

Hill Air Force Base
388TH FIGHTER WING (ACC),
388TH RANGE SQUADRON (ACC), and
299TH RANGE CONTROL SQUADRON, and
Bureau of Land Management
- Nevada State Office
- Utah State Office



LETTER OF AGREEMENT (LOA) IS EFFECTIVE: April 01, 2008 (01 APR 08)

SUBJECT: Interagency Airspace Coordination

1. PURPOSE: To provide procedures and guidance for coordination between 388th Fighter Wing, 388th Range Squadron (388 RANS), and the Bureau of Land Management Nevada and Utah State Offices (BLM) for air operations within the Utah Test and Training Range (UTTR) which includes. Recognizing the need to manage the risk involved, 388th FW, and BLM have combined efforts to jointly issue these procedures. This agreement is in accordance with FAAO 7610.4, FAAO 7110.65, and Title 14 Code of Federal Regulations (CFR) Sections 91 and 73, and with due consideration to BLM concerns and BLM's requirement to comply with the USDA-Forest Service/USDI Interagency Airspace Coordination Guide .

2. CANCELLATION: This Letter of Agreement (LOA) supersedes all scheduling and airspace coordination procedures contained in other agreements currently or previously in effect between UTTR, the BLM/N and BLM/U, their state offices and respective district offices.

3. SCOPE: This agreement applies equally to BLM/N, BLM/U, State Offices and district offices located in Elko, Ely, Cedar City, Fillmore, Richfield, Salt Lake City, BLM Aircrew, Clover Control, Hill Range Control, UTTR airspace users, schedulers, dispatchers, service providers, Department of Defense (DoD) users while working in UTTR airspace. All BLM aircrew or aircrew under BLM contract shall adhere to Title 14 CFR Section 91 prescribing see and avoid techniques and maintain a high degree of awareness at all times. BLM and FS Agency aircraft shall also comply with applicable sections of 14 CFR Parts 133 and 137.

4. COORDINATION PROCEDURES FOR FIRE AND/OR TEMPORARY FLIGHT RESTRICTIONS (TFR):

4.1 The BLM Shall:

4.1.1. Be the single point of contact for all FAA coordination concerning issuance of TFR.

4.1.1.1. Notify Clover Control and Hill Range Control of initiation of TFR affecting UTTR airspace.

4.1.1.2. Notify Clover Control and Hill Range Control of termination of TFR affecting UTTR airspace.

4.1.2. Ensure all BLM aircraft squawk an Air Traffic Control (ATC) assigned discrete mode 3/A beacon code of 1255 or Clover Control assigned Mode 3/A 54XX while conducting operations in UTTR airspace.

4.1.3. Ensure all fire operations aircraft operating within SUA and along Military Training route (MTR) are aware of UTTR airspace procedures prior to entry into the airspace.

4.1.4. Provide Clover Control the following information concerning aircraft operations within the UTTR airspace or MTR:

4.1.4.1. Aircraft call signs

4.1.4.2. Type(s) of aircraft

4.1.4.3. Type of mission (including operating area)

4.1.5. Notify Clover control upon completion of flight activity.

4.2. BLM Aircrews Shall:

4.2.1. Contact Clover Control prior to entry into UTTR airspace complex with aircraft call sign, type aircraft, mission, and route of flight, destination, ingress and egress procedures, and altitude.

4.2.2. Stay on the assigned frequency from Clover Control in order to obtain traffic advisories and other pertinent information throughout the duration of the mission.

4.2.3. Advise Clover Control and BLM dispatch of the completion of all flight activity. Also, advise Clover Control when exiting UTTR airspace.

4.2.4. Notify Clover Control and BLM dispatch office immediately of any airspace conflicts or incidents.

4.2.5. Refer to paragraph 9 of this document for procedures to follow when Clover Control and Hill Range Control are closed and a flight needs to occur. Aircrews shall also refer to the Flight and Aircrew Orientation Guide for BLM/N and BLM/U for further guidance when flying in the SUA.

4.3. Clover Control Shall:

4.3.1. Provide air traffic control and/or range airspace monitoring services for scheduled BLM air operations within UTTR airspace.

4.3.2. Provide for the same day range scheduling of BLM air operations affecting UTTR airspace when Hill Range Control is not operational.

4.3.3. Notify Hill Range control of any change to or cancellation of TFR. (14 CFR, FAR 91.137)

4.3.4. Coordinate with Interagency Floor Supervisor (IFC) or Center Manager each Friday prior to close of business (May – Oct) with weekend activity, POC and UTTR airspace status.

4.3.5. Notify IFC Supervisor or Center Manager when Clover Control is closing and BLM aircraft are still working in the area.

4.3.6. Establish TFR in restricted airspace.

4.4. Hill Range Control Shall:

4.4.1. Upon notification of a TFR by BLM, Hill Range Control shall notify the following agencies:

4.4.1.1. Clover Control

4.4.1.2. Hill Consolidated Command Post

4.4.1.3. 388 FW Scheduling

4.4.1.4. Duty desks at each of the 388 FW squadrons (4th, 34th, 421st)

4.4.1.5. 419 FW Scheduling

4.4.1.6. 514th Flight Test Squadron (FLTS)

5. CANCELLATION OF TFR: TFR will be cancelled by BLM when the need no longer exists.

6. COORDINATION PROCEDURES, NON-FIRE OR FIRE RECON (NO TFR):

6.1. The BLM Shall:

6.1.1. Make initial range request for approval of non-fire or fire recon missions with 388th RANS/RSO Environmental Office during day duty hours (801-586-2551, Cell 801-510-9443).

6.1.2. Schedule approved re-curring air operations affecting UTTR airspace on a non-interference basis with Hill Range Control a minimum of 21 days in advance of the start date of the mission.

6.1.3. Schedule the operation and subsequent changes including same day changes/additions involving unanticipated fire recon with Hill Range Control in real time.

6.1.4. Verify (verification does not guarantee the schedule will not change) proposed flight operations with Hill Range control at least three days prior to the planned flight and FAX/EMAIL a map showing the area of operation.

6.1.5. Pre-brief all BLM aircrews to establish and maintain radio contact with Clover Control prior to entering UTTR airspace, for the duration of the mission within UTTR airspace and upon exiting UTTR airspace.

6.1.6. Notify Clover control when flight activity is complete.

6.2. BLM Aircrews Shall:

6.2.1. Establish and maintain radio contact with Clover Control prior to entering UTTR airspace, for the duration of the mission within UTTR airspace and upon exiting UTTR airspace.

6.2.2. Request discrete Mode 3/A beacon code and current altimeter setting.

6.2.3. Not enter areas where DoD hazardous or significant air operations are in progress or will begin shortly.

6.2.4. Vacate the area when notified by Clover Control that hazardous or significant air operations are about to begin.

6.3. Clover Control Shall:

6.3.1. Assign a discrete Mode 3/A beacon code for all BLM aircraft and issue a current altimeter setting.

6.3.2. Provide on a workload-permitting basis, Visual Flight rules (VFR) flight following.

6.3.3. Advise BLM aircrews of known/observed traffic in the BLM area of operations.

6.3.4. Advise BLM aircraft to remain clear of UTTR airspace if DoD operations indicate hazardous activity or significant air operations in the BLM area of operations.

6.3.5. Provide a time estimate when BLM operations may resume or be accommodated.

6.3.6. Notify IFC Supervisor or Center Manager when Clover Control is closing and BLM aircraft are still working in the area.

6.3.7. Be responsible for current day UTTR airspace when Hill Range Control is not operational.

6.4. Hill Range Control Shall:

6.4.1. Advise BLM Dispatch Center Supervisor of projected or known activity with times and areas that BLM may operate.

6.4.2. Coordinate BLM activities with all DoD scheduled units.

6.4.3. Make every attempt possible to accommodate BLM mission requests within safety of flight considerations and contingent Upon DoD requirements.

6.4.4. Advise BLM air or ground crews to remain clear of UTTR airspace if DoD operations indicate hazardous activity or significant air operations in the proposed BLM operation area.

6.4.5 Provide an estimate time and area when BLM operations may begin or resume.

7. MANAGEMENT AUTHORITY AND RESPONSIBILITY:

7.1. BLM State Aviation Managers Shall:

7.1.1. Be the focal point for BLM districts to resolve procedural and scheduling difficulties for UTTR airspace.

7.1.2. Be the BLM focal Point for BLM districts recommending amendments or changes to the UTTR Airspace Manager for this LOA.

7.1.3. Be the BLM point of contact for this LOA to the UTTR Airspace Manager.

7.1.4. Coordinate with the UTTR Airspace Manager and Clover control on all airspace conflicts or incidents conclusions/findings regarding airspace and MTR.

7.2. UTTR Airspace Manager Shall:

7.2.1. Serve as primary action office for SUA matters.

7.2.2. Be the primary point of contact with BLM for matters pertaining to this LOA.

7.2.3. Investigate, in concert with 388 FW Flight Safety, 388th Range Squadron, 299th Range Control Squadron (Clover Control) and BLM State Aviation Manager, all alleged airspace deviations, incidents or violations when SUA is involved.

8. INCIDENT/ACCIDENT:

8.1. **BLM Shall:** In the event of an incident or accident involving BLM assigned aircraft within the UTTR airspace or a Hill Range Control MTR, notify Clover Control, UTTR Airspace Manager and 388 FW Flight Safety immediately.

8.2. **UTTR Airspace Manager/ 388th Range Squadron Commander Shall:** Make all notifications to all Hill Air Force Base and surrounding area in accordance with the Full Spectrum Incident Management Plan.

8.3. **BLM State Aviation Manager and UTTR Airspace Manager Shall:** Refer to the Downed Aircraft LOA(s) for downed military aircraft on BLM land.

9. AFTER HOURS OPERATIONS: When both Clover Control and Hill Range Control are not operational, (see attachment B for hours of operation) BLM shall contact Clover Control representative listed in attachment B. Access to the UTTR (restricted airspace) is not allowed until Clover Control has approved the request.

10. EDUCATION AND AWARENESS: Joint education and awareness is essential to the mutual efforts to enhance safety of flight. Exchange visits between BLM, Clover Control and Hill Range Control are encouraged to foster open communication between all personnel who use this Agreement. Periodic briefings on UTTR airspace are appropriate. Coordination meetings should occur in spring and fall to assess implementation of this agreement. All signatories shall ensure personnel involved are briefed on the purpose and procedures of this agreement.

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

ATTACHMENTS (4): NOTE: Attachments may be changed to keep the data current without the need to resign the document. Send changes to contact information to 388 FW/XP, 5887 D Ave, Hill AFB, UT 84056-5017.

- A. Terms of Reference
- B. Points of Contact/ Hours of Operation/TFR
- C. BLM/UTTR LOA 11C39 Reference Map 070320
- D. Standard Fire Traffic Area

**** IMPORTANT NOTE:** Due to the possibility of misunderstanding the term TFR, the words **“Temporary Flight Restriction”** shall be used during all landline coordination and radio transmissions.

**LETTER OF AGREEMENT (LOA)
AMONG
388TH FIGHTER WING (388 FW), (ACC),
For Subordinate Units,
388th RANGE SQUADRON (388 RANS) (Hill Range Control)
AND
299th RANGE CONTROL SQUADRON (299 RCS) (Clover Control) (UTANG),
AND
NEVADA STATE OFFICE, BUREAU OF LAND MANAGEMENT (BLM/N),
AND
UTAH STATE OFFICE, BUREAU OF LAND MANAGEMENT (BLM/U),
CONCERNING
Range Entry and Operations Procedures for Bureau of Land Management Aircraft in
Utah Test and Training Range (UTTR) Airspace:**

INTERAGENCY AIRSPACE COORDINATION

The undersigned agree to the above provisions.

FOR THE USAF

FOR THE BLM

SIGNED _____ Date 11 May 2007

JAMES D. REED, Colonel, USAF
Commander, 388th Range Squadron
Utah Test and Training Range (UTTR)
5948 Southgate Ave
Hill AFB, Utah 84056-5232
801-777-5715

SIGNED _____ Date 7 May 2007

SELMA SIERRA
State Director, Utah State Office
Bureau of Land Management
P.O. Box 45155
Salt Lake City, Utah 84145-0155
801-539-4010

SIGNED _____ Date 9 May 2007

JOHN TETER, Lt. Colonel, Utah ANG
Commander, 299th Range Control Squadron
Clover Control
6046 Cedar Lane
Hill AFB, Utah 84056-5812
801-585-3101

SIGNED _____ Date 6 April 2007

RON WENKER
State Director, Nevada State Office
Bureau of Land Management
P.O. Box 12000
Reno, Nevada 89520-0006
775-861-6590

SIGNED _____ Date 17 May 2007

ROBERT J. BELETIC, Colonel, USAF
Commander, 388th Fighter Wing
5887 "D" Ave.
Hill AFB, Utah 84056-5017
801-777-3881

Attachment A, TERMS OF REFERENCE

- 1. AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC):** Centers are established primarily to provide air traffic control service to aircraft operating on instrument flight plans within controlled airspace, and principally during the en-route phase of flight.
- 2. AIRSPACE CONFLICT:** An airspace conflict is an aviation related occurrence, which meets BLM definitions of accident, incident or hazard while using the National Airspace System. It may include Near Mid-Air Collisions or intrusions into airspace restricted under FAR Part 91.137, etc.
- 3. AIRSPACE INTRUSION:** Entrance of any non-participating aircraft into specially allocated airspace (example: restricted areas, temporary flight restrictions, etc.).
- 4. INFORMATION DISPLAY SYSTEM (IDS4):** Computer terminals located at Clover Control, Hill Command Post, Hill Base Operations, and flying unit duty desks. Aircrew members are required to check the AWDS for NOTAMs, local area advisories, and weather information prior to departure of their flight.
- 5. BLM FLIGHT ACTIVITY AREA:** An area where BLM aircraft conduct flight operations. A TFR coordinates, or a geographical location may define this area. There is no standard dimension to this area and there may be only one or several aircraft operating within it.
- 6. CLOVER CONTROL:** Provides air traffic control services within UTTR airspace.
- 7. DECONFLICTION OF AIRSPACE:** Processes and procedures taken by Hill Range Control, Clover Control, and BLM agency dispatchers by which the potential for airspace conflicts are minimized for known traffic. De-confliction involves the separation, to the extent possible, and is limited by the military's ability to contact all their aircraft. When military aircraft, while in their training or operating areas, might conflict with a BLM flight mission, the agency should request that the military de-conflict the airspace in which the BLM agency aircraft will be operating. This de-confliction is negotiable. As noted, it may be affected by the military's inability to contact all aircraft currently on a MTR or within the SUA. The de-confliction request must be submitted immediately upon identification of need and regardless of whether a TFR will be sought from FAA. De-confliction must be performed for both fire and non-fire operations.
- 8. END-PRODUCT CONTRACTS/SERVICES:** BLM contracts awarded that use aircraft as a means of delivering a service or product. Aircraft used are not "Public Aircraft" and are not under the operational control of the BLM, and as such are not subject to the scheduling and airspace coordination procedures specified in this LOA. These aircraft are general aviation aircraft operating IAW 14 CFR Parts 91, 133, and/or 137 while flying in the UTTR airspace.
- 9. FIRE FLIGHT OPERATIONS:** Aviation operations taken in response to wild land fires. Response may be in the form of any combination of air tankers, smoke jumper aircraft, helicopters, lead planes, and air tactical aircraft. Areas should be avoided even when smoke or flame is not apparent, since numerous aircraft may still be operating in the vicinity during the "mop-up" stages of a fire.
- 10. HILL RANGE CONTROL:** Provides real-time range scheduling; ground party access, range safety, and special test assistance. Hill Range Control may not be staffed after normal working hours, holidays, or weekends.
- 11. MAY:** Optional action, not mandatory.
- 12. MILITARY TRAINING ROUTE (MTR):** Routes established to accommodate low-altitude training operations that permit aircraft to operate at speeds in excess of 250 KIAS below 10,000 feet above sea level (MSL). Only the route centerline is depicted on Aeronautical Sectional Charts. There are two types of MTR:
 - 12.1. **INSTRUMENTAL FLIGHT RULES (IFR), INSTRUMENT ROUTE (IR):** Operations on these routes are conducted in accordance with (IAW) 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 concerning these routes is contacting the scheduling agency listed in the AP/1B Handbook. All routes transiting the UTTR airspace must be de-conflicted by Hill Range Control.

12.2. **VISUAL FLIGHT RULES (VFR), VISUAL ROUTE (VR):** Operations on these routes are conducted in accordance with (IAW) VFR in Visual Meteorological Conditions (VMC). Current information concerning these routes is available from any ARTCC within which the route is located. However, the most reliable source of information concerning these routes is contacting the scheduling agency listed in the AP/1B Handbook. All routes transiting the UTTR airspace must be de-conflicted by Hill Range Control.

13. NEAR MID-AIR COLLISION: 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 flight crew member, stating that a collision hazard existed between two or more aircraft.”

14. NON FIRE FLIGHT OPERATIONS: Flight operations conducted for the purpose of performing non fire land management functions such as horse herding or counting, other wildlife surveys or facility installations, wilderness reconnaissance, etc.

15. NOTICE TO AIRMEN (NOTAM): Time critical information, which is of either a temporary nature, or not sufficiently known in advance to permit publication on aeronautical charts or in other operational publications. NOTAM are immediately disseminated via the National Notices to Airmen System.

16. SHALL: Mandatory action, not permissive or optional.

17. SPECIAL USE AIRSPACE (SUA): Special Use Airspace consists of airspace wherein an activity must be confined because of its nature and/or wherein limitations may be imposed upon aircraft operations that are not part of those activities. The purpose of SUA is to identify for other airspace users where military activity occurs, segregate that activity from other users to enhance safety, and to allow charting to keep airspace users informed. SUA includes Military Operating Area (MOA), Restricted Area (RA), Prohibited Area (PA), Alert Area (AA), Warning Areas (WA), and Controlled Firing Area (CFA). Both MOA and Restricted Area are part of the UTTR airspace.

17.1. **MILITARY OPERATING AREA (MOA):** Airspace established outside Class A to separate/segregate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. Whenever a MOA is active, nonparticipating IFR traffic may be cleared through the area provided ATC can ensure IFR separation; otherwise, ATC will reroute or restrict nonparticipating IFR traffic.

17.2. **RESTRICTED AREA (RA):** Airspace established to denote the existence of unusual, often invisible hazards to aircraft such as artillery firing, aerial gunnery, or missiles, etc. Penetration of restricted areas may be extremely hazardous to the aircraft and its occupants and is legally prohibited. Authorization to transit restricted areas, which are not in use, may be obtained from the controlling agencies. NOTE: A TFR within a Restricted Area is not necessary, nor is it obtainable from FAA, since a Restricted Area is by definition a “flight restricted area.”

18. TEMPORARY FLIGHT RESTRICTION (TFR): A TFR is implemented under FAR Part 91.137 which identifies an area of airspace, both laterally and vertically, for which entry by nonparticipating aircraft is restricted for a specified period of time. Flight restrictions may be requested in response to the aviation safety needs for separation of aircraft for both disaster type occurrences (example fires) and, very infrequently, for non-disaster type events. It is requested from the Air Route Traffic Control Center (ARTCC) within whose jurisdiction the location lies and is forwarded by the ARTCC to the National Flight Data Center for processing and dissemination to FAA Flight Service Stations. All pilots are required to be aware of TFR. Entry into the airspace by non-participating aircraft is prohibited or severely restricted.

19. UTAH TEST AND TRAINING RANGE (UTTR) AIRSPACE: The UTTR airspace is composed of restricted Areas R6402A/B, R6404A/B/C/D, R6405, R6406A/B, and R6407. MOA include Lucin A/B/C, Sevier A/B/C, and Gandy.

20. WILL: Directive in nature behind must and shall.

Attachment B-1, USAF POINTS OF CONTACT/HOURS OF OPERATION/TFR NOTIFICATION

1. CLOVER CONTROL, 6046 Cedar Lane, Bldg 1276, Hill AFB, Utah 84056-5812

1.1. CONTACTS: NOTE: Call in the priority listed. FAX 801-777-9619

NAME	TITLE	WORK PHONE	HOME PHONE	CELL PHONE	PARA
AFTER HOURS CELL		801-777-7575		801-386-6332	4 & 6 after try HRC
MAJOR CECILIA NACKOWSKI	DIRECTOR OF OPERATIONS	801-586-3103	801-476-4166	801-698-5104	4 after HRC
BRETT HIXSON	WATCH SUPERVISOR	801-777-7575	801-476-6989		4 after HRC
DAVE SANSOM	WATCH SUPERVISOR	801-777-7575	801-544-7331		4 after HRC
BOB WRIGHT	WATCH SUPERVISOR	801-777-7575	801-277-6235		4 after HRC

1.2. HOURS OF OPERATION

1.2.1. Monday – Thursday 0700-0000. Or as scheduled

1.2.2. Friday 0700-1800. Or as scheduled

1.2.3. Saturday 0800-1700. Or as scheduled

1.2.4. Sunday is not normally scheduled.

2. HILL RANGE CONTROL (HRC), 6046 Cedar Lane, Bldg 1274, Hill AFB, Utah 84056-5812

2.1. CONTACTS:

NAME	TITLE	WORK PHONE	HOME PHONE	CELL PHONE	PARA
JERRY ANGUS	UTTR AIRSPACE MANAGER	801-777-9384, 801-777-9386		801-580-9540	4
KENNETH "ALLEN" VINCENT	UTTR ASSISTANT AIRSPACE MANAGER	801-777-4401, 801-777-9385, 801-777-9386			4
KATHY VAUX	Environmental	801-586-2551		801-510-9443	6

2.2. HOURS OF OPERATION

2.2.1. Monday – Thursday 0700-0000

2.2.2. Friday 0700-1530

3. TFR NOTIFICATION.

ORGANIZATION	DSN	COMMERCIAL	AFTER HOURS
CLOVER CONTROL	777-7575, 7576	801-777-7575, 7576	801-386-6332 See attachment B 1.1
HILL RANGE CONTROL	777-4401, 777-9385, 777-9386	801-777-4401, 801-777- 9385, 801-777-9386	
HILL CONSOLIDATED COMMAND POST	777-3007	801-777-3007	

**Attachment B-2, NEVADA BUREAU OF LAND MANAGEMENT DISPATCH & FIELD OFFICES (BLM/N)
CONTACTS for TFR in UTTR Airspace**

Elko

Elko Field Office: 3900 East Idaho Street, Elko, NV 89801

Elko Interagency Communication Center: 725 Aspen Way, Elko, NV 89801

	Dispatch – Emergency	775-748-4000
	Dispatch – Normal Hours	775-748-4000
	Dispatch – FAX	775-748-4015
Aviation Dispatcher	Shaunna McIntosh-Harris	775-748-4005
	Internet E-Mail	gdingman@nv.blm.gov
Dispatch Center Manager	Bill Roach	775-748-4000
Aviation Manager	Juan Torrealday	775-748-4050
	Internet E-Mail	Juan_Torrealday@blm.gov

Ely

Ely Field Office: 702 North Industrial Way, HC33 Box 33500, Ely, NV 89301-9408

Ely Interagency Communication Center: Address Same as Above

	Dispatch – Emergency	775-289-9395 (C)
	Dispatch – Normal Hours	775-289-1925
	Dispatch – FAX	775-289-1930
	Sheriff – 24 Hour	775-289-8808
Dispatch Center Manager	Karla Luttrell	775-289-1925
	Internet E-Mail	karla_luttrell@nv.blm.gov
Aviation Manager	Randy Johnson	775-726-8101
	Internet E-Mail	randy_johnson@nv.blm.gov

Nevada State Office

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

State Aviation Manager	Greg Gall	775-861-6535
	Cell Phone	775-772-4594
	FAX	775-861-6668
	Home	775-425-8545
	Internet E-Mail	ggall@nv.blm.gov

Attachment B-3, UTAH BUREAU OF LAND MANAGEMENT DISPATCH & FIELD OFFICES (BLM/U) CONTACTS for TFR in UTTR Airspace

Cedar City

Cedar City Field Office: 176 East D.L. Sargent Drive, Cedar City, Utah 84720

Cedar City Interagency Fire Center: 1748 Kittyhawk Drive, Cedar City, Utah 84720

	Dispatch – Emergency	435-865-4600
	FAX	435-865-4691
Aviation Manager	John Bunke	435-865-4622
Dispatch Center Manager	Rick Smith	435-865-4601
	Internet E-Mail	ricky_smith@blm.gov
Assistant Center Manager	Wayne Hunt	435-865-4606
Aircraft Dispatcher	Tina Greenhalgh	435-865-4604

Richfield

Richfield Field Office: 150 E. 900 N., Richfield Utah 84701

Richfield Interagency Fire Center: 1830 S. Industrial Park Road, Richfield, Utah 84701

	Dispatch – Emergency	435-896-8404
		435-979-8404
	FAX	435-896-4521
Aviation Manager	Blake Ford	435-896-1608
Dispatch Center Manager	Warren Sorenson	435-896-8404
Logistics Coordinator	Karen Feary	435-896-8404
Aircraft Dispatcher	Doug Robison	435-896-8404
	Internet E-Mail	utrfc@dms.nwcg.gov

Salt Lake City

Salt lake Field Office: 2370 S. 2300 W., Salt Lake City, Utah 84119

Northern Utah Interagency Fire Center: 1749 West 500 South, Salt Lake City, Utah 84104.

	Dispatch – Emergency	801-908-1900
	FAX	801-908-1945
Center Manager	Wanda Grey	801-908-1900
	Internet E-Mail	wmgrey@fs.fed.us
Assistant Center Managers	Jana Barabochkine	801-908-1900
	Internet E-Mail	jbarabochkine@fs.fed.us
	Gerri Waters	801-908-1900
	Internet E-Mail	gwaters@fs.fed.us
Aviation Manager	Jeff Kline	801-977-4316
	Internet E-Mail	jeff_kline@blm.gov

Utah State Office: P.O. Box 45155, Salt Lake City, Utah 84145-0155

State Aviation Manager	Cameron Dingman	801-539-4241
	Cell	801-550-9857
	FAX	801-539-4198
	Internet E-Mail	cameron_dingman@blm.gov

Eastern Great Basin Coordination Center: 5500 W. Amelia Erhart Drive, Salt lake City, Utah, 84116

Center Manager	Dave Hart	801-531-5320
	EGBCC FAX	801-531-5321
	Internet E-Mail	dave_hart@blm.gov

UTAH TEST & TRAINING RANGE AIRSPACE MAP



