

57TH OPERATIONS GROUP (ACC),

99TH RANGE GROUP (ACC), and  
BUREAU OF LAND MANAGEMENT  
NEVADA STATE OFFICE

LETTER OF AGREEMENT

Effective: October 12, 2000

**SUBJECT: Interagency Airspace Coordination**

**1. PURPOSE:** To provide procedures and guidance for coordination between 57th Operations Group (57 OG), 99th Range Group (99 RANG), and the Bureau of Land Management Nevada State Office (BLM/N) for air operations within the Nellis Flying Area (NFA) which includes the Nellis Range Complex (NRC), Nellis Terminal Airspace (NTA), and Nellis Low Altitude Tactical Navigation (LATN) areas. Recognizing the need to manage the risk involved, 57 OG, 99 RANG, and BLM/N have combined efforts to jointly issue these procedures. This agreement is in accordance with FAAO 7610.4, FAAO 7110.65, and Federal Aviation Regulations (FAR), to wit, FAR PARTs 91 and 73, and with due consideration to BLM/N concerns and their need to comply with the USDA-Forest Service/USDI Interagency Airspace Coordination Guide.

**2. CANCELLATION:** Memorandum of Understanding on INTERAGENCY AVIATION OPERATIONS AGREEMENT FOR WEAPONS AND TACTICS CENTER RANGE COMPLEX OPERATIONS Effective: 23 Jan 95. This Letter of Agreement also supersedes all scheduling and airspace coordination procedures contained in other agreements currently or previously in effect between Nellis Air Force Base and the Bureau of Land Management, Nevada State Office and/or its district offices, including the Interior, Bureau of Land Management, and Tactical Fighter Weapons Center (TFWC), Nellis AFB, Nevada, dated September 28, 1987; and, the Inter Service Support Agreement Between Tactical Fighter Weapons Center and US Department of the Interior, Bureau of Land Management (BLM), dated May 22, 1984.

**3. SCOPE:** This agreement applies to Department of Defense (DoD) Nellis flying area users, airspace schedulers and service providers. The following BLM district offices are involved and subject to this agreement: Las Vegas BLM, Ely BLM, Battle Mountain BLM, and any associated aircraft/aircrews, dispatchers and other BLM authorities responsible for conducting operations within the NFA. These shall be identified as BLM/N. All parties to this agreement shall adhere to FARs prescribing see and avoid techniques and maintain a high degree of awareness when participating in activities within the NFA which might decrease see and avoid techniques.

**4. RESPONSIBILITIES:**

a. The BLM/N shall:

(1) Be the single point of contact for FAA coordination concerning issuance of temporary flight restrictions (TFRs), IAW FAR Part 91.137.

(2) Ensure all BLM/N aircraft squawk an ATC assigned discrete mode 3/A beacon code while conducting operations in the NFA.

(3) Initiate the notification process for events affecting NFA and Military Training Routes (MTRs) scheduled by Nellis Air Force Base (AFB) as noted in Flight Information Publications (FLIP), AP/1B.

(4) Initiate notification process to Nellis Air Traffic Control Facility (NATCF), Nellis Airspace Manager, and Nellis Flight Safety for all incidents/accidents and follow BLM/N in-house standard procedures.

b. 57 OG shall:

(1) Provide ATC services to BLM/N air operations within the NRC and NTA.

(2) Ensure TFR NOTAM information is distributed via the Automated Weather Distribution System (AWDS) to all Nellis flying units conducting operations within the NFA.

c. 99 RANG shall:

(1) Provide long terms and real-time scheduling of BLM/N air operations affecting the NRC and Nellis scheduled MTRs.

(2) Provide range monitoring services for scheduled BLM/N air operations within the NRC.

d. All signatories shall ensure personnel involved are briefed on the purpose and procedures of this agreement.

#### **5. COORDINATION PROCEDURES, NON-FIRE OR FIRE RECON (NO TFR):**

a. When BLM/N agency dispatchers or aviation managers become aware of non-TFR operation(s) which may necessitate flight within the NRC, they shall:

(1) Schedule BLM/N air operations affecting the NRC on a non-interference basis with 99th Range Squadron, Range Scheduling Branch, in a timely manner and provide known recurring mission planning information as far in advance as possible. (Use of certain restricted areas may require special security considerations. )

(2) Schedule the operation and subsequent changes to proposed flight with 99th Range Scheduling and coordinate same day changes/additions including unanticipated Fire Recon with 99th Range Operations Center (Blackjack) and NATCF.

(3) Verify (verification does not guarantee the schedule won't change) proposed flight operations with Range Scheduling three days prior to planned flight and FAX a map showing area of operation.

(4) Pre-brief all BLM/N aircrews to establish radio contact with NATCF prior to entering or exiting NRC airspace.

(5) Notify Blackjack and NATCF upon completion of flight activity.

b. Upon BLM/N notification of a proposed flight operation in the NRC, 99th Range Scheduling shall:

(1) Advise BLM/N of any security considerations relevant to proposed flight operations.

(2) Advise BLM/N coordinating agency of projected or known activity within times and areas in which BLM/N will operate.

(3) Coordinate BLM/N activities with all DoD scheduled units.

(4) Make every attempt to accommodate BLM/N mission requests within safety of flight considerations and contingent upon DoD requirements.

(5) Advise BLM/N to remain clear of NRC if DoD operations indicate hazardous activity or significant air operations in the BLM/N indicated operating area and provide an estimate when BLM/N operations could be accommodated.

c. Blackjack shall:

( 1 ) Notify all flying units of BLM/N air operations brought to their attention.

(2) Coordinate Fire Recon requests with NATCF, i.e. route of flight, ranges affected, status of range, (hot, cold, scheduled open for joint use, etc).

(3) If in radio contact (upon initial transmission) with BLM/N aircrews, advise them of known/observed traffic in the area of known BLM/N air operations.

(4) Advise BLM/N to remain clear of NRC if DoD operations indicate hazardous activity or significant air operations in the BLM/N indicated operating area and provide an estimate when BLM/N operations could be accommodated.

d. NATCF shall:

(1) Assign a discrete Mode 3/A beacon code for all BLM/N aircraft as requested, and notify Blackjack of code assignment.

(2) Issue current Nellis Range altimeter setting.

(3) Provide VFR flight following/deconfliction to the maximum extent possible, on a workload permitting basis.

(4) Coordinate Fire Recon requests with Blackjack, i.e. route of flight, ranges affected, status of range, (hot, cold, scheduled, open for joint use, etc).

(5) Advise Blackjack when providing flight following to BLM/N aircraft.

**6. COORDINATION PROCEDURES, FIRE RESPONSE (TFR):**

a. BLM/N shall:

(1) Request status of 99 RANG scheduled military training routes (MTRs) from Blackjack.

(2) Immediately advise NATCF of the location of the reported fire/requested TFR or reconnaissance route, to include latitude and longitude information if available (i.e. global positioning system [GPS] derived coordinates).

(3) Request a TFR with the appropriate FAA Air Route Traffic Control Center (ARTCC) and request that latitude and longitude information be included in the NOTAM.

(4) In addition to telephone and NOTAM information, FAX a hard copy of the approved TFR and Computer Aided Hazard Information System (CAHIS) map to NATCF and Blackjack.

(5) Establish a BLM/N liaison representative, if deemed appropriate. This liaison, in concert with NATCF, will establish ingress/egress routes/services required to facilitate emergency response activity. Due to terrain and varied aircraft types employed, different routes may be required.

(6) Advise NATCF directly of any modification, changes or cancellation of the TFR.

(7) Ensure that aircrews contact NATCF prior to entering NRC or NTA airspace and advise NATCF of type aircraft, personnel on board, and proposed route to area of operations.

(8) Ensure all BLM/N TFR support aircraft obtain an ATC approval to operate within the NRC restricted areas.

b. NATCF shall:

(1) Notify Blackjack of any TFRs established which may affect the NRC.

(2) Notify Base Operations, Air Boss, and Supervisor of Flying upon receipt of information indicating establishment of a TFR within the NFA. Base Operations shall disseminate the information via AWDS to all Nellis flying units.

(3) Issue applicable TFR restrictions to aircraft flying in the vicinity of a TFR area and facilitate with Blackjack deconfliction of DoD and BLM/N mission aircraft.

(4) Notify Base Operations upon receipt of NOTAM information regarding restrictions or closures of MTRs.

(5) Provide an ATC liaison (normally the NATCF Watch Supervisor) to coordinate ingress/egress routes and services as requested by BLM/N.

(6) Be the approval authority for all BLM/N TFR mission aircraft to enter and exit NRC Restricted areas. NATCF shall coordinate with Blackjack for entry into security controlled/restricted areas which require Blackjack or Dreamland approval.

(7) Assign Mode 3/A discrete beacon codes for BLM/N TFR response aircraft conducting operations within the NRC or NTA and advise BLM/N aircraft of range status, (hot, cold, scheduled, open for joint use, etc). Relay code assignments to Blackjack for NRC operations.

(8) Function as the Nellis AFB point of contact for 24 hour emergency service.

c. Blackjack shall:

(1) Ensure compliance with NRC security requirements.

(2) Comply with TFRs as issued by the Federal Aviation Administration (FAA) and relay TFR establishment, cancellation, or changes to all aircraft monitoring Blackjack frequency.

(3) Relay TFR restrictions to aircrews scheduled but not airborne.

(4) Coordinate with Nellis MTR schedulers to restrict or close routes affected by a TFR.

(5) Pass all MTR restriction or closure information to the NATCF Watch Supervisor.

## **7. CANCELLATION OF TFR**

TFRs will be canceled by BLM/N through established procedures at the appropriate ARTCC. BLM/N will notify NATCF and Blackjack when air operations for the TFR are complete and all aircraft have exited the area. NATCF will coordinate with Blackjack to ensure removal of all TFR exclusions within the NRC.

## **8. MANAGEMENT AUTHORITY AND RESPONSIBILITY.**

a. BLM State Aviation Manager or Assigned BLM/N Airspace Coordination Specialist shall:

(1) Be the BLM/N focal point for BLM/N districts in resolving any procedural difficulties in scheduling airspace with Nellis AFB through coordination with Nellis Airspace management.

(2) Function as the BLM/N focal point for BLM/N districts recommending amendments to this LOA.

(3) Be the point of contact for Nellis Airspace Management in making amendments to this LOA.

(4) Coordinate with Nellis Airspace Management and/or Flight Safety on all airspace conflicts or incidents conclusions/findings regarding airspace conflicts within the NFA or Nellis scheduled MTRs.

b. Nellis Airspace Manager shall:

(1) Serve as primary action office on SUA/ASU matters and be the primary point of contact to BLM/N for matters pertaining to this LOA.

(2) Investigate, in concert with Nellis Flight Safety, Range Group, and BLM/N, all alleged airspace deviations, incidents or violations when SUA/ASU is involved.

**9. INCIDENT/ACCIDENT.** In the event of an incident or accident involving BLM/N assigned aircraft within the NRC or a Nellis scheduled MTR, BLM/N shall notify NATCF, Nellis Airspace Manager and Nellis Flight Safety immediately. BLM/N will follow standard incident/accident or hazard reporting procedures and prepare a coordinated report to be forwarded to BLM National Office and the DOI Office of Aircraft Services. All incidents will be reviewed during scheduled coordination meetings between BLM/N and NRC agencies.

**10. EDUCATION AND AWARENESS.** Joint education and awareness is essential to the mutual efforts to enhance safety of flight. Exchange visits between BLM/N and Nellis AFB personnel are encouraged to foster open communication between all personnel who use this agreement. Periodic briefings on airspace of the Nellis Ranges is appropriate. Coordination meetings should occur in April and October to assess implementation of this agreement.

**11. MODIFICATION/CANCELLATION OF THIS AGREEMENT.** Modification or cancellation of this letter is authorized with written mutual consent of all signatories and will require 30 days prior notice.

**12. THREE ATTACHMENTS:** (attachments may be individually administratively updated)

1. TERMS OF REFERENCE.
2. POINTS OF CONTACT AND RADIO FREQUENCIES.
3. NRC/NTA and LATN AREA MAP

**/s/ Thomas A. Oram**  
THOMAS A. ORAM, Colonel, USAF  
Commander, 57th Operations Group (ACC)  
Nellis AFB, Nevada

**/s/ Robert V. Abbey**  
ROBERT ABBEY  
State Director  
Bureau of Land Management  
Nevada State Office

**/s/ Gerald C. Carpenter**  
GERALD C. CARPENTER, Colonel, USAF  
Commander 99th Range Group (ACC)  
Nellis AFB, Nevada

## TERMS OF REFERENCE

**SHALL**—Mandatory action, not permissive or optional.

**WILL**-----Futurity, permissive for future application.

**MAY**-----Optional action, not mandatory.

**AIRSPACE CONFLICT** - For purposes of this LOA, an airspace conflict is an aviation related occurrence which meets BLM/N definitions of incident or hazard while using the National Airspace System.

**AIRSPACE FOR SPECIAL USE (ASU)** - Airspace of defined dimensions wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not part of those activities. Examples of ASU in the Nellis flying area are air traffic controlled assigned airspace above the Desert and Reveille MOAs, aerial refueling anchors, MTRs, and LATN areas.

**AUTOMATED WEATHER DISTRIBUTION SYSTEM (AWDS)** - Computer terminals located at NATCF, Blackjack, and Base Operations control positions and flying unit duty desks. Aircrew members are required to check the AWDS for NOTAMs, local area advisories, and weather information prior to departure.

**BLACKJACK (NRC Operations Center)** - provides real time range scheduling, ground party access, range safety and special test assistance. Operational during NRC DoD operations.

**BLM/N** - Refers to all personnel and aircraft (aircrews) under operational control of BLM Nevada State Office and its district offices. It may also include aircraft or other equipment owned, contracted, or rented by other government agencies participating in joint operations.

**DECONFLICTION OF AIRSPACE** - Processes and procedures taken by land management agency dispatchers in coordination with Special Use Airspace/Airspace for Special Use (SUA/ASU) scheduling facilities, NATCF, and Blackjack by which the potential for airspace conflicts are minimized for known traffic. When a BLM/N intended flight mission might conflict with DoD aircraft in their training or Operating areas, the agency should request assistance in avoiding the conflict. The deconfliction request must be submitted immediately upon identification of need and will be contingent upon DoD operations capability to accommodate. TFRs require accommodation and priority for BLM/N flight operations.

**LOW ALTITUDE TACTICAL NAVIGATION (LATN) AREA** - Airspace east, south, and west of the NRC between 50 and 1,500 feet AGL to allow random selection of navigation points and low altitude formation practice. Ground tracks must remain well clear of Class B & D airspace, airports, and residential, populated and noise sensitive areas. Airspeeds are below 250 knots.

**MILITARY OPERATIONS AREA (MOA)** - Airspace established outside Class A airspace to separate/segregate certain military activities from Instrument Flight Rules (IFR) traffic and to identify to VFR traffic where these activities are conducted. When a MOA is active, non-participating IFR traffic may be cleared through the area provided ATC can provide standard IFR separation, otherwise, IFR traffic will be rerouted around the MOA.

**MILITARY TRAINING ROUTES (MTRs)** - Routes established to accommodate low-altitude training operations which permit speeds in excess of 250 KIAS below 10,000 feet MSL (some segments may extend above 10,000 feet MSL due to terrain or other requirements). Only the route centerline is depicted on Aeronautical Sectional Charts. There are two types of MTRs:

**IFR MTRs (IRs)** - These routes are used in accordance with Instrument Flight Rules (IFR) regardless of weather conditions. Current information concerning these routes is available from any ARTCC within which the route is located. However, the most reliable source of information is always the scheduling activity listed in the AP/1B (FLIP) handbook.

**VFR MTRs (VRs)** - Operations on these are conducted in accordance with Visual Flight Rules (VFR) requiring visual meteorological conditions (VMC) for use. Current information concerning these routes is available from the scheduling activity listed in the AP/1B (FLIP) handbook.

**NELLIS AIR TRAFFIC CONTROL FACILITY (NATCF)**, call sign "NELLIS CONTROL" - Provides air traffic control services within the NRC and NTA. Approval authority for aircraft entering/exiting the NRC and 24 hour point of contact for BLM/N operations.

**NELLIS FLYING AREA (NFA)** - For the purposes of this LOA, the NFA is that airspace that includes the Nellis Range Complex (NRC), Nellis Terminal Airspace (NTA), and Low Altitude Tactical Navigation Areas (LATN).

**NELLIS RANGE COMPLEX** - Airspace composed of the Desert MOA, with overlying Air Traffic Control Assigned Airspace (ATCAA), Reveille MOA and ATCAA, Restricted Areas R-4806 East/West and R-4807A/B. The Desert MOA is subdivided into Sally Corridor, Elgin, Caliente, Cedar, and Coyote training areas. Restricted Areas R-4806 East/West and R-4807 A/B are joint use airspace and subdivided as follows: Alamo A, B, & C, Areas 61, 62B & C, 63, 64A, B, C & D, 65N, 65S, 71N, 71S, 74A, 74B, 74C, 75E, 75W, 76, 76A, Tolicha, Pahute A & B. ECE, ECW, ECS and Cactus EC. R-4809, R-4808N, and portions of R-4808S are non-joint use restricted areas under control of DOE.

**NEAR MID-AIR COLLISION (NMAC)** - A near mid-air collision is defined as "an incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or qualified crew member stating that a collision hazard existed between two or more aircraft."

**NON-TFR FLIGHT OPERATIONS** - Generally fall into two categories:

**PLANNED** - Those non-TFR aviation operations that can be anticipated, planned and scheduled in advance by BLM/N. These would include aerial surveillance/photography, animal counting and/or round-up, wilderness study area survey, etc.

**EMERGENCY**-Non - TFR aviation operations that cannot be anticipated and/or planned in advance. These would fall into the category of fire recon missions and medical evacuations or other emergencies related to human life or limb endangerment.

**RESTRICTED AREA** - Established to denote the existence of unusual, often invisible hazards to aircraft such as artillery firing, aerial gunnery, missiles, of ground target attacks. Penetration of restricted areas may be extremely hazardous for non-authorized aircraft entrance and is legally prohibited. Authorization to transit restricted areas designated joint use when the area is not in military use may be obtained from the using or controlling agencies.

**TEMPORARY FLIGHT RESTRICTION (TFR )**- Term applied to a temporary flight restriction implemented under FAR PART 91.137 which identifies an area of airspace, both laterally and vertically, for which entry by non-participating aircraft is restricted for specified period of time. Flight restrictions may be requested in response to the aviation safety needs for separation of participating and nonparticipating aircraft during disaster type occurrences. It is requested from the FAA ARTCC within whose jurisdiction the location lies and is forwarded by the ARTCC to the National Flight Data Center (NFDC) for processing and dissemination to Flight Service Stations. All pilots are required to be aware of TFRs. Entry into the airspace by non-participating aircraft is prohibited or severely restricted. TFRs are not usually granted for non-fire operations.

POINTS OF CONTACT:

**Nellis Air Traffic Control Facility**  
(NATCF) 57 OSS/OSAR  
3770 Duffer Drive  
Nellis AFB NV 89191-7001

**Chief Controller** 702-653-4644  
**Watch Supervisor** 702-652-4222/2953  
**FAX** 702-653-4656  
**e-mail** *ThomasI.Miller@nellis.af.mil*

**Blackjack**  
Range Operations Center  
3770 Duffer Drive  
Nellis AFB NV 89191-7001

**Supervisor** 702-653-4537  
**Real-Time Scheduler** 702-653-4707  
**FAX** 702-653-4603  
**e-mail** *william.g.lowe@lmco.com*

**57th Wing Scheduling**  
570SS/OSOS  
4450 Tyndall Ave  
Nellis AFB NV 89191-6067

**Scheduler** 702-652-2040  
**FAX** 702-653-4220  
**e-mail** *57oss.osos@nellis.af.mil*

**Range Scheduling**  
AWFC RMO/RMR  
3770 Duffer Drive  
Nellis AFB NV 89191-7001

**Scheduler** 702-653-4710  
**FAX** 702-653-4887  
**e-mail** *James.Callahan@nellis.af.mil*

**Nellis Airspace Manager**  
57 OSS/OSM  
4450 Tyndall Ave  
Nellis AFB NV 89191-6067

**Phone** 702-652-7891  
**FAX** 702-652-2131  
**e-mail** *Dennis.Bee@nellis.af.mil*

**AWFC/SE (Safety Officer)**  
4370 N. Washington Blvd.  
STE 201,  
Nellis AFB NV 89191-7076

**Chief of Safety** 702-652-7604  
**FAX** 702-652-5061  
**e-mail** *se@awc.nellis.af.mil*

**66th Rescue Squadron**  
66 RQS/DO  
5151 Ellsworth Ave  
Nellis AFB NV 89191-6801

**Operations Officer** 702-652-6692  
**FAX** 702-652-6686

**FAA Representative**  
4450 Tyndall Ave  
Nellis AFB NV 89191-6067

**Phone** 702-644-2700  
**FAX** 702-652-6572  
**e-mail** *Bob.Junge@nellis.af.mil*

**AFREP (Air Force Representative-FAA WP)**  
Los Angeles CA

**Phone** 310-363-0481  
**FAX** 310-725-3999  
**E-mail** *Bonnie.Taylor@faa.gov*

**POINTS OF CONTACT:**

**Flight For Life** (Valley Hospital)  
620 Shadow Lane  
Las Vegas, NV

**Emergency Helicopter  
Mercy Dispatch**

**702-383-1000  
702-384-3400**

**BUREAU OF LAND MANAGEMENT DISPATCH OFFICES:**

**Las Vegas**

Las Vegas Field Office: 4765 Vegas Drive, Box 26569, Las Vegas, NV 89126  
Las Vegas Interagency Communication Center: 2980 North Rancho Drive, Las Vegas, NV 89130

<b>Dispatch-Emergency</b>		<b>702-631-2300</b>
<b>Administration</b>		<b>702-631-2300</b>
<b>Dispatch-Emergency – After Hours</b>		<b>702-631-2350</b>
<b>FAX</b>		<b>702-631-2333</b>
<b>Duty Coordinator</b>	<b>(Vacant)</b>	<b>702-631-2305</b>
<b>Aviation Manager</b>	<b>Gina Dingman</b>	<b>702-631-2310</b>
	<b>E-mail</b>	<b>gdingman@nv.blm.gov</b>
	<b>E-mail</b>	<b>nvlic@nv.blm.gov</b>

**Ely**

Ely Field Office: 702 North Industrial Way, HC33 Box 33500, Ely, NV 89301-9408  
Ely Interagency Communication Center: *Address Same as Above*

<b>Dispatch-Emergency (Cell Phone)</b>		<b>775-289-9395</b>
<b>Dispatch-Normal Hours</b>		<b>775-289-1925</b>
<b>Sheriff - 24 Hour</b>		<b>775-289-8808 (Pager 15)</b>
<b>FAX</b>		<b>775-289-1930</b>
<b>Duty Coordinator</b>	<b>Ron Taylor</b>	<b>775-289-1922</b>
<b>Aviation Dispatcher</b>	<b>Jamie McIntosh</b>	<b>775-289-1925</b>
	<b>E-mail</b>	<b>rtaylor@nv.blm.gov</b>
	<b>E-mail</b>	<b>jwilson@nv.blm.gov</b>

**Caliente** (*Detached Office of BLM Ely Field Office*)

Caliente Field Station: US Highway 93, P.O. Box 237, Caliente, Nevada 89008  
Caliente Field Station Fire Dispatch: *Address Same as Above*

<b>Dispatch-Emergency</b>		<b>775-726-8146</b>
<b>Dispatch-Normal Hours</b>		<b>775-726-8100</b>
<b>FAX</b>		<b>775-726-8173</b>
<b>Duty Coordinator</b>	<b>Dave Henson</b>	<b>775-726-8146</b>
<b>Aviation Dispatcher</b>	<b>Randy Johnson</b>	<b>775-726-8146</b>
	<b>E-mail</b>	<b>r50johns@nv.blm.gov</b>

**POINTS OF CONTACT**

**Battle Mountain**

Battle Mountain Field Office: 50 Bastian Road, Battle Mountain, NV 89820-2332

All Fire & Non-Fire Aviation Dispatch Operations conducted on the BLM Battle Mountain District will be normally be coordinated through BLM Central Nevada Dispatch @ Winnemucca: See Address & Phone Numbers for Winnemucca Below.

<b>Dispatch-Emergency</b>		<b>775-623-3444</b>
<b>Dispatch-Normal Hours</b>		<b>775-623-1555</b>
<b>FAX</b>		<b>775-635-4119</b>
<b>Fire Mgmt. Officer</b>	<b>Dave Davis</b>	<b>775-635-4114</b>
<b>Aviation Manager</b>	<b>Dave Ullrich</b>	<b>775-635-4104</b>
	<b>E-mail</b>	<b>ddavis@nv.blm.gov</b>
	<b>E-mail</b>	<b>dullrich@nv.blm.gov</b>

**Winnemucca**

Winnemucca Field Office: 5100 East Winnemucca Blvd., Winnemucca, NV 89445

Central Nevada Interagency Communication Center: Address Same as Above

<b>Dispatch-Emergency</b>		<b>775-623-3444</b>
<b>Dispatch-Normal Hours</b>		<b>775-623-1555</b>
<b>FAX</b>		<b>775-623-1577</b>
<b>Duty Coordinator</b>	<b>Kevan Moore</b>	<b>775-623-1705</b>
<b>Aviation Manager</b>	<b>(Vacant)</b>	<b>775-623-1554</b>
	<b>E-mail</b>	<b>kmoore@nv.blm.gov</b>
	<b>E-mail</b>	<b>nvcic@nv.blm.gov</b>

**Nevada State Office**

Office of Fire & Aviation: 1340 Financial Blvd., Reno, NV 89502

Western Great Basin Coordination Center: Address Same as Above

<b>Dispatch-Emergency</b>		<b>775-861-6455</b>
<b>Dispatch-Normal Hours</b>		<b>775-861-6455</b>
<b>FAX</b>		<b>775-861-6459</b>
<b>Duty Coordinator</b>	<b>Bob Knutson</b>	<b>775-861-6671</b>
<b>Aircraft Coordinator</b>	<b>Chuck Wamack</b>	<b>775-861-6455</b>
	<b>E-mail</b>	<b>rknutson@nv.blm.gov</b>
	<b>E-mail</b>	<b>cwamack@nv.blm.gov</b>
	<b>E-mail</b>	<b>nvwbc@nv.blm.gov</b>
<b>BLM State Aviation Manager</b>	<b>Greg Gall</b>	<b>775-861-6535</b>
	<b>Cell Phone</b>	<b>775-772-4594</b>
	<b>FAX</b>	<b>775-861-6668</b>
	<b>Home</b>	<b>775-425-8545</b>
	<b>E-mail (Work)</b>	<b>ggall@nv.blm.gov</b>
	<b>E-mail (Home)</b>	<b>ggall@power.net</b>

**POINTS OF CONTACT**

**Cedar City, Utah**

Cedar City Field Office: 176 East DL Sargent Drive, Cedar City, Utah 84720  
Cedar City Interagency Fire Center: 1748 West Kittyhawk Drive, Cedar City, Utah 84720

<i>Dispatch-Emergency</i>		<b>435-586-4215</b>
<i>Dispatch-Normal Hours</i>		<b>435-586-4215</b>
<i>FAX</i>		<b>435-586-7571</b>
<i>Duty Coordinator</i>	<b>David Hart</b>	<b>435-586-4215</b>
<i>Aviation Manager</i>	<b>Dennis Gregz</b>	<b>435-865-3019</b>
	<i>E-mail</i>	<b>dgregork@ut.blm.gov</b>
	<i>E-mail</i>	<b>dispatch/r4_dixie@fs.fed.us</b>

**South Zone Interagency Dispatch**

Arizona Strip Field Office  
345 E. Riverside Dr.  
St. George, Utah 84790

<b>Switchboard</b>		<b>435-688-3200</b>
<b>Main Dispatch</b>		<b>435-688-3360</b>
<b>Fax</b>		<b>435-688-3363</b>
<b>Bryan L. Bracken (Aviation Manager)</b>	<b>Office</b>	<b>435-688-3350</b>
	<b>Cellular</b>	<b>435-632-4710</b>
	<b>Home</b>	<b>435-635-3655</b>
<b>Kristine K. Evenson (Logistics Coordinator)</b>		<b>435-688-3361</b>
	<b>Home</b>	<b>435-772-3925</b>
	<b>E-mail</b>	<b>kristine_evenson@blm.gov</b>
<b>Blake Ford (Helicopter Manager)</b>	<b>Office</b>	<b>435-688-3355</b>
	<b>Home</b>	<b>435-628-8424</b>

**NATCF (CALL SIGN: "NELLIS CONTROL") FREQUENCIES:**

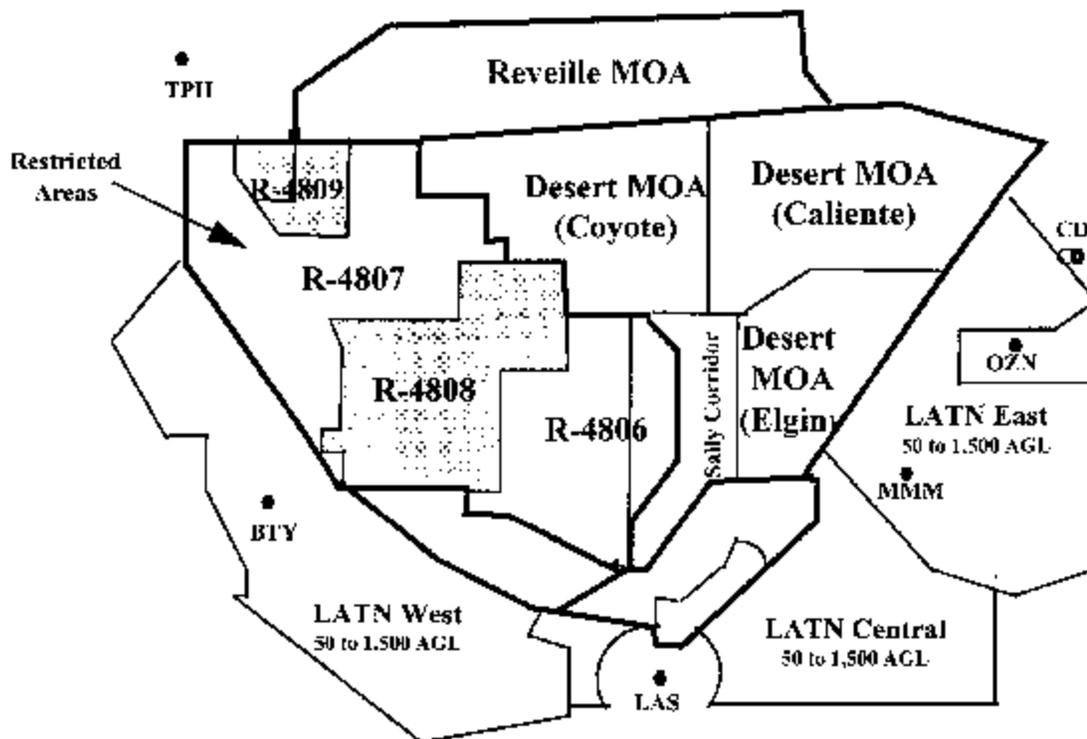
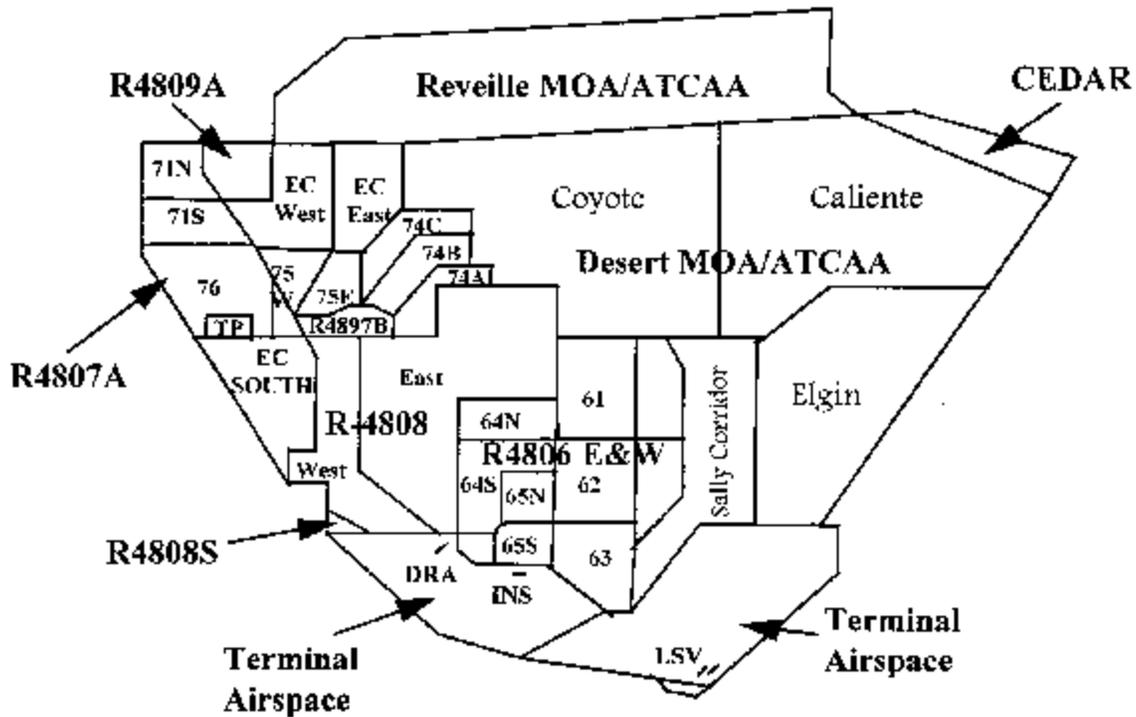
<b>Nellis Control West (LEE) Sector:</b> (Restricted Areas, Beatty, Goldfield, Tonopah, Warm Springs, etc.)	<b>VHF</b>	<b>119.35 and 126.95</b>
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<b>Nellis Control East (SALLY) Sector:</b> (Desert MOA, Rachel, Pioche, Caliente, Ash Springs, Elgin, Mesquite, etc.)	<b>VHF</b>	<b>126.65 and 124.45</b>
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**BLACKJACK (RANGE OPERATIONS CENTER) FREQUENCY**

<b>Blackjack: (Real-Time Scheduling and Information)</b>	<b>VHF</b>	<b>134.85</b>
	<b>FM Transmit</b>	<b>150.175</b>
	<b>FM Receive</b>	<b>148.500</b>

# Nellis Range Subdivisions and Terminal Airspace



## Special Use Airspace and LATN Areas