

Chapter 6

Temporary Flight Restrictions and Advisory NOTAMS

I. Introduction

In order to enhance safety on an incident or project, the FAA may be requested to issue a Notification to Airmen (NOTAM) which could be either a Temporary Flight Restrictions (TFRs) or NOTAMS (NOTAM (L) or NOTAM (D) to pilots. In addition to the NOTAM process, agency personnel contact military facilities and or other agency aviation units to deconflict the involved airspace.

Deconfliction is a process that involves the separation of land management agency and other types of aircraft that may pose a flight hazard. This process is frequently used by local dispatch to inform military units of activity whether emergency or planned. This deconfliction is negotiable unless a TFR is involved. Local dispatch may also use deconfliction information to notify other agency aircraft of an evolving situation that requires deconfliction for safety.

A TFR is an area of airspace (defined both laterally and vertically) which has been temporarily or partially closed to non-participatory aircraft for a specified period of time. Flight restrictions may be requested in response to the aviation safety needs for the separation of aircraft for disaster type occurrences.

This chapter describes the types of conditions under which the FAA may impose temporary flight restrictions. It also explains which FAA elements have been delegated authority to issue a TFR NOTAM and lists the types of responsible agencies/offices from which the FAA will accept requests to establish temporary flight restrictions.

The 14 CFR is explicit as to what operations are prohibited, restricted, or allowed in a temporary flight restrictions area. Pilots are responsible to comply with 14 CFR Sections 91.137, 91.138, 91.141 and 91.143 when conducting flight in an area where a temporary flight restrictions area is in effect, and should check appropriate NOTAM's during flight planning.

II. NOTAMs

NOTAM's are a FAA method of distributing information to pilots. They may contain information (not known in advance to publicize by other means) concerning the establishment, condition or change in any component (facility, service or procedure of, or hazard in the NAS). NOTAMs may be regulatory (restrictive) or advisory in nature (e.g. information to pilots and not restrictive).

A. Types of NOTAM

NOTAM information is classified into three categories:

- # NOTAM (L)
- # NOTAM (D)
- # Flight Data Center (FDC) NOTAM's.

1. NOTAM (D)

NOTAM (D) information **is advisory in nature and is not restrictive**. The (D) pertains to the dissemination method by the FAA and in this case would be "wide" dissemination. A NOTAM (D) pertains to enroute navigation aids, civil public use landing areas listed in the Airport/Facility Directory and aeronautical data that are related to IFR operations. They are disseminated for all navigational facilities within the NAS, and all public use airports, seaplane bases, and heliports listed in the Airport/Facility Directory (AFD).

2. NOTAM (L)

NOTAM (L) information **is advisory in nature and is not restrictive**. The (L) pertains to the dissemination method by the FAA and in this case would be "local" dissemination. It can include such information as taxiway closures, personnel and equipment near or crossing runways, airport rotating beacon outages and airport lighting aid. NOTAM (L) information is distributed locally only and is not attached to the hourly weather reports. A separate file of local NOTAM's is maintained at each FSS for facilities in their area only. NOTAM (L) information for use in other FSS areas must be specifically requested directly from the FSS that has responsibility for the airport concerned.

3. FDC NOTAM (Also known as TFRs or Temporary Flight Restrictions)

On those occasions when it becomes necessary to disseminate information which is **regulatory in nature**, the National Flight Data Center (NFDC) in Washington, DC will issue an FDC NOTAM. **A TFR is an area approved for flight restrictions by the FAA for use by the requesting agency.** The (FDC) refers to the fact that the NOTAM is issued by NFDC in Washington DC and is considered a legal regulation. Intrusions into a TFR may carry a penalty or suspension of license. FDC NOTAM's may also contains such information as amendments to published Instrument Approach Procedures (IAPs) and other current aeronautical charts. They are transmitted by the US NOTAM Office to the appropriate FSS and ARTCC.

III. Regulatory Purpose and Types of TFRs

There are six kinds of TFRs. Three are issued under 91.137 sub paragraphs (a)1, (a) 2, and (a) 3 and the other three are under 91.138, 91.141 and 91.143. The purpose for establishing a TFR vary according to the need.

A. 14 CFR Section 91.137(a)(1)

To protect persons and property in the air or on the surface from an existing or imminent hazard associated with an incident on the surface when the presence of low flying aircraft would magnify, alter, spread, or compound that hazard. This is the most restrictive of TFR's and is rarely issued for wildland fire incidents. It is more commonly used for the following:

- # Toxic gas leaks, spills, fumes from flammable agents,
- # Volcano eruptions
- # Nuclear accident or incident
- # Hijacking incidents
- # Aircraft accident sites at the discretion of the FAA

B. 14 CFR Section 91.137(a)(2)

To provide a safe environment for the operation of disaster relief aircraft. This is the most common of TFR's for land management agencies that deal wild land fires. It includes but is not limited to:

- # Wildland fires which are being fought by aviation resources
- # Aircraft relief activities following a disaster (earthquake, tidal wave, flood, hurricane, etc
- # Aircraft accident sites

C. 14 CFR Section 91.137(a)(3)

To prevent an unsafe congestion of sightseeing aircraft above an incident or event which may generate a high degree of public interest. This TFR is rarely used except for some sporting events or accident sites. Currently the FAA uses Temporary Towers for events such as the Super Bowl. Agency Personnel have attempted to get this kind of TFR for spray projects, wild horse round ups and prescribed burns but are rarely if ever issued by the FAA

D. 14 CFR Section 91.138

To protect declared national disasters for humanitarian reasons in the State of Hawaii. Generally associated with hurricane relief in the state of Hawaii only.

E. 14 CFR Section 91.141

To protect the President, Vice President, or other public figures. Sometimes put in effect during Presidential or public figure appearances at large wild land fires. Requires considerable coordination if fire suppression aviation activity continues during the visit.

F. 14 CFR Section 91.143

To provide a safe environment for space agency operations. Frequently used in Florida, California and New Mexico.

IV. Authority To Fly Inside A TFR

FAR 91.137 is quite specific regarding who is allowed inside a TFR. The regulations vary according to the type of TFR issued. The following standards apply to TFRs:

A. 91.137 (a)(1)

91.137 (a)(1) is the most restrictive of the 91.137 series of TFR's. No person may operate an aircraft within the TFR unless that aircraft is participating in the hazard relief activities and is being operated under the direction of the official in charge of on scene emergency response activities.

B. 91.137 (a)(2)

91.137 (a)(2) is the TFR most commonly used for disaster relief incidents. It is important that disaster relief officials understand that certain aircraft **ARE ALLOWED INSIDE THE TFR** and they may not be participating aircraft in the disaster relief. The following aircraft are allowed entry into a 91.137 (a)(2) TFR:

1. Participating Aircraft

Aircraft participating in hazard relief activities and are being operated under the direction of the official in charge on the on scene emergency response activity. These aircraft can include assigned air tankers, air tacticals, smoke jumping aircraft, helicopters, etc.

The following may not be assigned to the incident and may be considered "intruders"

- # Transiting air tankers or other agency type aircraft enroute to a different fire
- # Released aircraft transiting from one fire to another
- # Agency VIP flights that have not been pre-coordinated with dispatch/air ops
- # Recon, spray, resource, or mapping aircraft on normal agency business

2. Law Enforcement

Under this type of TFR, Law enforcement officials are allowed into the TFR. There is no caveat that requires prior notification or communication during their flight. Agency personnel are strongly recommended to coordinate frequency sharing and TFR information with local law enforcement agencies that may utilize aircraft.

3. IFR Traffic

The FAA has the right to route aircraft operating under ATC approved IFR flight plans through this kind of TFR. A rare occurrence, it has happened when the TFR was located inside the approach and departure for an airport.

4. Airport Traffic

TFRs do not close airports. When this kind of TFR is over or near an airport, VFR traffic is still allowed inside the TFR if the flight operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather or terrain.

Notification is given to the FSS or ATC facility that is specified in the TFR. The TFR states that the operation should not hamper or endanger relief activities and the flight in or out of the airport should not be conducted for the purpose of observing the disaster. This can be a real issue when there is a large TFR involved. The FAA will allow aircraft to transit from airport to airport within the TFR. Disaster relief operations around an airport requires careful coordination and a heightened awareness of see and avoid.

5. Media

Media access to this type of TFR may be the most misunderstood aspect of aircraft allowed into a TFR. According to 91.137 (a)(2), the following circumstances apply to media entry:

- # The aircraft is carrying properly accredited news representatives.
- # Prior to entering the TFR, a flight plan is filed by the media aircraft with the appropriate FAA or ATC facility specified in the TFR NOTAM.
- # The operation is conducted above the altitude used by the disaster relief aircraft, unless otherwise authorized by the official in charge (ie Air Tactical) at the on scene emergency response.

The last item above has caused the most discussion and inconsistent procedures. FAA interpretation is that media aircraft are allowed inside a TFR as long as they maintain altitude above disaster relief aircraft. If the disaster relief aircraft happen to be on the ground, then the media has been known to fly at any altitude within the TFR

The ambiguity lies in the statement of “altitude used by disaster relief aircraft”. Agency personnel have offered that this would mean the ceiling of the TFR however applications of the TFR regulation by the FAA have seen media aircraft allowed inside the TFR.

No perimeters are set that order prior communication by the media with either dispatch or the disaster relief officials in charge. Air Tacticals are to be reminded that if the media met the above criteria, they are allowed inside the TFR. Air Tacticals have the right to allow the media to fly at lower altitudes when it can be safety accomplished. They do not have the authority to remove the media from the TFR when the above criteria is met.

Agency personnel are strongly recommended to hold pre season meetings with local media that use aviation resources. Meetings should cover frequencies, TFR procedures, dispatch contact numbers, basic ICS, etc.

C. 91.137 (a)(3)

Under this type of TFR, entry for non participating aircraft is similar however there are some differences:

1. Airport Traffic

Again, the airport is not closed by a TFR. Operations are allowed if they are conducted directly to or from an airport within the area, or is necessitate by the impracticability of TFR flight above or around the area due to weather or terrain, and the operation is not conducted for the purpose of observing the incident.

2. IFR Traffic

Aircraft operating under an ATC approved IFR flight plan are allowed into the TFR.

3. Incident, Event or Law Enforcement

Aircraft are allowed inside the TFR if they are carrying incident, event or law enforcement personnel. Note - no perimeters are set requiring prior notification.

4. Media

Media are again allowed inside this type of TFR if the aircraft is carrying properly accredited news representatives and prior to entering the area, a flight plan is filed with the appropriate FSS or ATC facility specified in the NOTAM.

V. TFR Requesting Authorities

A. 91.137 (a)(1)

TFR's may be recommended or requested under this FAR by military major command headquarters, regional directors of the Office of Emergency Planning, Civil Defense State Directors, State Governors, or other similar authority.

B. 91.137 (a)(2)

TFR's may be recommended or requested under this FAR by:

- # Military commanders servicing as regional or area search and rescue coordinators.
- # Military commanders directing or coordinating air operations associated with disaster relief.
- # Civil authorities directing or coordinating organized relief air operations. This includes representatives of the Federal Emergency Management Agency, US Forest Service, Bureau of Land Management, other Department of Interior agencies and State aeronautical agencies.

C. 91.137 (a)(3)

TFR's may be recommended or requested under this FAR by any of those listed above or by State, county or city government entities. A TFR under the conditions of 91.137 (a)3 will be issued by the direction of the regional air traffic division manager having oversight of the airspace concerned.

The authority for agency personnel to request a TFR for land management activity or emergencies is found in 91.137 (a)(2). TFR's are normally ordered through the dispatch ordering procedure. Dispatchers maintain the request on an aircraft resource order form which allows the TFR to be tracked, documented and closed when appropriate.

D. Agency TFR Requests

Agency TFR requests are usually identified by one of two means:

1. Field Generated Need

A TFR or advisory NOTAM request may be submitted to the local unit dispatch office or aviation manager by the incident commander or project manager (or authorized representative, e.g. air tactical, or other on scene personnel).

2. Dispatch or Aviation Manager Generated Need

A TFR or advisory NOTAM request may be identified by the unit dispatcher or aviation manager.

VI. Criteria For Determining The Need For A TFR

Considerable judgement should be used in determining the need for a TFR. A risk assessment of the need should consider the following criteria:

- # Type and number of aircraft operations (air tactical, air tanker, helicopter, smoke jumper, etc) occurring within the incident and their aeronautical requirements (orbit dimensions, both vertically and horizontally).
- # Entry and exit points and routes for disaster relief aircraft.
- # Multiple incidents in close proximity.
- # When the extent and complexity of the operation creates a hazard to non participating aircraft.
- # Extended operations (3+ hours) are anticipated.
- # Operations are in the vicinity of high-density aircraft traffic.

- # Incident is expected to attract sightseeing aircraft.
- # Operations are conducted near or in the dimensions of a MTR, VFR Helicopter Aerial Refueling routes, Slow Routes, or SUA.
- # Incident is conducted in or near a Victor Flyway.
- # *See and avoid* capability is reduced or compromised.

VII. Criteria For Determining The Need For An Advisory NOTAM

In some cases, a NOTAM (L) or NOTAM (D) may be appropriate. Judgement should be used in determining the need. The following should be considered:

A. Notification of a pending TFR.

B. Information Does Not Meet TFR criteria

There is information which does not meet TFR criteria, but needs FSS assistance in dissemination to non participating aircraft

For example, there may be no need to close or restrict the involved airspace but it is prudent to notify general aviation or military aircraft of a potential conflict or traffic involving activities such as:

- # Prescribed burns
- # Blasting
- # Training
- # Resource Projects
- # Obstructions

VIII. Dimensions Of A TFR

A. Standard Dimensions

The standard dimensions for requesting a TFR are as follows:

1. Lateral Dimension

Laterally that airspace extending five (5) nautical miles from the center point of the area affected by the disaster. See Figure 6-1.

2. Vertical Dimension

Vertically that airspace extending up to an elevation of 2,000 feet above the highest terrain of the disaster area or above the operating altitude of participating aircraft within the lateral dimension. See Figures 6-2 and 6-3.

Sizes and shapes may vary due to the nature of the incident. The most frequently requested shape is circular with a center point identified. It is possible to request a non circular shape from the FAA if the TFR risk assessment shows that it is necessary for the safety of involved aircraft. Keep the shape simple in order to assist in the distribution of the NOTAM to pilots. Latitude and Longitude points and VOR/DME will be required for the anchor points of the non circular TFR.

Figure 6-1 - Horizontal Dimension for a TFR Over a Small Incident

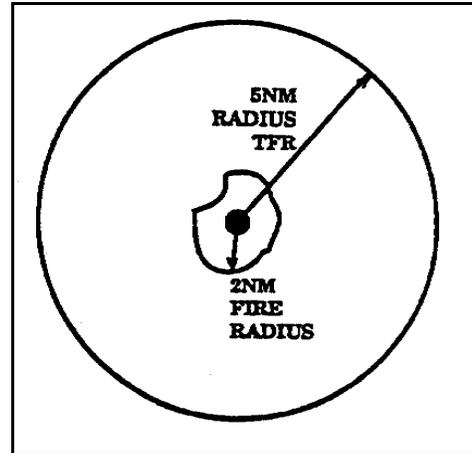


Figure 6-2 - Horizontal Dimension for a TFR Over a Large Incident

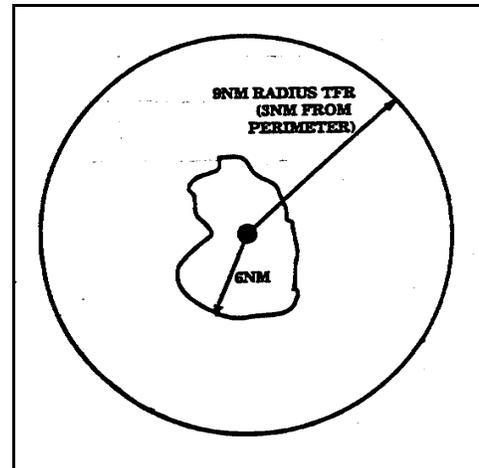


Figure 6-3 - Standard Vertical Dimensions for a TFR

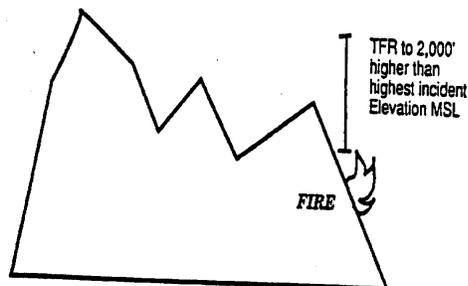
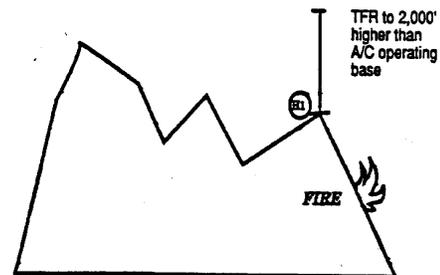


Figure 6-4 - TFR Extending Vertically To Include Helibase



The altitude of the TFR ceiling is given to the FAA as MSL. The NOTAM will be issued by the FAA as MSL so that the ceiling is uniform. An AGL ceiling is unacceptable for the safety of our aircraft due to the nature of our operations and the additional hazard of the presence of smoke.

If altitudes being used are specified as 2000' AGL, FAA airways are usually not impacted. However, if a greater altitude restriction is necessary this may be a problem. Including the local ARTCC/FSS in the planning process of the TFR can help eliminate such problems.

There is a chance that the FAA may not grant the dimensions of the TFR requested by the agency. If the size specified is denied, contact the agency State or Regional Aviation Manager or airspace coordinator immediately.

B. Factors Which May Affect the Size and Shape of the TFR

It is recommended that initially the standard TFR (5 nm radius, 2000' above highest terrain) be established. However, there are a number of factors to take into account when determining the size of a TFR, including our responsibility not to affect more airspace than necessary. TFR's may be smaller or larger than the suggested standard or they may be non-circular. The following are factors which may affect the size and shape of the TFR:

1. Type and number of aircraft operating within the incident and their orbiting and maneuvering requirements.
2. Aircraft entry and exit points and routes.
3. Other (general aviation, military, VFR airways, airports, etc.) aircraft operations in the geographic area.
4. Size and rate of spread of the incident.
5. Locations of incident supporting resources.
6. MTR, SUA, Slow Routes, Aerial Refueling Routes within or near
7. Multiple incidents in close proximity should use a combined TFR to reduce the impact on the NAS. Do not overlap TFR's on top of each other. Coordinate with other agencies if appropriate.
8. There are situations in which a standard circular horizontal dimension might be altered. Examples are:

- # An airport and/or airport approach/departure routes are within the circular dimension; in this case describe the circle with a "pie-shape" cut out of it (otherwise airport will have to be closed; see Chapter 8, Conflicts for additional information on airport operations.)
 - # Terrain features such as a ridge line where the airspace on the side of the ridge opposite the incident does not need to be restricted; this should be considered especially when MTRs are involved.
9. The location of a helibase outside a TFR is a consideration for the size and shape of a TFR. The TFR is designed for placement over a specific disaster area and frequently a helibase could be many miles away from the actual disaster. In this case, the FAA has recommended placing a NOTAM (L) or a NOTAM (D) over the helibase and advise pilots to remember to practice see and avoid. If there are SUA or MTRs between the helibase and the incident, notify the military about the TFR and helibase and request voluntary deconfliction for the airspace not inside the TFR.

IX. Ordering Procedures For An Advisory NOTAM (NOTAM L or NOTAM D)

- A. The dispatcher or aviation manager should submit the request to the FSS. Normally the TFR Request form (under development) is used for this purpose. Copy to the GACC if appropriate.
- B. Furnish the information to the FSS and, as appropriate, to the military, via phone. It is also strongly recommended that copies be faxed to offices involved. A hard copy often clarifies any information relayed verbally. If faxed, requests must be followed up by verbal confirmation.
- C. The FSS will issue an Advisory NOTAM. When a NOTAM (L) is required, this is usually processed immediately.
- D. Modifications and cancellations of an Advisory NOTAM require coordination with the affected FSS, GACC, and military units. When changes are approved, FSS will issue a corrected Advisory NOTAM

X. Ordering Procedures For TFR

After the need has been identified, recommended processes for requesting TFRs or Advisory NOTAMs and providing notifications to military units and local personnel (other) are described below:

- A. Follow procedures as established by your agency. General guidelines for a risk assessment are contained in this chapter. Generally a dispatcher or aviation manager (at the GACC or unit level) should submit the request to the ARTCC.

Figure 6-5

RESOURCE ORDER		INITIAL NUMBERING	A. INCIDENT/PROJECT NAME		B. SQUAD
AIRCRAFT		7/11/99 1400	JACKSON		AR
B. REQUESTOR'S LOCATION/ADDRESS/PHONE AREA		C. DEL. TIME	D. DEL. TIME	E. DEL. TIME	F. DEL. TIME
AR-3		30	17H	50E	
		G. MAY REFERENCE 28.19.1 x 114.73.0			
II. AIRCRAFT INFORMATION					
SPACING	INITIALS	BASE OR HOME	AIR CONTACT	FREQUENCY	REMARKS
254	21	ELT	AA-3	122.9	SNO
144	22	ARM			
III. RESOURCE REQUESTS					
Request Number	Request Date	Requester	Request Description	Request Status	Requester
A-01	7/11/99	BB/	1 Airtanker, Loaded, TY 1	7/11/99	FINE
A-02	"	BB/	1 Helicopter w/ Crew, TY 3	7/11/99	FINE
A-03	7/11/99	BB/	1 Temporary Flight Restriction (see Attached Scope 4)	UNREQ	MPD

The TFR Request form (under development) is normally used to document and submit this information. Complete information is necessary for documentation and meeting the FAA's needs. The TFR request is documented and maintained on a Resource Order form.

Ensure that the following information has been completed:

- # Resource Order and Aircraft Request Number
 - # Requesting persons name and phone number
 - # VOR, Latitude and Longitude information is complete
 - # VHF-AM Air to air contact frequency
 - # Radius in Nautical Mile (NM)
 - # Highest Base altitude and TFR ceiling altitude
- B. Plot the center point of the TFR using the latitude and longitude on a sectional. Ensure the bearing and distance from the nearest VOR on the TFR request matches the point plotted using latitude and longitude on the sectional. Confirm latitude and longitude if using a computer aided program.
 - C. Draw the TFR on the sectional using the radius and nautical miles. Check for airports, Class B or Class C airspace, Class D, MTRs, SUA inside the proposed TFR.
 - D. If neighboring agencies are impacted, coordinate TFR order with them. Share frequencies. Determine if requested TFR will affect current TFRs already in place. Combine if necessary. **Do not overlap TFRs.**

If MTRs are impacted, call the DoD Scheduling Activity and determine status (“hot”) and their schedule for the remainder of the day. Relay MTR status immediately to all incident air crews. Inform DoD of intent to request TFR.

If a SUA is impacted, consult MOU/LOA between military and land management agency if such an agreement is in place. If no agreement is in place, consult with ARTCC and/or Scheduling Agency for procedures to deconflict airspace.

A TFR is as restrictive to military flights as to any other non-participating aircraft. It is strongly recommended when TFRs are located near or in SUA and/or MTRs, notifications to affected military units be made prior to the request for a TFR from the FAA ARTCC. Military aircraft already airborne when a TFR is requested may not be in communication with the notified facilities. Do not assume the TFR is deconflicted without verification that military aircraft have been cleared from the affected airspace.

If an airport is impacted, notify the incident AOBD. TFR’s do not close an airport and VFR traffic is allowed inside a 91.137(a)(2) TFR to and from an airport. Coordinate with AOBD and airport manager for entrance/exit or closure (worse case scenario).

- E. 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.
- F. Brief local and non local initial attack and other participating aircraft on procedures for entering airspace (Initial points of contact for entry, etc). For further information, see Chapter 7, Mid Air Collision Avoidance and the Interagency Air Tactical Group Supervisors Guide.
- G. Furnish the TFR information to the ARTCC and, as appropriate, to the military, via phone. It is also strongly recommended that copies be faxed to offices involved. A hard copy often clarifies any information relayed verbally. If faxed, requests must be followed up by verbal confirmation.
- H. The ARTCC sends the TFR request to NFDC who in turn approves and issues the NOTAM to FSS . Because of processing time, the NOTAM is not normally published for at least two hours. The agency should also request from the affected FSS issuance of an advisory NOTAM concerning the activity until such time as they receive the official TFR.

- I. Request a faxed copy of the NOTAM (with the NOTAM number) from the ARTCC and verify the TFR was published as requested. Document the NOTAM number on the resource order and TFR request form. If the approved TFR differs, contact the ARTCC to resolve the difference. It could be a typographical error that needs corrected. Final approval, with any changes, will be passed to all affected personnel.
- J. Maintain contact with FAA and DoD daily to ensure that TFR and requested deconfliction is still in effect. TFR may be accessed via DUAT or Internet.
- K. Coordinate modification with on scene personnel and determine size or shape as the incident or project size changes. When the project has changed size or shape of airspace, the TFR NOTAM is cancelled and a new NOTAM is issued for the revised TFR. Modifications to a TFR require coordination with the affected ARTCC, FSS, GACC, and military units. Follow the steps listed above and document on resource order that the TFR has been replaced by a new TFR. Repeat as necessary.

Be Sure To:

- # Modify TFR If TFR Frequency Changes
- # Issue New NOTAM With Correct Frequency
- # Notify involved agency and neighboring agencies of frequency changes.

- L. When the incident no longer requires protected airspace, the TFR is canceled. Modifications and cancellations to a TFR require coordination with the affected ARTCC, FSS, GACC, and military units. Be sure to notify all involved DoD units that the TFR has been cancelled.
- M. If problems are encountered, document on a SAFECOM and follow agency procedures. If 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.

XI. Notification Process

As part of the deconfliction process, agency personnel need to notify both military and agency involved aircraft who may be in or near the identified TFR.

A. Military Notifications

1. Notify the appropriate military facility of the TFR or need to deconflict an area. This may be the scheduling agency (SUA) or scheduling activity (MTRs) or other identified military POCs.
2. In some cases this contact may be an advisory but, when addressed by MOU or other agreement, the purpose may be to request deconfliction of military flight operations in the affected area, through closed routes or otherwise restricted military operations.
3. Once the TR or notification/deconfliction has been coordinated, the individual responsible for the restriction should, on a daily or more frequent basis, check and update this information with all affected military units.
4. Information to provide includes but is not limited to:
 - # Agency flight operations including TFRs and other activity that may affect flight safety located in or near an MTR or SUA.
 - # “Round Robin” activity to and from an air tanker base where the air tanker base may not be inside the TFR.
 - # Routes of ingress and egress
 - # Frequencies, type and number of aircraft involved.
5. For non-time critical operations, the military unit may schedule/deconflict land management agency aircraft into the MTR/SUA area using normal scheduling procedures. For time critical operations, military pilots are briefed or otherwise contacted. The military should be requested to notify the requesting agency when all military aircraft have been confirmed clear of the area.

B. Agency Notifications

It is imperative that agency personnel keep agency aircraft flight operations aware of TFRs or other flight advisories. Near Mid Air Collisions happen with all too much frequency between agency type aircraft. Local real time advisories of TFRs or flight operations and of other activity affecting airspace should be forwarded to agency pilots, managers, and/or Ground Personnel involved in aviation (eg smoke jumper, air tanker and helibases).

C. Briefings

Notification to local pilots and personnel is necessary to insure TFRs, advisory NOTAMs, and other information affecting airspace is provided in real time.

Morning and evening briefings should include current TFRs, recent near mid air collisions, hazards and obstacles related to airspace. For further briefing information, refer to Chapter 7, Mid Air Collision Avoidance Program.

XII. Checklist Of Actions To Be Taken To Request A TFR

Figure 6-6

Basic Checklist For Implementing TFRs					Page 1 of 1	
Location: _____			By: _____		Date: __/__/__	
Step	Action	To	From	Date	Time	
1	Determine Need For TFR and/or Deconfliction By The Military.					
2	Plot Incident Or Project Locations Using Maps And/Or Computer System; If Special-Use Airspace or Military Training Routes Involved, Perform Steps 6 and/or 7 <u>Prior</u> To Steps 4-5.					
3	Complete Resource Order With Interagency Request for TFR And document contacts requesting deconfliction of airspace with DoD.					
4	Contact FAA ARTCC With Request For TFR; Request Call-Back With Confirmation					
5	Inform FAA FSS Of Request Made To ARTCC Request Advisory NOTAM If Necessary					
6	If Special-Use Airspace (MOAs, RAs, etc.) Involved, Contact Military Scheduling Agency And Request Deconfliction Of Airspace Until TFR Granted By FAA					
7	If Military Training Route(s) Involved, Contact Military Scheduling Activity And Request Deconfliction Of Airspace Until TFR Granted By FAA					
8	Relay Copy Of TFR Request To GACC if appropriate.					
9	All Aircraft and Incident Commander Informed of TFR status And, If Appropriate, activity status of Special-Use Airspace Or Along Military Training Route(s)					
10	Air Tactical , Lead Plane, and/or Aerial Observer Ordered If Appropriate					
11	Document Call-Back Confirmations Received On The "Interagency Request For Temporary Flight Restriction" And document DoD contacts.					