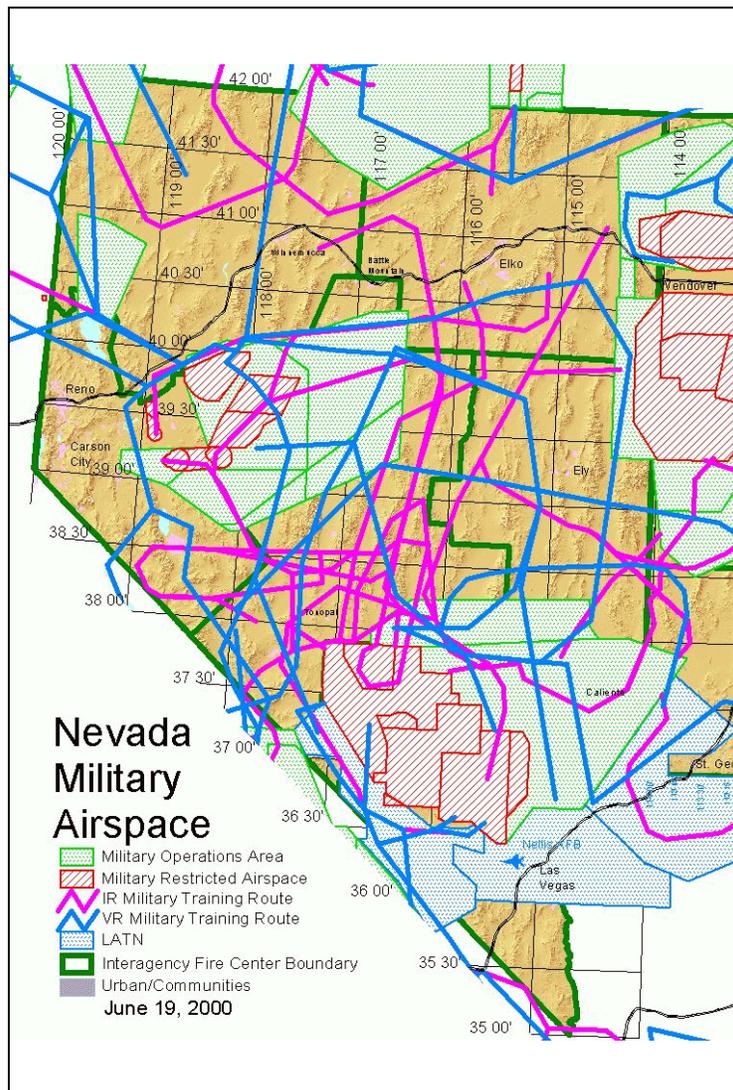


# ELKO

## AIRSPACE COORDINATION SUPPLEMENT

AUGUST 2001

DRAFT 2



## **PREFACE**

The purpose of the Elko Airspace Coordination Supplement is to provide information, orientation and standard operating procedures for flight crews, aircrews, aircraft managers, dispatchers and aviation managers. The ultimate goal is to promote aviation safety and efficiency.

## **PUBLICATION/REVISIONS**

The format, publication, dissemination and revision of this guide is the responsibility of the Unit Aviation Manager (UAM). It will be updated and revised annually.

## **DISCLAIMER**

Although every effort has been made to publish only correct and current data, the information contained herein cannot be assumed to be 100% accurate. Pilots and government personnel must still refer to published and updated material, when available: aeronautical charts, airport and frequency directories, Federal Aviation Regulations, aviation manuals, interagency guides, etc.

This Plan is not 100% comprehensive. If additional information or clarification is needed, do not hesitate to consult local Unit Aviation Manager, Field Office Fire Management Officer, Elko Interagency Dispatch Center Manager, etc.

This guide does not eliminate the need for procedural and safety briefings. Flight crews and aircrews must always conduct and receive pre-flight briefings specific to the local agency or incident organization, airspace, weather, topography and the intended mission.

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## Chapter 1: Introduction

### CHAPTER 1: INTRODUCTION

**1.1 Introduction.** Civil aircraft (i.e., the general flying public) may at times pose a hazard to agency flight activities. However, it is the large amount of military training activity occurring over large areas of the Elko Zone of Influence that requires the performance of timely and accurate flight planning and airspace coordination. The purpose of this document is to outline those procedures that will contribute to effective airspace coordination and will meet mid-air collision avoidance objectives.

**1.2 Scope.** Planning implies the identification of potential airspace conflicts for both fire and non-fire flight activities. Coordination implies the immediate deconfliction with the military of airspace lying within Special Use Airspace (SUA) and/or along Military Training Routes (MTRs), as well as the implementation, when warranted, of Temporary Flight Restrictions (TFRs) with the Federal Aviation Administration (FAA).

This document is intended only as a general outline of the airspace coordination process. Specific procedures for deconfliction of flight activities within Special-Use Airspace are explained in the applicable Letter of Agreement with the military: Fallon Naval Air Station, Nellis Range, and the Utah Test and Training Range. The Letters of Agreement for these three entities are incorporated by reference into this document and must be consulted for both fire and non-fire flight activities.

The procedures contained in this Supplement apply to all airspace coordination, both fire and non-fire, conducted within the Elko Zone.

**1.3 Authority.** Authority for this Guide is contained in BLM Manual 9400. This supplement is also part of the Elko Aviation Plan.

#### 1.4 Responsibilities.

**1.4.1 Unit Aviation Manager.** It is the responsibility of the Unit Aviation Manager to

- Ensure all personnel (dispatchers, air crews, and aircraft users) are briefed on airspace coordination procedures, and that these procedures are implemented followed.
- Ensure that airspace coordination information is widely disseminated during morning briefings to tactical air and flight crews
- Post maps and other information at Fixed-Base Operators for the purpose of informing the public of Temporary Flight Restrictions for firefighting efforts
- Coordinate with Department of Defense facilities regarding overall airspace coordination issues

## Chapter 1: Introduction

- Coordinate with DOD on airspace conflicts

**1.4.2 EIDC Dispatchers.** It is the responsibility of each dispatcher working in the Elko Interagency Dispatch Center (EIDC) to understand and implement the procedures contained in this document. This document, however, is not a substitute for reading the Interagency Airspace Coordination Guide and attending the required training in airspace coordination.

**1.4.3 Air Crews and Aircraft Users.** It is the responsibility of air crews and aircraft users to be knowledgeable of airspace coordination procedures.

**1.5 Airspace Critical Contacts List.** Appendix A contains a list of critical contacts for airspace coordination. The EIDC Aircraft Dispatcher is responsible for updating this list during the pre-season.

**1.6 Policy and Procedure.** The Interagency Airspace Coordination Guide is a policy document for the United States Forest service and for the Department of the Interior (including BLM). The policies and procedures contained in the Guide must be implemented to avoid mid-air collisions.

Any mission or incident where aircraft will be operating within the lateral and vertical boundaries of a Military Training Route or within Special-Use Airspace (Military Operations area, Restricted Area ) requires at least a phone call to the appropriate military schedulers to advise them of Elko aviation activities. All communications must be documented and, if warranted, a Temporary Flight Restriction should be implemented (see Interagency Airspace Coordination Guide) .

## Chapter 2: Procedures

### CHAPTER 2: PROCEDURES

All incident or non-incident flights require some form of hazard identification and, if the flight will conduct work along Military Training Routes (MTRs) or within Special-Use Airspace (SUA), steps must be taken to deconflict that airspace.

For fire incidents, this may be done by any aircraft dispatcher.

For non-emergency, non-fire project flights, this is normally done by the Dispatcher, with assistance from the UAM if necessary. If there is an MTR and/or SUA involved, the military prefers 30 days prior notification.

All contacts with military personnel or the FAA must be thoroughly documented in writing. This information becomes legal documentation in the event of an incident or accident that results in litigation.

Specific details for deconflicting airspace and a list of training routes and schedulers' phone numbers are found in the Aircraft Dispatcher's Manual on the Aircraft Desk. The most comprehensive source of information on this topic is the Interagency Airspace Coordination Guide which also is located on the Aircraft Desk.

The Initial Attack Management System (IAMS computer program) is the tool of choice for rapidly and accurately acquiring the necessary information for deconfliction. As a backup to the system, the aeronautical sectional chart hazard map and the DOD AP/1B book may be utilized.

**2.1 General Procedures.** The dispatcher performs the following actions:

- ✓ Enters the Location Point of the incident in the Initial Attack Management System (IAMS)
- ✓ Obtains Hazards Summary
- ✓ Determines if SUA or MTR(S) are hot by calling the Scheduling Agency for the Special-Use Airspace or the Scheduling Activity for a Military Training Route
- ✓ Relays SUA and/or MTR status to air crews that are dispatched or en route to the incident
- ✓ Unofficially implements a TFR with SUA Scheduling Agency and MTR Scheduling Activities
- ✓ Implements an official Temporary Flight Restriction (TFRs) with FAA
- ✓ Informs military Scheduling Activities and/or Agencies of FAA NOTAM for the TFR.

## Chapter 2: Procedures

- ✓ Informs air crew(s) of SUA, MTR and TFR status
- ✓ Rechecks TFR Daily With FAA and Military
- ✓ Cancels the TFR
- ✓ Amends the TFR if necessary (must follow cancel procedures)

The following pages contain specific procedures for the above general process.

**2.2 Enter the Location Point in IAMS.** Upon receipt of a fire report, if location is fairly accurate, (e.g., a VOR/Bearing/Distance, T/R/S, or latitude/longitude coordinates), enter the location into the IAMS CAHIS program utilizing the "Enter Point" functionality in MAPS.

! If location is vague (e.g., west of Austin), delay entry of point into IAMS CAHIS until a more accurate location is obtained.

! The entry of one type of description – Latitude/Longitude, Township/Range/Section, or VOR/Bearing/Distance -- allows automatic conversion to the other two types.

! Latitude/Longitude may be entered in one of three ways:

- Degrees/Minutes/Seconds (e.g., 39 49 30N x 116 47 34W)
- Decimal Degrees (in this format, above example would be 39.825000 x -116.792778)
- Decimal Minutes (in this format, above example would be 39 49.50N x 116 47.56W)

**Convert Coordinates**

Entry Method

Legal  VOR  UTM

Lat/Long (Degs Mins Secs)

Lat/Long (Decimal Degrees)

Lat/Long (Decimal Minutes)

Latitude Longitude

39 49 30N 116 47 34W

Enter Latitude/Longitude in Degrees Minutes Seconds

Lat/Long: 39 49 30N 116 47 34W  
Decimal: 39.825008 -116.792680  
Dec. Min: 39 49.50N 116 47.56W  
Legal: 023.0N 046.00E 34 M  
VOR-Bearing-Distance  
BJC 262.881 536.24  
UTMxy: 517742 4408146 Zn 11

Close Convert Print

Dispatch... Hazards...

## Chapter 2: Procedures

**2.3 Hazards Summary.** Press the “Hazards Summary” button. This will bring up a "Hazards Summary" similar to what you see in the graphic below.

Print a copy of the Hazards Summary immediately.

**2.3.1 Content of the Hazards Summary.** Note that the Hazards Summary will search for TFRs, SUA, and MTRs within the Search Distance specified in the software. The Search Distance Default is 10nm. For Nevada airspace, a search distance of 20nm is recommended.

**2.3.2 Temporary Flight Restrictions.** An existing TFR is considered a “hazard” due to the aircraft on-scene in the area of the existing TFR and the hazards those aircraft pose to aircraft that might inadvertently and unwittingly transit the existing TFR.

Any existing TFRs within the specified Search Distance will be indicated.

If an existing TFR is indicated, and a new TFR is implemented for the new point entered, the potential for "overlapping" TFRs exists. When you get to the TFR software input stage, there will be a warning that overlap exists and the overlap will have to be resolved (see TFR Implementation).

Brg	Dst	Type-ID	SUA Name
0	0	MOA US	AUSTIN 1 MOA, NU
318	12	MOA US	AUSTIN 2 MOA, NU
348	20	MOA US	AUSTIN 2 MOA, NU (XA)

Brg	Dst	Route	Segment	FAA Phone #'s	Sched-1	Sched-2	Orig
0	0	UR1253	(F:G)	559-998-1034		559-998-1034	
159	2	IR 264	(GA:H)	C208-828-4722		C208-828-4722	
180	14	UR1260	(F:G)	559-998-1034		559-998-1034	
312	14	IR 282	(C:D)	AU 857-2071	CML 208-828-2071		AU 857-2172 C
312	14	IR 280	(C:D)	AU 857-2071	CML 208-828-2071		AU 857-2172 C

At this time, note that the potential for a TFR overlap conflict exists.

### 2.3.3 Special Use Airspace.

The "Hazards Summary" will specify if the point is within or near SUA. In the example, the point 39 49 30N x 116 47 34W is shown as 0 degrees Bearing and 0 Distance to the Austin 1 MOA, indicating that it is within the Austin 1 MOA. If a distance greater than 0 nm is shown, then the point is outside the SUA. In the example, the point is shown as 318 degrees at a distance of 12 nm to the Austin 2 MOA.

## Chapter 2: Procedures

If available, the Hazards Summary will also indicate the Phone # of the Scheduling Agency for the SUA.

### 2.3.4 Military Training Routes.

The "Hazards Summary" will specify if the point is either within or near an MTR's outer boundaries. In the example, the point 39 49 30N x 116 47 34W is 0 degrees Bearing and 0 Distance to VR1253 along Segment F:G. This indicates the point is located between Segments F and G on Visual Route 1253. If a distance greater than 0 nm is shown, then the point is outside the MTR's outer boundary. In the example, the point is shown as 159 degrees at 2 nm to IR264, 180 degrees at 14 nm to VR1260, etc.

The Hazards Summary will also indicate the Phone # and Fax # of the Scheduling Activity for the Route.

### 2.4 Determine Status of SUA or MTR(s).

For SUA or Routes indicated by IAMS as within the area of operations, call the SUA Scheduling Agency and/or MTR Scheduling Activity(ies) immediately.

This is an unofficial exchange of information for the purposes of

(1) notify the Scheduling Agency or Activity of a fire and/or TFR Request that is about to be submitted to FAA and

(2) obtaining information from the military regarding SUA or MTR status. The area within SUA to which you are dispatching aircraft may have significant military activity occurring. The MTR may have military aircraft already flying the route, or scheduled to do so in the near future. If either is the case, the SUA area or MTR is termed to be "hot."

Inform SUA Scheduling Agency or the MTR's Scheduling Activity that aircraft are being dispatched to the incident location. Provide Aircraft Information, to include:

- Call sign
- Type aircraft and mission (e.g., Recon/Detection)
- Departure base or point and reload base for air tankers

Example: "We are dispatching aircraft into the Nellis Range: Air Tactical 85Y, T-49, and Helicopter 66Q will depart Elko at 1510. Reload base for the tanker is Elko"

Obtain information from the military regarding SUA activity and/or MTR status.

## Chapter 2: Procedures

Enter information in Block 11 on the Resource Order under "Hazards". Example: "Austin 1 MOA, VR-1253." Inform all flight and aircrews immediately that they will be in SUA or along MTR(s) and of the status of each as relayed to you by the military.

**2.5 Dispatch of Aircraft.** For Special-Use Airspace within Nevada, aircraft should be instructed to check in with Scheduling Agency Air Traffic Control Facility prior to entry into SUA with the following information:

- \* Call sign
- \* Type aircraft and mission (e.g., SMJ, ATGS, LP, AT, Helicopter)
- \* Transponder code 1255
- \* Current location/altitude and destination

Further procedural information for operations within all military training ranges within Nevada (Nellis, Fallon, Utah Test and Training Range) should be reviewed with all dispatchers and flight crews. These procedures are contained in Letters of Agreement (LOAs).

### **2.6 Creating A Temporary Flight Restriction (TFR) using IAMS MAPS.**

The Interagency Airspace Coordination Guide provides examples of when a TFR is needed in order to prevent conflicts with civil or military aircraft.

In Nevada, a TFR shall be implemented for any fire with a known location that is within SUA or within an MTR's lateral or vertical boundaries. Note that there are other considerations pertaining to the need for a TFR other than location within SUA or MTR; refer to the Interagency Airspace Coordination Guide for further direction.

Note that a TFR may also be needed to prevent conflicts with civil aircraft. One is also required when dropping retardant in congested areas.

Check with the first aircraft on scene to verify accuracy of fire center point and lateral/vertical dimensions of intended TFR. Use verified or amended center point as the coordinates for the TFR.

In IAMS MAPS, select the "Tools" drop-down box and double click on "Enter/Edit TFR."

Input information as prompted. Note that the setting for lateral and vertical boundaries for the TFR are 5nm and 3000' AGL respectively.

3000' AGL is the minimum standard to be used in Nevada. Depending on the number of aircraft, this should be adjusted higher.

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5 nm is the minimum standard to be used in Nevada. If MTRs or SUA are close by the 5nm outer boundary (e.g., at 6-8 miles), adjust 5nm outward to include part of the SUA or MTR(S) to accommodate for the "spillout" that is common to SUA and MTRs.

Save and Print the TFR Request.

**2.7 Relaying The Temporary Flight Restriction (TFR) Request To FAA.** Fax the hard-copy TFR Request to the appropriate FAA Air Route Traffic Control Center (ARTCC). The ARTCC in whose jurisdiction the point falls is indicated by the IAMS program.

EIDC may deal with any one of four (3) ARTCCs: Seattle, Oakland, or Salt Lake City.

Fax it as "information only" to FAA Flight Service Station with jurisdiction for the TFR.

If applicable, fax the request also as an "information copy" to the SUA Scheduling Agency and/or MTR Scheduling Activity(ies) that are in the area of operations.

Follow up immediately with a voice phone call to confirm receipt of the TFR Request, in this order:

- FAA Air Route Traffic Control Center
- SUA Scheduling Agency and associated facilities (e.g., Range Control)
- MTR Scheduling Activity(ies) for Military Training Route(s)
- FAA Flight Service Station

**IMPORTANT:** Request that the FAA ARTCC relay the FAA NOTAM number back to you as soon as possible. If no answer with 30 minutes, call the ARTCC to obtain the NOTAM number.

After you obtain the NOTAM number, access the TFR within IAMS MAPS (Tools>Enter/Edit TFR) and enter the NOTAM number.

**2.8 Print an Airspace Map.** Print a map depicting the Elko airspace situation with regard to TFRs in place, Special Use Airspace and Military Training Routes. Labeling should be preset using IAMS instructions.

A map for each individual TFR map should be created and saved, naming it "TFR<Fire Number>" (e.g., TFRK056).

**2.9 Obtain the Official NOTAM.** You may also request that the ARTCC fax you a copy of the official NOTAM. Attach it to the TFR file for this fire. Distribute as needed to pilots, ATGS, Team Air Ops, and FBOs.

## Chapter 2: Procedures

A copy of the NOTAM may also be accessed at <https://www.notams.jcs.mil/> (use the Center Area Enroute NOTAM link to access by FAA ARTCC).

**2.10 Inform Aircrew and Flight Crews.** As soon as TFR is implemented by FAA, provide air crews with information. The Air Tactical Group Supervisor (ATGS) or other on-scene supervisor is the primary contact for notification. Cross check NOTAM information to ensure location is valid.

**2.11 Recheck TFR Daily With FAA and Military.** By 0600 daily, each TFR must be reaffirmed with the following entities to ensure FAA and DOD knows that restriction is still needed and is in effect:

- The issuing FAA ARTCC
- Each DOD Scheduling Agency and Scheduling Activity whose SUA and/or MTRs are impacted by the TFR
- FAA Flight Service with jurisdiction in the area of the TFR

These contacts cannot be overlooked or delayed. See TFR Daily Worksheet on the next page. The Worksheet provides a format to accomplish this task.

**2.12 Cancel the TFR.** Cancel the TFR when no longer needed.

**2.13 “Amend” the TFR.** The center point or the lateral or vertical boundaries of a TFR cannot be “amended.” The old TFR must be cancelled a new one implemented. Instruct the ARTCC to implement the new one first and then cancel the old one to avoid the new one being overlooked.

**2.14 Overlapping TFRs.** During the TFR Entry process, the IAMS software will indicate an overlap or that another TFR is close by.

- If overlap exists, cancel the old TFR and implement one larger TFR.
- If TFRs are close by (e.g., two discrete, non-overlapping TFRs in close proximity), consider combining into one large one.

**2.15 Non-Circular TFR.** The IAMS software can accommodate a non-circular TFR

## Chapter 2: Procedures

### 0600 TFR DAILY WORKSHEET

**Date:**

Notam #

Inc/Proj#:

Req#

VOR/Bearing/Distance:

FAA ARTCC:

ARTCC Phone:

**MILITARY TRAINING ROUTES AND SPECIAL USE AIRSPACE** The following chart can be used to document contacts with Military Training RUse Airspace Scheduling Agencies. Write the Date you are making the contact on in the column under "Date." Place a check mark or "X" in the box below the date when you have made the call to the Scheduling Activity reaffirming that the Route has been closed.

Route or SUA	Military Scheduling Activity or Agency	Phone	Date							

**Appendix A: Critical Airspace Contacts**

**APPENDIX A: AIRSPACE CRITICAL CONTACTS**