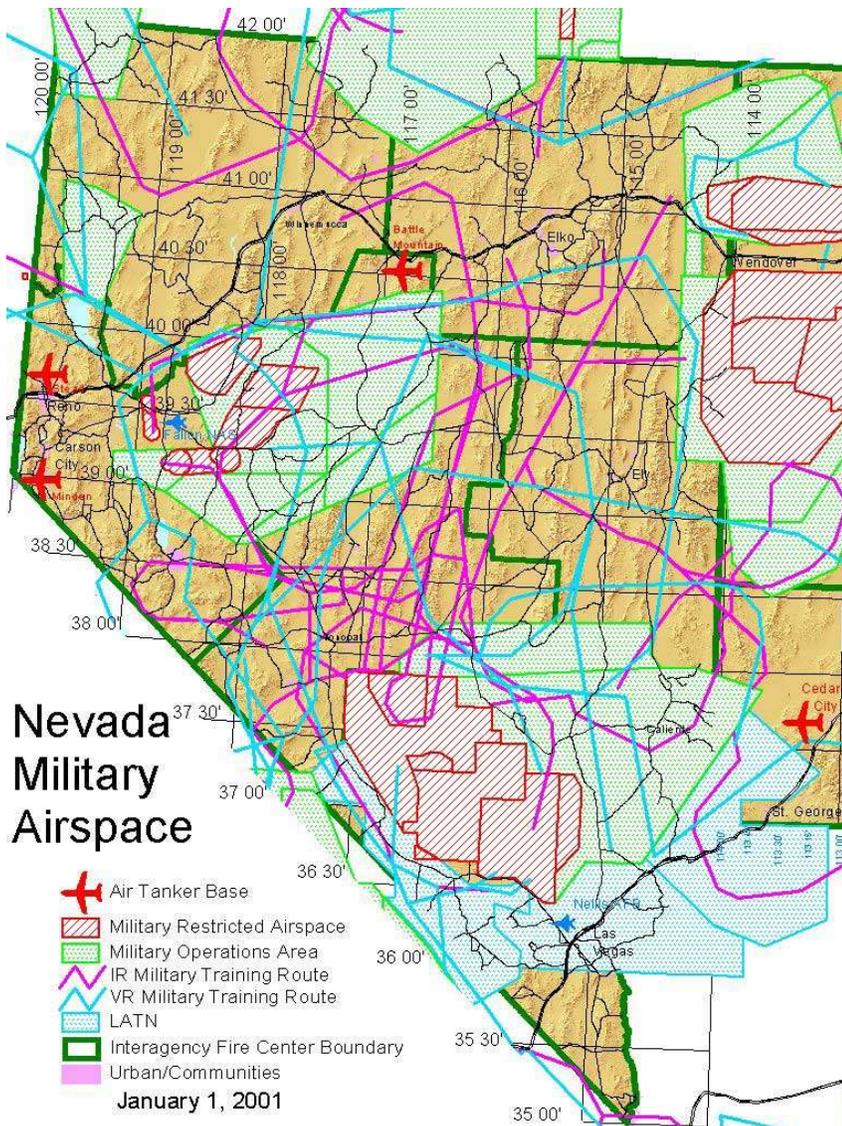


CENTRAL NEVADA ZONE

AIRSPACE COORDINATION

SUPPLEMENT

2004



PREFACE

The purpose of the Northern Nevada Zone 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 Zone Aviation Manager (ZAM) is responsible for the format, publication, dissemination and revision of this guide. 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 the Zone Aviation Manager, Field Office Fire Management Officer, 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.

AUTHORIZATION

This document is a Supplement to the Northern Nevada Zone Aviation Operations Plan as authorized by the Battle Mountain and Winnemucca BLM Field Managers

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 Central Nevada Zone 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 Fallon Naval Air Station and Nellis Test Range. The Letters of Agreement for these entities are incorporated by reference into this document and must be consulted for both fire and non-fire flight activities.

Additionally, initial attack agreements should be consulted for boundary airspace coordination.

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

1.3 Authority . Authority for this Guide is contained in BLM Manual 9400. This supplement is also part of the Central Nevada Zone Aviation Operations Plan.

1.4 Responsibilities .

1.4.1 Zone Aviation Manager . It is the responsibility of the Zone Aviation Manager to:

- X Ensure all personnel (dispatchers, air crews, and aircraft users) are briefed on airspace coordination procedures, and that these procedures are implemented followed.
- X Ensure that airspace coordination information is widely disseminated during morning briefings to tactical air and flight crews.

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- X Post maps and other information at Fixed-Base Operators for the purpose of informing the public of Temporary Flight Restrictions for firefighting efforts.
- X Coordinate with Department of Defense facilities regarding overall airspace coordination issues
- X Coordinate with DOD on airspace conflicts

1.4.2 CNIDC Dispatchers . It is the responsibility of each dispatcher working in the Central Nevada Interagency Dispatch Center (CNIDC) to understand and implement the procedures contained in this document. This document, however, is not a substitute for CNIDC SOP's, 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 aircrews and aircraft users to be knowledgeable of airspace coordination procedures.

1.5 Airspace Critical Contacts List . The CNIDC Aircraft Dispatcher is responsible for updating this list during the pre-season.

1.6 Policy and Procedure . The Interagency Airspace Coordination Guide is still in draft form, but is a policy document for the United States Forest Service and for some agencies in the Department of the Interior. While the Airspace coordination Guide is in draft form, the BLM National Office of Fire and Aviation has chosen to develop a website called <http://airspace.blm.gov>, and considers this policy as established in IM 2003-003, the BLM National Aviation Plan, and in IM 2003-005, the BLM Aviation Standard Operations Guide. The appropriate policies 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 Central Nevada Zone aviation activities. All communications must be documented and, if warranted, a Temporary Flight Restriction should be implemented for wildland fires or other emergencies, which meet the criteria of FAR 91.137. (See the BLM airspace website (www.airspace.blm.gov) or the Interagency Airspace Coordination Guide for details.)

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. If dispatching local air resources to fires within ten miles of adjoining units, the “Boundary Airspace Management Checklist” must be completed, and the appropriate notifications made to adjoining dispatch centers. Although ultimately the responsibility of the Pilot-in-Command, dispatchers should check NOTAMs for TFRs or advisories in the vicinity of, or enroute to, the location where aircraft are being sent.

For fire incidents, any aircraft dispatcher may perform deconfliction and check for NOTAMs.

For non-emergency, non-fire project flights, the dispatcher normally performs the deconfliction, with assistance from the ZAM, if necessary. If there is SUA involved, the military prefers 30 days prior notification, especially on test ranges. (SUA is “Special Use Airspace” that includes Military Operations Areas and Restricted Areas.)

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 or CNIDC Aircraft SOPs 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. Aircraft Dispatchers must be well versed in both the electronic and manual methods for deconflicting airspace.

2.1 General Procedures . The dispatcher performs the following actions:

- Enters the Location Point of the incident in the Initial Attack Management System (IAMS) computer system, or manually plot location on Sectional Chart hazard map.
- Obtains Hazards Summary and check FAA or BLM website for TFR NOTAMs.
- Determines if Special-Use Airspace (SUA) or MTR(s) are hot by calling the Scheduling Agency/Scheduling Activity for the identified SUA or MTR. Relay SUA/MTR status to aircrews being dispatched or en route to the incident.
- Implements an official Temporary Flight Restriction (TFRs) with FAA, if warranted.

Chapter 2: Procedures

- Compares FAA NOTAM with TFR Request form for accuracy of TFR parameters, and documents all conversations with the FAA and military.
- Informs military Scheduling Activities of the FAA NOTAM for the TFR.
- 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, enter the approximate or reported location (i.e., a VOR/Radial/Distance, T/R/S, or latitude/longitude coordinates) into the IAMS CAHIS program utilizing the "Enter Point" function 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 (i.e., 39 49 30N x 116 47 34W)
- Decimal Degrees (i.e., above example would be entered as 39.825000 x _116.792778)
- Decimal Minutes (i.e., 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: U23.UN U46.U0E 34 M
VOR-Bearing-Distance
BJC 262.881 536.24
UTMxy: 517742 4408146 Zn 11

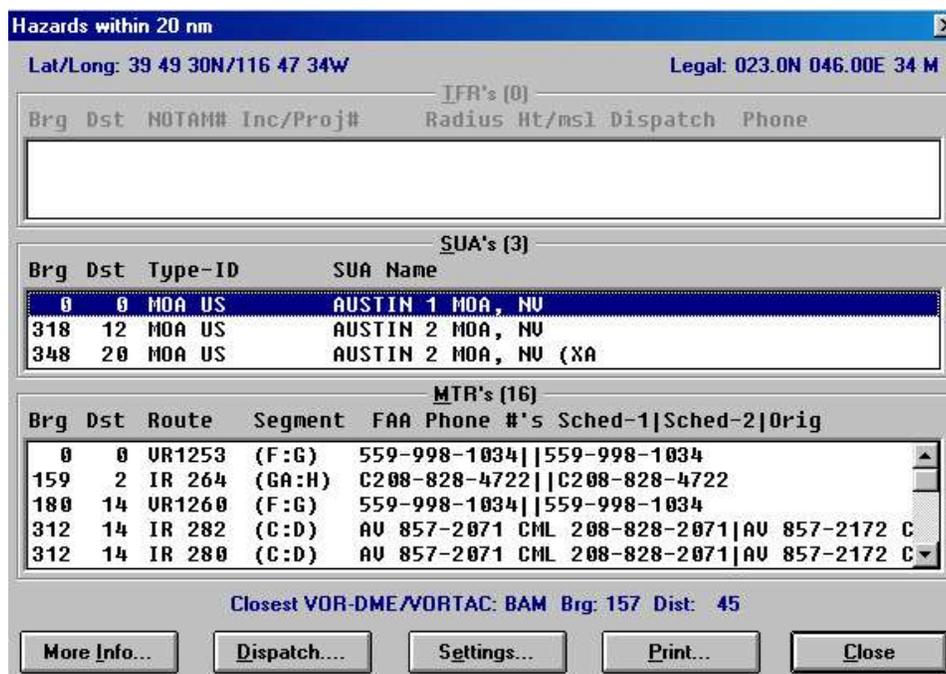
Close Convert Print

Dispatch... Hazards...

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2.3 Hazards Summary . Press the “Hazards Summary” button. This will bring up a list of airspace hazards in the vicinity of the point entered, as seen 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.

2.3.2 Temporary Flight Restrictions . An existing TFR is considered a “hazard” due to the aircraft on-scene in the existing TFR area, and the hazards those aircraft pose to other aircraft in transit to/from the incident TFR area.

Any existing TFRs within the specified Search Distance will be indicated IF the Aircraft Dispatcher mapped and logged the TFR on the PC in which IAMS is being consulted. Another source of current TFR information is www.airspace.blm.gov.

If a new TFR is indicated in the vicinity of an existing TFR, 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). An amendment to the existing TFR may be required to incorporate a larger area or modified shape, and consultation with the FAA ARTCC is essential. If there is potential for overlapping an adjoining unit's TFR, the “Boundary Airspace Management Plan” calls for immediate coordination with adjoining dispatch center.

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2.3.3 Special Use Airspace (SUA).

The "Hazards Summary" will specify if the point is within or near SUA. The most common types of SUA in the Zone requiring deconfliction are Military Operations Areas (MOAs) and Restricted Areas. 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. All locations within ten miles of SUA boundaries shall be deconflicted and treated as though inside SUA. The reasons for this are that fires often grow closer to SUA boundaries, and because orbiting aircraft ordered by Air Attack to standby outside of fire traffic areas may well be penetrating the boundary of the adjacent SUA. 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 outer boundary. 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 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. As with SUA, locations within ten miles of an MTR are deconflicted and treated as if within the MTR corridor boundary. 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) Notifying 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:

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- Call sign
- Type of aircraft and mission (e.i., Initial Attack, reconnaissance, etc.)
- Departure base or point and reload base for air tankers

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

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

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., SMKJ, ATGS, Lead Plane, AT, Helicopter)
- * Squawking Transponder code 1255
- * Current location/altitude and destination (incident Lat. Long.)

Further procedural information for operations within all military training ranges in Nevada (Nellis, Fallon, etc.) 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 lateral or vertical boundary. 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 and CNIDC Aircraft Dispatch SOP's 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 request. Do not request or implement any TFR prior to location confirmation with aircraft on-scene. In IAMS MAPS, select the "Tools" drop-down box and double click on "Enter/Edit TFR."

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Input information as prompted. Note that the lateral and vertical boundaries for TFRs in IAMS is set at the default of 5 nm radius and 3000' AGL respectively. 3000' AGL above the highest terrain in the fire area is the minimum standard to be used in Nevada. Depending on the number of aircraft, this should be adjusted higher. 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 to accommodate for the "spillout" that is common to SUA and MTRs. Be advised that the TFR need not always be circular in shape, and that the perimeter may be defined by as many as 16 lat. long waypoints in sequential order to identify the perimeter of any polygon. Consult with the FAA-ARTCC and the Air Tactical Group Supervisor or Incident Commander to confirm that the requested dimensions will meet the needs of tactical operations without impacting portions of other airspace unnecessarily. When more than five TFRs are warranted or imminent within Central Nevada Zone, it is suggested and advisable for an Airspace Coordinator to be ordered through WGBCC.

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 IAMS program will indicate which ARTCC has jurisdiction over the portion of airspace where you wish to place the TFR.

CNIDC 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 and to Western Great Basin Coordination Center along with the resource order and A-number.

If applicable, fax the request also as an "information copy" to the SUA Scheduling Agency and/or MTR Scheduling Activity that is in the area of operations. Note that there may be more than one MTR in the area with different Scheduling Activities.

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

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

IMPORTANT: Request that the FAA ARTCC relay the NOTAM number and FAX you a copy of the complete FAA NOTAM as soon as possible. If there is no answer with 30 minutes, call the ARTCC to obtain the NOTAM number and request they FAX you the NOTAM.

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

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2.8 Print an Airspace Map . Print a map depicting the Central Nevada 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). Once a NOTAM is issued, print the appropriate TFR (Sectional) Map from the BLM Airspace website to disseminate to the local FBO and general aviation community.

2.9 Obtain the Official NOTAM . You may also request that the ARTCC or FSS fax you a copy of the official NOTAM. Attach it to the TFR file for this fire. Distribute as needed to ZAM, pilots, ATGS, Team AOB/ASGS, and FBOs. Check the BLM Airspace website www.airspace.blm.gov to be sure your NOTAM is posted and mapped. The NOTAM on the BLM website is not considered an "official" source of information that pilots are required to consult per the FAA.

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). Use the "K" designator (i.e. KWMC for Winnemucca) before each ICO and click "Raw Data." This will access the most usable data.

2.10 Inform Aircrews and Flight Crews . As soon as the FAA implements a TFR, provide aircrews and flight crews with the NOTAM information. The Air Tactical Group Supervisor (ATGS) or other on-scene supervisor is the primary contact for notification that a TFR is in place. Cross check NOTAM information to ensure location, dimensions, and frequencies are valid. If any information on the NOTAM is incorrect, it must be cancelled and a new TFR requested. Provide the Zone Aviation Manager and all appropriate local FBOs with maps of all TFR's so that transient general aviation pilots have current information. Most, but not all GA pilots acquire current NOTAMS from the appropriate area FSS. Aggressive local information sharing helps to reduce TFR intrusions. Assign an A-number on an Aircraft Resource Order, enter into ROSS, and FAX a copy of the NOTAM to Western Great Basin Coordination Center. The NOTAM number is entered as the order is "filled." If TFR is within ten miles of an adjoining agency or state boundary, advise the appropriate neighboring dispatch center as required by the Zone Boundary Airspace Management Plan.

2.11 Recheck TFR Daily With FAA and Military . By 0700 daily, each TFR must be reconfirmed with the following entities to ensure FAA and DOD are aware the restriction is still needed and in effect. It is good to provide them with a current prognosis of expected duration as well.

- The issuing FAA ARTCC
- Each DOD Scheduling Agency and Scheduling Activity whose SUA and/or MTRs are impacted by the TFR

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- 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. Consult with the Air Tactical Group Supervisor, Air Operations Branch Director, or Incident Commander to confirm when the TFR may be lifted.

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 upon consultation with the FAA ARTCC.
- 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 . TFR's do not need to be circular in shape, and providing the FAA with the appropriate latitude longitude waypoints that define the perimeter in the proper sequence is critical. The IAMS software can accommodate a non-circular TFR with up to 16 latitude-longitude points to define the boundary. (See Sec. 2.6 and 2.14).

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MILITARY TRAINING ROUTES AND SPECIAL USE AIRSPACE The following chart or something similar may be used to document contacts with Military Training Use 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.

0700 TFR DAILY WORKSHEET

Date TFR was placed: _____

Notam # _____ Incident Name and # _____ Req. # A- _____

VOR/Bearing/Distance: _____ Center Lat./Long. _____

FAA ARTCC: _____ ARTCC Phone: _____

Route or SUA	Military Scheduling Activity or Agency	Phone	Date							

Appendix A: Critical Airspace Contacts

APPENDIX A: AIRSPACE CRITICAL CONTACTS

(to be provided by CNIDC and added in.)

Appendix A: Critical Airspace Contacts

(6) ADJACENT JURISDICTION DISPATCH CENTERS: CHECK ALL THAT APPLY and FAX

SIERRA FRONT DISPATCH: _____

Phone : 775-882-9187 Fax: 775-782-1441

BOISE DISPATCH: _____

Phone: 208 756 5452 Fax: 208 756 5428

ELY DISPATCH: _____

Phone: 775-289-1925 Fax775-289-1930

ELKO DISPATCH: _____

Phone: 775-748-4000 Fax: 801-748-4015

LAS VEGAS DISPATCH: _____

Phone: 702-515-5300 Fax: 702-646-1996

VALE DISPATCH: _____

Phone: 541-473-3221 Fax: 541-473-3678

SUSANVILLE DISPATCH: _____

Phone: 530-257-5575 Fax: 530-257-7149

(Circle yes or no, and complete the blanks.)

(7) Have adjoining Dispatch Centers been notified of air operations? *Yes No*

(8) Have common radio frequencies been assigned? *Yes No*

Appendix A: Critical Airspace Contacts

(9) Is there a TFR in place or requested? *Yes No*

If yes, what are the parameters? Center Point: Lat. _____ Long. _____

Radius: _____ nm

Altitude: _____ MSL

A-A Frequency: _____

(Note: If the TFR is a non-standard shape, fax a TFR map and the perimeter coordinates.)

(10) Are there MTR's or Special Use Airspace near the incident? *Yes No*

List MTR's and SUA: _____

If yes, have controlling authorities been notified? *Yes No*

Have Flight Crews been notified? *Yes No*

FAX THIS FORM TO DISPATCH CENTERS CHECKED OFF IN BLOCK (6)

*Central Nevada Interagency Dispatch Center:
Phone 775-623-3444 Fax 775-623-1754*