations airspace. When appropriate, the ACS has the responsibility to:

1. Contact FAA Washington Office ATO-400 with executive briefing and ask for assignment of a FAA Regional Headquarters Liaison.
2. Contact involved ARTCC's with assessment of incident situation and discuss airspace coordination and TFR procedures. Establish ACS as sole point of contact for TFR and Airspace Coordination.

3. Plot all current TFR's on sectionals. Assess situations involving:
 - # Classes of Airspace
 - # Airport Approaches and Departures
 - # Flight Schools, Sky Diving Schools
 - # Congested Airspace, Special Use Airspace, MTR's and unpublished airspace situations
 - # Cruise Missile Routes
4. Coordinate the ordering of TFR's with Dispatch. TFR's ordering will involve an Aircraft Resource Order for document purposes. Maintain a log of ALL airspace discussions (for legal purposes). Airspace coordinator will maintain documentation. Airspace Coordinators phone number will be published on all involved FDC NOTAMS.
5. Fax current TFR's to Air Operations Branch Directors. Discuss size and altitude involved.
6. Coordinate combining TFR's when they overlap. Non-circular TFR's are acceptable when coordinated with FAA ARTCC and are drawn in such a way that NFDC can publish them.
7. Obtain copies of any MOU's or LOA's involving land management agencies and Military Bases. Contact Scheduling Activities (MTR's) or Scheduling Agencies (SUA's) with maps of current TFR's. Provide briefing, discuss airspace deconfliction and procedures for handling intrusions.
8. Brief Regional AFReps, NavReps, DARRs and ATReps with current airspace situation. Establish a link to provide daily contacts.
9. Obtain copies of FDC NOTAMS through DUATs or from the FAA. Carefully check published NOTAMs with TFR requests and verify that they are accurate with no typos. Check NOTAMs on a daily basis.
10. As necessary, brief daily with TFR depictions and assessments:
 - # ARTCC, FSDO, FSS
 - # Appropriate FAA Towers and involved airports
 - # MilReps (AFReps, NAVREPS, DARRS, ATREPs, etc)
 - # All involved DOD Bases
 - # FAA Regional Headquarters Liaison
 - # Air Tanker Bases, Helibases, Smoke jumper, Rappel Bases
 - # Incident Management Teams (All Air Ops Branch Directors)
 - # GACCs and Dispatch Centers
 - # National Broadcasting Pilots Association (NBPA)
 - # AOPA Regional Rep or AOPA Pilot Hotline

11. Maintain a sectional posting on the wall of all current TFR's. Brief incoming Incident Management Teams, Air Tactical Group Supervisors and any other assigned pilots on the current TFRs and known airspace hazards.
12. Contact your local NBPA members and assess media coordination regarding TFR's.
13. Contact AOPA National Airspace Director with briefing. Establish coordination with AOPA Pilot Complaint Hotline and daily briefings with AOPA Regional Coordinator.
14. If needed, ask FAA Regional Headquarters Liaison if the FAA will issue a press release identifying TFR's and the need for General Aviation pilots to remain away from the incident area.
15. Presidential, Vice Presidential visits will be coordinated through the local ARTCC and assigned FAA Regional Headquarters Liaison. The FAA will coordinate the steps of 91.141 (the Presidential TFR). It is IMPERATIVE that all agency aircraft comply with the FAA and Presidential restrictions as intrusions into the Presidential TFR are not taken lightly.
16. Coordination with outside agencies. Other agencies often have to continue their work and will be in contact asking for permission to fly within the TFR. Provisions are already established for media and Law Enforcement entry. Establish contact with respective Air Operations Branch Director and coordinate the agencies request for entry. (Ie Mosquito spraying, highway survey, etc). Non-participating aircraft should only be allowed into a TFR when it is feasible, safe and previously coordinated so that frequencies are shared.
17. Receive reports of any intrusions. Take immediate action with ARTCC and or MilReps and Scheduling Activities/Scheduling Agencies. If the intruder is Military, ask for assistance from the MOS at the Area Mgrs desk at ARTCC.
18. Ask that a SAFECOM be filed for any airspace intrusions. Follow through with FAA, DOD, Media or AOPA contacts on an as needed basis.
19. If the TFR's are becoming "political" and there are known Congressional or Senate complaints filed, consider an airspace briefing for local Senate or Congressional Office.
20. Brief Air Operations Directors daily on airspace situation. Ask AOBD's to modify airspace on a timely basis if they no longer need as much size or altitude.
21. Adjust TFR's on an as needed basis (after conferring with the appropriate Air Operations Branch Director). Credibility and good faith will be established if airspace is given back to the FAA when it is no longer needed.

22. Discuss the 1255 Transponder Code with the FAA. If they are unaware, share documentation of assignment and fax info to local towers and ARTCC's.
23. Publish a listing of daily TFR's in the Air Operations Plan. Include: Notam Number, VOR/DME, ALT, Radius and Lat Long and Incident Name
24. Follow requests for temporary towers. Coordinate any staffing issues with FAA, Air Operations Directors and Dispatch. We can not ask the FAA to work outside the boundaries of their union contract.
25. Mail small airspace Poster to all incidents and involved airports. Consider faxing airspace poster overnight to all airports in the state with an attached letter discussing the safety aspects of staying away from TFR's.

VI. Airspace Committees

Either through acts of Congress, delegations of the military or public interest, many airspace committees exist. The following committees have been developed to provide interagency involvement and cooperation between agencies and public interest groups.

A. Interagency Airspace Natural Resource Coordination Group (IANRCG)

The IANRCG is a national committee formed in 1994 upon direction from the Senate Armed Services Committee to the Secretaries of Defense and Interior. The intent of the committee is to resolve airspace conflicts between the Department of Defense (DoD), the USDA-Forest Service and the U.S. Department of Interior agencies. The Coordination Group provides a forum for interagency discussion, integrated planning, collaborative dispute resolution, and facilitation of local and regional issues concerning the use of the nations federally protected land resources and airspace. IANRCG is comprised of all branches of the DoD and with members representing the BLM, USFS, FWS and BIA. IANRCG has a charter (see Appendix H) and has three sub-committees:

- # Education and Awareness
- # Safety and Operations
- # NEPA Compliance and Environmental Affairs.

B. AF/ANG Airspace and Range Council Meetings

The Airspace/Range Council Meetings were begun in 1989 and modeled after the Air National Guard long range planning process. In 1995, Headquarters Air Force formally endorsed the regional process and now co-chairs and sponsors all council meetings.

These meetings ensure Air Force offices involved in an airspace/range issue have a common understanding of the objectives, status and key issues, and provide for a thorough review by an interdisciplinary team in place at all management levels. The meetings incorporate interagency involvement and cooperation at the appropriate level and time in the airspace process.

The meetings exist regionally and nationally to advise units, major commands, and Headquarters Air Force on airspace and range issues, and to provide all council members with a flow of information and lessons learned in airspace and range development. Regional meetings are aligned with FAA regions, which provide a geographic focus on airspace/range issues.

Council meetings may be hosted by the units, major commands, and/or Regional AFREPS. National Councils are convened annually to allow senior Air Force leaders to review pending and proposed range and airspace actions from a national perspective and provide feedback to regional councils.

They are **open** to delegates from all military services, **land management agencies**, and other interested or concerned parties with which the Air Force should exchange constructive information concerning flight activities in the region

C. Interagency Military Land Use Coordination Committee (IMLUCC)

This committee was formed in 1997 to enhance dialogue on land use issues of mutual interest to the Department of Defense (DoD), Department of the Interior (DOI); the USDA and the Department of Transportation. The mission of the committee is to facilitate cooperation and communication at the policy level. IMLUCC membership is at the Deputy Under Secretary level within the DoD and USDA and at the Assistant Secretary level with in DOI. The scope of issues dealt with by IMLUCC is broad and includes the following subcommittees:

- # Land Withdrawal
- # Special Uses
- # Joint Stewardship
- # Contamination/clean-up
- # Overflight/airspace

To enhance coordination, the overflight/airspace subcommittee is comprised of IANRCG Steering Group members.

D. Federal Interagency Committee for Aviation Noise (FICAN) (www.fican.org)

Federal Interagency Committee for Aviation Noise (FICAN) was formed in 1993 to provide forums for the debate of future research needs to better understand, predict and control the effects of aviation noise. FICAN members include DOT, DoD, NASA, EPA, HUD and NPS. FICAN does not conduct or directly fund any research. It is expected that the efforts of FICAN will lead to expanded, coordinated and cooperative research efforts among individual agencies.

E. DOT/NPS Interagency Working Group (IWG) (www.nps.gov)

In 1987, Congress enacted Public Law 100-91, commonly known as the National Parks Overflights Act. It required the US Forest Service and the NPS to submit reports to Congress on the effects of overflights. It further required the NPS submit to the FAA recommendations associated with the effects of overflights. The law also required the FAA to prepare and issue a final plan for the management of air traffic above the Grand Canyon, implementing the recommendations of DOI.

On December 22, 1993, The Secretary of Transportation (Pena) and the Secretary of the Interior (Babbitt) formed an interagency working group (IWG) to explore ways to limit or reduce the impacts from overflights on national parks, including the Grand Canyon. Noise generated by the air tour industry has received the most attention however all components of aviation are likely to be impacted by this Act.

As a result, the IWG (comprised of NPS and FAA) have been working together to implement the NPS recommendations from the NPS Overflight report of 1994. So far regulatory action has been limited to only a few parks such as Grand Canyon, Haleakala, and Rocky Mountain where special federal aviation regulations (SFARs) have been developed as interim measures.

Both agencies are working on a national rule which would also replace the individual SFARs. Due to scientific and political complexities of the issues, the rulemaking process has been delayed several times and it is unknown when a final rule will be issued although it could be as early as the year 2000.

F. DOD Policy Board on Federal Aviation (PBFA)

The DoD management of airspace designated for military use is decentralized. Each of the military services has a centralized office that sets policy and oversees airspace matters for that branch of the military. Joint service airspace issues or inter-service problems are resolved by a DoD headquarters committee, the DoD PBFA, composed of military representatives.

The PBFA has established a subcommittee with primary interest in DoD airspace issues. Airspace proposals of all departments require review and approval of the sponsoring departments command element prior to formal submission to the FAA. FAA headquarters has final approval authority for airspace proposals, although requests are first reviewed by, and usually negotiated with, the appropriate FAA local facilities and regional offices.

G. FAA User's Group

The FAA sponsor local meetings quarterly to allow users groups of local airspace to provide input to airport improvements, issues etc and to provide a forum for information sharing. Contact your local FAA office to find times and places for scheduled meetings.

H. Other Committees and Groups

There are many other committees and interest groups. Colorado, Alaska, Idaho, California all have active Airspace Advisory Groups that coordinate airspace issues. They are frequently associated with either the State Aviation Board or the Governors office.

VII. Aviation Interest Committees and Groups

A. Aircraft Owners and Pilots Association (AOPA) (www.aopa.org)

AOPA consists of over 325,000 members. AOPA is often referred to as the "voice of General Aviation." AOPA aggressively pursues public acceptance of general aviation. They work closely with the FAA, NTSB, and the US Congress to ensure that the interests of its members are well represented. AOPA is a watchdog for airspace issues that threaten the "public right to freedom of transit" as outlined in the 1958 National Airspace Act.

B. National Business Aircraft Association (NBAA) (www.nbaa.org)

NBAA is the voice of business aviation and maintains strong relationships with government and industry. Through staff analysis of proposed governmental legislative and rule changes, they alert Congress and its members of any airspace proposals that might affect airspace usage by NBAA members.

C. Helicopter Association International (HAI) (www.rotor.com)

Since its inception nearly 50 years ago, the Helicopter Association International (HAI) has brought together helicopter professionals from around the globe to share insights and information on succeeding in a climate of change and challenge. HAI sponsors an annual workshop that incorporates forums, exhibits and training. More than 10,000 professionals attend Heli-Expo annually. At Heli-Expo, HAI hosts an annual panel discussion that focuses on land management agencies involvement with airspace issues.

D. National Broadcasting Pilot's Association (NBPA) (www.nbpa.rotor.com)

The National Broadcasting Pilots Association (NBPA) is an advocate of the "Freedom of the Press" and works closely with FAA headquarters personnel to ensure that the press will continue to have access to the nation's airspace. Focusing on Temporary Flight Restrictions (TFR's), the NBPA has been influential in the rewrite of the FAA's Advisory Circular (AC) regarding how the FAA implements TFR's.

VIII. Environmental Interest Groups

A. National Airspace Coalition (NAC)

The National Airspace Coalition is a non-profit, public-interest organization that was founded as a direct result of the Colorado Airspace Initiative. The NAC functions as a voice to the concerns of individuals who feel that they have been left out of military airspace actions that affect them. NAC serves as a clearinghouse of information regarding military airspace expansions, appears at public scoping meetings for DoD airspace proposals, and has published a booklet, "A Citizens Guide to Opposing Military Airspace Expansion." NAC recommends the RAMA (Rural Alliance for Military Accountability) web site for further airspace information.

B. Rural Alliance for Military Accountability (RAMA) (www.rama-use.org)

For the past 10 years, the Rural Alliance for Military Accountability (RAMA) has worked with rural communities across the nation who are "overwhelmed with proposals to take airspace, land and resources for military activity without accountability to the people, the environment and the law." RAMA does technical research and "opens the doors to power and facilitate the public voice to be heard at the Pentagon." Their web-site is one of the most active regarding airspace issues.

C. Defenders of Wildlife (www.defenders.org)

In 1994, the Defenders of Wildlife published an overflight report entitled "Unfriendly Skies, The Threat of Military Overflights to National Wildlife Refuges". Based on concerns voiced by refuge managers from the US Fish and Wildlife Service (FWS), this report focused on the disturbance to wildlife by military overflights. This report gained Congressional interest and influenced Senate Bill 823 which proposed removing airspace above refuges from the FAA and giving management to refuge managers. The bill was not passed but did influence the formation of the IANRCG.

D National Parks and Conservation Association (NPCA) (www.npca.org)

The National Parks and Conservation Association is a strong voice among Park field managers and NPS user groups. The NPCA has published several reports and surveys on overflight activity affecting units of the National Park Service and other land management organizations..

E. Wilderness Societies

Wilderness Societies are playing an active role in the debate of noise over and within wildernesses and tend to support legislation restricting altitudes for flying over federally designated wildernesses.