

Mountain Home Air Force Base - 366th Operations



Bureau of Land Management

- Idaho State Office
- Nevada State Office
- Oregon State Office



MEMORANDUM OF UNDERSTANDING (MOU) IS EFFECTIVE: 13 February 2008

SUBJECT: Interagency Airspace Coordination

PURPOSE: To provide procedures and guidance for coordination between the 366 Operations Group, Mountain Home AFB, and the Bureau of Land Management (BLM) offices in Nevada, Oregon, and Idaho, for aviation operations within airspace scheduled and controlled by Mountain Home AFB Wing Scheduling, hereinafter referred to as Wing Scheduling. Recognizing the need to manage the risk involved with simultaneous dissimilar agency operations in Department of Defense (DoD) airspace; the 366 Operations Group and the BLM have combined efforts to jointly issue these procedures.

AUTHORITY

JO 7610.4

FAA0 7110.65

Title 14 CFR Sections 91 and 73

USDA-Forest Service/USDI Interagency Airspace Coordination Guide

AFI 25-201, Support Agreements Procedures, 1 May 05

AFI 10-802, Military Support to Civil Authorities, 19 Apr 02

DoDI 400.19 Inter Service and Intergovernmental Support, 9 Aug 95

Federal Land Policy and Management Act of 1976 Sec 307 (b) (43 U.S.C. 1737)

Economy Act 31 USC 1535

BLM Department Manual 910 DM

Taylor Grazing Act of June 28, 1924 (48 Stat. 1269; 43 U.S.C. 315)

Department of the Interior and Related Agencies Appropriations Act, 1999, as included in the Public Law 105-277, section 101 (e); (112 Stat. 268)

Reciprocal Fire Protection Act; 42 U.S.C. 1856

Federal Wildland Fire Management Policy and Program Review, 1995, 2000.

2. CANCELLATION: This MOU cancels the Memorandum of Understanding between the Department of the Interior – Bureau of Land Management (BLM) Idaho State Office,

BLM Boise District, BLM Twin Falls District and the 366 Fighter Wing (ACC), signed September 13, 2005.

3. SCOPE: This MOU applies to DoD airspace (Airspace scheduled, managed, or controlled by the Department of Defense for joint-use by military aircraft of all service branches. This airspace includes IR 300, 303, 304, Owyhee MOA, Jarbidge MOA, Paradise East/West MOAs, Saddle MOA, R3202, and R3204). The following BLM field offices are subject to this MOU: Elko, Winnemucca, Boise, Twin Falls, Burns, Vale, Lakeview and Prineville and associated aircraft/aircrews, dispatchers and BLM authorities responsible for conducting aviation operations within the DoD airspace. All aircraft under BLM operational control shall adhere to Title 14 CFR Section 91 prescribing see and avoid techniques and maintain a high degree of awareness at all times. Aircraft under operational control of the BLM shall also comply with applicable sections of 14 CFR Parts 133 and 137 and this document.

This MOU applies to the operations of aircraft by BLM or aircraft under direction of BLM Boise Interagency Logistics Center (BILC), Central Nevada Interagency Dispatch Center (CNIDC), Elko Interagency Dispatch Center (EIDC), Burns Interagency Coordination Center (BICC), Oregon Vale District, (ORVAD), Lakeview Interagency Fire Center, (LIFC), Central Oregon Interagency Dispatch Center, (COIDC), South Central Idaho Interagency Dispatch Center (SCIIDC), Mountain Home Air Force Base (MHAFB) Radar Approach Control (RAPCON), Cowboy Control Military Radar Unit (MRU) and the MHAFB 366th Fighter Wing Scheduling Office/Command Post (CP).

4. ADMINISTRATION:

- a. This agreement may be re-negotiated/cancelled at any time by any of its signatories, with at least 30 days written notice to the other signatories. Changes will be in the form of an amendment and will become effective upon the affixing of a valid signature by all of the participants.
- b. The term of this MOU is indefinite, unless cancelled, extended, or renewed. Renewal will be in written form signed by all parties. This MOU will be reviewed annually by all parties to ensure applicability, currency, and accuracy.

5. RESPONSIBILITIES:

- a) The BLM shall:
 1. Ensure that the Dispatch offices are the focal point of contact for coordination concerning issuance and cancellation of Temporary Flight Restrictions (TFRs), Title 14 CFR Section 91.137. They shall also be responsible for informing Wing Scheduling, Cowboy Control, or 366 FW Command Post

(after 1630 hrs daily) of the TFR, changes, and upon cancellation using the deconfliction form on page 12.

2. Contact Wing Scheduling, or the Command Post, as appropriate, to obtain prior approval for aircraft having an operational need to enter, operate or transit MHAFB Restricted Airspace and during wildland fire incidents or other emergency operations. Prior to entering Restricted Airspace, the agency aircraft pilot will make the clearance request directly with Cowboy Control (134.1) and/or MHAFB RAPCON (124.8). The request will include the mission purpose and expected duration.
 3. Until assigned a discrete mode 3A/C beacon code/mode while conducting operations in the DoD airspace by ATC or Cowboy Control, ensure all firefighting tactical aircraft operate on the National Firefighting Transponder Code of 1255. Initiate the notification process for BLM activities affecting DoD airspace and Military Training Routes (MTRs) in accordance with Flight Information Publication (FLIP), AP/1B. Coordination of routine crossing of MTRs is not applicable to transiting aircraft.
 4. Cowboy Control shall coordinate and expedite requests from BLM aircraft pilots responding to wildland fire incidents or other emergency operations that need to enter the MHRC on frequency 134.1 where BLM aircrews can expect advisory service.
- c) Wing Scheduling shall:
1. Ensure TFR information is distributed via Air/Fire Alert to all Mountain Home flying units.
 2. Coordinate routine requests from BLM dispatchers that need to conduct aviation operations within DoD airspace with other affected agencies.
 3. Notify Cowboy Control/RAPCON of ingress/egress routes if they become aware of the BLM aircrew's intentions or specific instructions as detailed by the BLM Dispatch Offices.
- d) 366 Fighter Wing Command Post shall, during periods that Wing Scheduling is closed, act as the liaison agency for wildland fire incidents or other emergency operations that require BLM to enter DOD airspace. The Command Post should inform Cowboy Control and/or RAPCON, of BLM intentions to operate within the MHRC during periods when Wing Scheduling is closed, and distribute this information as detailed in paragraph c1-3 above.
- e) The BLM State Aviation Manager or assigned agency Airspace Coordination Specialist shall:
1. Be the focal point for resolving procedural difficulties in scheduling airspace with Wing Scheduling.
 2. Function as the focal point for changes to this agreement.

3. Coordinate with Mountain Home Airspace Management on all conflicts or incidents occurring within DoD scheduled airspace.
- f) The Chief of Airspace Management at Mountain Home AFB is the focal point for administrative changes or additions to this document and is the investigative arm for airspace safety issues related to DoD airspace violations with the Federal Aviation Administration (FAA).

6. COORDINATION PROCEDURES FOR NON TFR OPERATIONS:

- a) When BLM dispatchers or aviation managers become aware of situations that may necessitate flight within the DOD airspace, they shall:
1. Coordinate aviation operations and subsequent changes affecting the DoD airspace with Wing Scheduling or Command Post, in a timely manner and provide known recurring mission planning information as far in advance as possible. This may or may not include end product operations (see Terms of Reference page 13.)
 2. Wing Scheduling will be advised as soon as possible of Initial Attack or Fire Recon aviation activities.
 3. Send to Wing Scheduling detailed flight plans 3 weeks prior on non-emergency response flights, or as soon as possible prior to project commencement. For non-fire fighting flight operations, verify proposed operations with the Wing Scheduling office at least three days prior to planned flight and fax/email a map showing area of operation or supply sufficient detail to indicate the specific airspace affected to include the Lat/Long coordinates and expected operational altitudes in AGL as appropriate. Wing Scheduling activities take place every Wednesday afternoon to support flying operations three weeks in advance.
 4. Brief all aircrews to follow procedures established by this MOU prior to entering or exiting DoD airspace (See map page 15).
 5. Notify Wing Scheduling of the ingress/egress routes for these operations, and upon completion of all flight activity at the end of each day as appropriate.
- b) Upon notification of non fire, fire recon or initial attack (No TFR), proposed aviation operations in DoD airspace, Wing Scheduling shall:
1. Advise coordinating unit/dispatch of projected or known activity in which aviation operations will be conducted.
 2. Notify all DoD flying units of BLM air operations scheduled within DoD airspace via air alert system.
 3. Coordinate Fire Recon requests, i.e. route of flight, airspace affected, and status of airspace, (hot, cold, scheduled, open for joint use, etc) with Cowboy Control or RAPCON, as appropriate.

4. Advise dispatch when conditions are not immediately conducive for BLM operations within DoD airspace, and provide an estimate when operations can begin, or be resumed safely after coordination with Cowboy Control or the RAPCON.
5. Notify Cowboy Control, RAPCON, and Wing Command Post of other BLM aviation activities as they become known.

7. COORDINATION PROCEDURES, FIRE RESPONSE (TFR):

a. The BLM shall:

1. Request status of DoD Airspace from Wing Scheduling.
2. Immediately notify Wing Scheduling 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), and TFR NOTAM number when issued. During those periods Email/FAX information may be requested. Please use the airspace de-confliction form on page 12.
3. Request a TFR with the appropriate FAA Air Route Traffic Control Center (ARTCC).
4. Establish a BLM liaison representative, if deemed appropriate. This could be an Airspace Coordinator.
5. Advise Wing Scheduling of any modification, changes or cancellation of the TFR.
6. Ensure that aircrews contact appropriate control agency prior to entering the DoD Airspace of type aircraft and proposed route to area of operations.

b. Wing Scheduling or Command Post shall:

1. Notify Cowboy Control, RAPCON, and Wing Command Post of any TFRs established that may affect the MHRC and notify Cowboy Control and/or RAPCON of the ingress/egress routes for these operations as well. See map page 15
2. Notify Flying Squadron Directors of Operations upon receipt of information indicating establishment of a TFR within the MHRC via Air/Fire Alerting system. See map page 15.

c. Cowboy Control shall:

1. Comply with TFRs as issued by the Federal Aviation Administration (FAA) and relay TFR establishment, cancellation, or changes to all aircraft monitoring MHRC frequencies.
2. Relay TFR restrictions to General Aviation aircraft operating within the MHRC. See map page 15

3. Be the real time approval authority for all BLM mission aircraft to enter and exit MHRC Restricted areas.

8. CANCELLATION OF TFRs.

TFRs will be canceled by BLM through established procedures at the appropriate ARTCC. BLM will notify Wing Scheduling or Command Post, as appropriate, when air operations for the TFR are complete and all aircraft have exited the area. Wing Scheduling or the Command Post will coordinate with Cowboy and MHAFB RAPCON to ensure removal of all TFR exclusions within the MHRC (See affected airspace map page 15).

9. Incident/ Accident

In the event of an airspace incident involving BLM aircraft and DoD aircraft, the Chief of Airspace Management Mountain Home AFB, will be notified immediately. The BLM will follow standard incident/accident or hazard reporting procedures and prepare a coordinated report to be forwarded to National Office, the DOI Aviation Management Directorate, and MHAFB Chief, Airspace Management. Incidents shall be cooperatively reviewed between the BLM and Mountain Home AFB and reported appropriately.

10. EDUCATION AND AWARENESS.

Education and awareness is essential to the mutual efforts to enhance safety of flight. Exchange visits between BLM and Mountain Home AFB personnel are encouraged to foster open communication between all personnel who use this MOU. Communications at all levels is encouraged to facilitate implementation of this MOU. Attendance by participants at the yearly Air Force Northwest Mountain Region Airspace/Range Council meeting is encouraged.

11. Attachments: Attachments may be individually administratively updated as required, and after coordination.

Points of contacts: Updated 2/13/08

Mountain Home AFB.

Wing Scheduling:

Tobin Anderson, DAFC
Superintendent, Airspace Scheduling
1050 Desert Street, Bldg 2215
Suite 160
Mountain Home AFB, ID 83648
Com: (208) 828-4607/4631/2172
Cell: (208) 409-8068 (emergency only)
FAX: (208) 828-4573
tobin.anderson@mountainhome.af.mil
rhonda.ford@mountainhome.af.mil
desiree.haynes@mountainhome.af.mil

Chief, Airspace Management:

Byron Schmidt, DAFC
Chief, Airspace Management
1050 Desert Street, Bldg 2215
Suite 159
Mountain Home AFB, ID 83648
Com: (208) 828-4722
Cell: (208) 631-1958 (emergency only)
FAX: (208) 828-4573
byron.schmidt@mountainhome.af.mil

366 Fighter Wing Command Post

(208) 828-5800 (only call when scheduling
is not available)

Cowboy Control

208-828-3397 (Director of Operations)
208-828-1379/1380

BLM National Aviation Office – National Airspace Coordination

Ben Hinkle
3833 South Development Ave.
Boise ID 83709
208-387-5184 Work 208-850-4311 Cell
ben_hinkle@nifc.blm.gov / <http://airspace.nifc.gov>

Idaho BLM:

State Aviation Manager	Jon Curd	208-373-3853	631-1624	jon_curd@blm.gov
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Boise Interagency Logistics Center

Position	Name	Telephone	Cell	Email.
Assistant Center Manager	Lani Williams	208 384-3411	871-1841	lani_williams@blm.gov
Assistant Center Manager	Cathy Baird	208 384-3412	830-9102	cathy_baird@blm.gov
BILC Center Manager	Stephaney Church	208 384 3380	859-8174	schurch@fs.fed.us.gov
Interagency Aviation Mgr. .Dane Lee	Aviation Mgr. FS/BLM	208-384-3386	484-9923	dlee06@fs.fed.us
Asst. Aviation Mgr – BLM	Steve Banks	208-384-3452 208-334-1022	871-7521	steve_banks@blm.gov
BLM Boise District FMO	Andy Delmas	208 384 3401	871 1831	andy_delmas@blm.gov
BLM Boise Asst. FMO	Len Spain	208 384 3402	871 1833	leonard_spain@blm.gov
Boise District Manager	Jerry Taylor	208 384 3391	871 1989	jerry_taylor@blm.gov

South Central Idaho Interagency Dispatch Center (SCIIDC) Contact List.

Position	Name	Phone (208)	Cell (208)	Email
Aircraft Dispatcher	Jill Leguineche	732-7247	308-3976	amanda_leguineche@blm.gov
Lead Dispatcher	Richard Wilson	732-7283	308-4195	richard_wilson@blm.gov
Assistant Center Manager	John Luongo	732-7246	308-3977	john_luongo@blm.gov
Center Manager	Curtis Jensen	732-7202	308-3974	curtis_jensen@blm.gov
Aviation Manager	Larry Mabbutt	735-6501	308-3983	larry_mabbutt@blm.gov
Assistant Aviation Manager	Vacant	735-6503		
BLM Fire Management Officer	Chris Simonson	732-7224	308-8839	chris_simonson@blm.gov
District Manager	Bill Baker	736-2355		bill_baker@blm.gov
Dispatchers	Phone Numbers-	732-7240, 7241		Fax 732-7316

Nevada BLM:

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

Shauna McIntosh-Harris 775-748-4005 E-Mail smcintos@nv.blm.gov

Aviation Manager

Juan Torrealday (Acting) 775-748-4023 E-Mail jtorreal@nv.blm.gov

Winnemucca

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

Central Nevada Interagency Dispatch Center: 5330 Jays Road, Winnemucca, NV 89445

Dispatch-Emergency 775-623-3444

Dispatch-Normal Hours 775-623-1555

Dispatch - FAX 775-623-1754

Duty Coordinator

Kai Olsen 775-623-1750 E-Mail Kai_Olsen@nv.blm.gov

Aviation Dispatcher

Bryan Granath 775-623-1558 E-Mail Bryan_Granath@nv.blm.gov

Aviation Manager

Shane Charley 775-885-6182 Cell 775-720-3411

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
	E-Mail	ggall@nv.blm.gov

Oregon/Washington:

*Only add these people to email lists that will be used for frequent dispatch contact purposes

Primary:

Burns Interagency Communication Center

Position	Name	Phone #	Cell/Pager #	email
Center Manager	Jonathan Manski*	541-573-4546	Pager 541-573-0222	jonathan_manski@blm.gov
Asst. Center Manager	Katie McConnell*	541-573-4550	Pager 541-573-0209	katie_mcconnell@blm.gov
Lead Dispatcher	Carla Davies	541-573-4551	Pager 541-573-0235	carla_davies@blm.gov
Unit Aviation Manager	Bryan Bitting*	541-473-6317	208-859-8337	bryan_bitting@blm.gov
Fire Management Officer (FMO)	Steve Morefield	541-573-4402	541-589-2367	steve_morefield@blm.gov
Deputy FMO	Vacant			
District Manager	Dana Shuford	541-573-4422		dana_shuford@blm.gov

Vale BLM Dispatch

Position	Name	Phone #	Cell/Pager #	email
Logistics Coordinator	Carla Buckland*	541-473-6297	208-631-7526	carla_buckland@blm.gov
Asst. Logistics Coord.	Richard Summerfield	541-473-6294	208-741-1155	richard_summerfield@blm.gov
Lead Dispatcher	Crystle Carpenter*	541-473-6319		crystal_carpenter@blm.gov
Unit Aviation Manager	Bryan Bitting*	541-473-6317	208-859-8337	bryan_bitting@blm.gov
Asst. FMO	Tracy Skerjanec	541-473-6293	208-869-8063	tracy_skerjanec@blm.gov
FMO	Mike Morcom	541-473-6265		mike_morcom@blm.gov
Dave Henderson	District Manager	541-473-6201		dave_henderson@blm.gov

Lakeview Interagency Fire Center (LIFC) Phone number to dispatch is (541)947-6315, fax is (541)947-6317.

Position	Name	Phone #	Cell/Pager #	email
LIFC Aircraft Dispatcher-	Kevin Baker*	541-947-6315		kbaker@blm.gov
LIFC Lead Dispatcher	Vacant	541-947-6315		
LIFC Asst. Center Mgr.	Mike Leach *	541-947-6315	541-219-0477	mleach@odf.state.or.us
LIFC Center Manager	Kenton Wills*	541-947-6316	541-219-0602	kenton_wills@blm.gov
LIFC Unit Avia. Officer	David Machado*	541-947-6187	541-219-1960	david_machado@blm.gov
Interagency FMO	Ed Guzman (Acting)	541-947-6264	541-971-2814	edward_guzman@blm.gov
District Manager	Shirley Gammon	541-947-6100	541-219-1872	shirley_gammon@blm.gov

Prineville BLM Dispatch

Position	Name	Phone #	Cell/Pager #	email
COIDC Aircraft Dispatcher	Jada Altman*	541-416-6820		jada_altman@blm.gov
COIDC Center Manager	Kelly Jerzykowski*	541-416-6800		kelly_jerzykowski@blm.gov
Aviation Manager	Chris Hice*	541-416-6793		chris_hice@blm.gov
Fire Mgmt. Officer(acting)	Alex Robertson	541-416-6748		arobertson@fs.fed.us
District Manager	Deborah Henderson Norton	541-416-6730		Deborah_Henderson-Norton@blm.gov

*Only add these people to email lists that will be used for frequent dispatch contact purposes

Secondary: 24 Hour NWCC Desk: 503-808-2720

Brad Bernardy, State Aviation Manager (SAM) 503-808-6593, Bradley_Bernardy@blm.gov

BLM FIRE / TFR / AIRSPACE ALERT NOTIFICATION

Used for Deconfliction of Mountain Home Air Force Base Airspace to include IR 293, 300, 303, 304, Owyhee MOA, Jarbidge MOA, Paradise East/West MOA's, Saddle MOA, R 3202, 3204, and all IDANG routes when scheduled by Wing Scheduling (Verify with Wing Scheduling when IDANG is unavailable). Complete Graphical TFR Information at <http://airspace.nifc.gov>

REQUESTING DISPATCH OFFICE: _____

DISPATCH POINT OF CONTACT/Phone Number(s): _____

- Dispatch Offices will call schedulers to determine activity along the MHAFB affected routes/airspace before any agency flight commences planned for those airspace structures.
- Dispatch Offices will telephonically verify with Wing Scheduling receipt of FAXed or E-Mailed information (e-mail read receipt acceptable).
- Dispatch Offices will call Wing Scheduling upon **termination** or any **change** in agency flight/TFR/Alert Notification status.

Mountain Home Airspace/Routes Affected	Effective Date(s)	On Scene Time(s) (Zulu)	PROJECT TYPE	Altitudes in AGL	# and Type of Aircraft
IDANG Airspace/Routes Affected	Effective Date(s)	On Scene Time(s) (Zulu)	PROJECT TYPE	Altitudes in AGL	# and Type of Aircraft

MHAFB Wing Scheduling:
 Tobin Anderson, DAFC
 Superintendent, Airspace Scheduling
 1050 Desert Street, Bldg 2215
 Suite 160
 Mountain Home AFB, ID 83648
 Com: (208) 828-4607/4631/2172
 Cell: (208) 409-8068 (emergency only)
tobin.anderson@mountainhome.af.mil
desiree.haynes@mountainhome.af.mil
jessica.dauphinais@mountainhome.af.mil

MHAFB Command Post
 (208) 828-5800 (only call when scheduling is not available)

MHAFB RAPCON: 208-828-2854/2077

MHAFB Airspace Manager
 Byron Schmidt – byron.schmidt@mountainhome.af.mil
 208-828-4722 (W)
 208-631-1958 (C)

Cowboy Control: 208-828-3397 (Director of Operations)
 208-828-1379/1380 (Control Room)

12. 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 MOU, an airspace conflict is an aviation related occurrence which meets BLM definitions of incident or hazard while using the National Airspace System.

ATCAA – Air Traffic Control Assigned Airspace, generally provided by the Air Route Traffic Control Center (ARTCC) in whose airspace conduct of local operations is desired.

BLM – Refers to all personnel and aircraft under operational control of Bureau of Land Management State and district offices. It may also include aircraft or other equipment owned, contracted, or rented by other government agencies participating in joint operations.

COWBOY CONTROL: Serves as the Military RADAR Unit (MRU) for the MHRC. Provides military command and control through real time range and airspace de-confliction, special test assistance. Functions during DoD flight operations.

DE-CONFLICTION OF AIRSPACE – Processes and procedures taken by land management agency dispatchers in coordination with Wing Scheduling by which the potential for airspace conflicts are minimized for known traffic. When a BLM intended flight mission might conflict with DoD aircraft in their training or operating areas, the agency should request assistance in avoiding the conflict. The de-confliction 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 flight operations.

DoD AIRSPACE – Airspace scheduled, managed, or controlled by the Department of Defense for joint-use by military aircraft of all service branches. To include IR 293, 300, 303, 304, Owyhee MOA, Jarbidge MOA, Paradise East/West MOA's, R 3202, 3204, all IDANG routes/MOA's when scheduled by Wing Scheduling.

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 MOU. These aircraft are general aviation aircraft operating in accordance with 14 CFR Parts 91, 133, and/or 137.

MID AIR COLLISION – When two or more aircraft collide in mid air.

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 that 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:

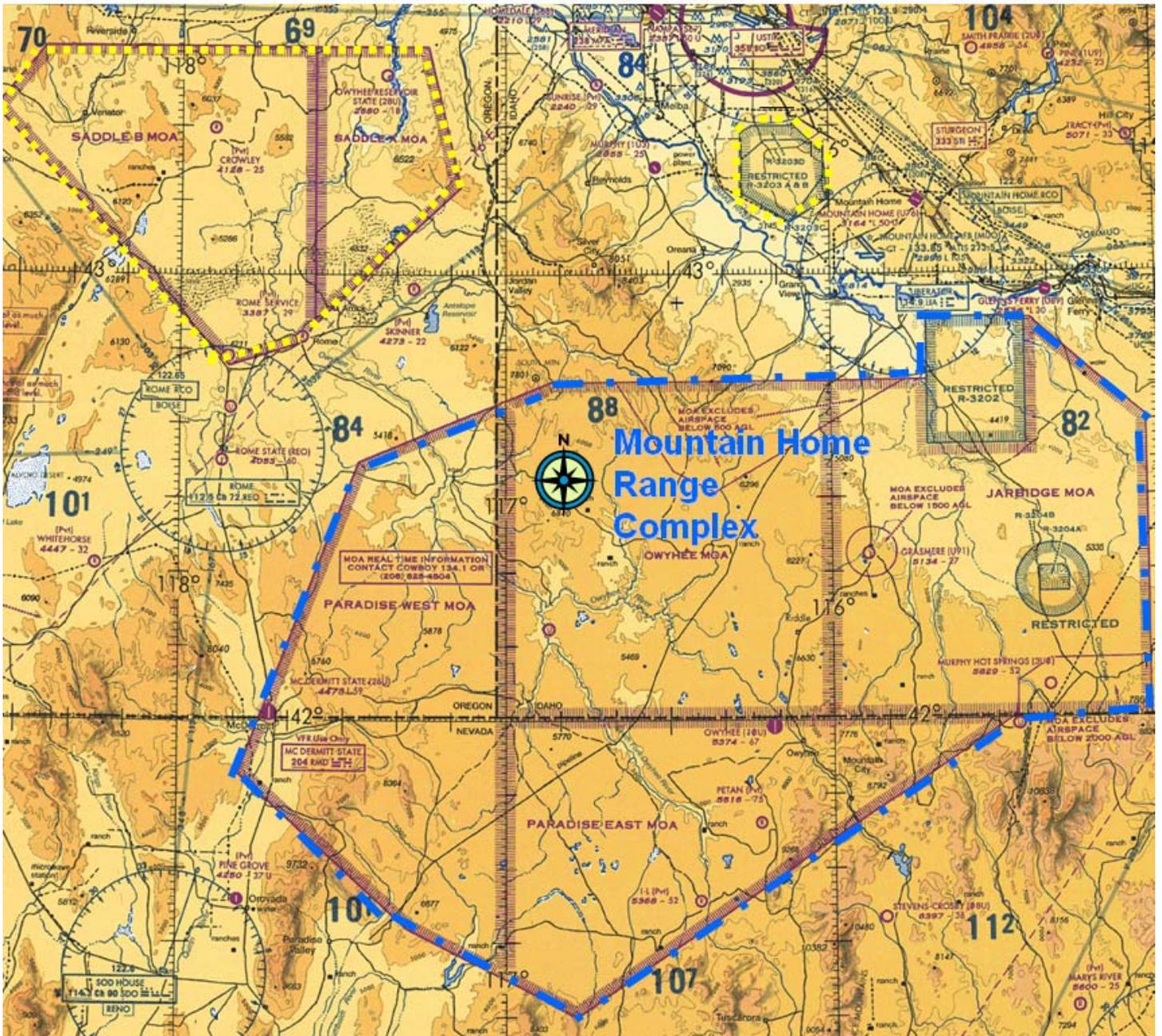
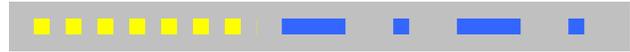
- **IFR MTRs (Irs)** –These routes are used in accordance with Instrument Flight Rules (IFR) regardless of weather conditions. Current information concerning these routes is available from any ARTCC within which the route is located. However, the most reliable source of information is always the scheduling 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.

MOUNTAIN HOME RAPCON: Provides terminal air traffic control services to Mountain Home AFB and Mountain Home Municipal airports.

MOUNTAIN HOME RANGE COMPLEX (MHRC): Those Special Use Airspace (SUAS) structures as charted to include ATCAA airspace. The Owyhee, Jarbidge, Paradise West, and Paradise East MOA's, R- 3202 (Saylor Creek Restricted Area) and R-3204 (Juniper Butte Restricted Area) are specifically included in the MHRC.

- See the following map of the affected airspace.

This MOU affects the following airspace:



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

- **PLANNED** – Those non-TFR aviation operations that can be anticipated planned and scheduled in advance by the BLM. 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: Initial attack and extended attack of fires, fire recon missions and medical evacuations or other emergencies related to human life endangerment.

RAPCON – USAF RADAR Approach Control ATC facility.

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.

NEAR MIDAIR – A near midair 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 a flight crew member stating that a collision hazard existed between two or more aircraft.

****TEMPORARY FLIGHT RESTRICTION (TFR)** – A flight restriction implemented under Title 14 CFR Section 91.137 that 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 non-participating 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.

**** 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.**

Signatures

Commander, 366th Fighter Wing, Colonel Anthony J. Rock Date
USAF, Mountain Home Air Force Base, ID

Tom Dyer Date
Idaho State Director
Idaho State Office
1387 South Vinnell Way
Boise, Idaho 83709

Ron Wenker Date
Nevada State Director
P.O. Box 12000 (89520-0006)
1340 Financial Boulevard
Reno, Nevada 89502-7147

Ed Sheppard Date
Oregon/Washington State Director
Oregon/Washington Bureau of Land Management
PO Box 2965
Portland, OR 97208