

# Interagency Aviation Accident Prevention Bulletin



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**Subject:** Best Practices for Airspace De-Confliction and Temporary Flight Restrictions (TFR)

**Area of Concern:** Airspace Conflicts and De-Confliction

**Distribution:** All Aviation Users

**Discussion:** Airspace de-confliction is a term used to describe the process of reducing the risk of a mid-air collision or Temporary Flight Restriction (TFR) intrusion by sharing information regarding flight activity with DOD military units, general aviation and other agency aviation programs. Airspace deconfliction can occur for both emergency and non-emergency aviation activities.

## **Consider Airspace De-Confliction with the following:**

### **De-Confliction with Military:**

- ✓ Military Training Routes (MTR) and Slow Routes; call the DOD scheduling activity listed in the Military Area Planning Charts and Handbook (AP/1B).
- ✓ Special Use Airspace; such as a Military Operations Area (MOA); call the controlling agency/contact facility listed on the Sectional Aeronautical Charts.
- ✓ LATNs (Low Altitude Tactical Navigation Area Air Force); call the local Air Force Base (AFB) who manages the LATN. Note: LATN's are unpublished, call your local AFB to ascertain if there is a LATN in your response area.
- ✓ VFR Low-Level Helicopter Refueling tracks; call the scheduling unit listed in the back of CH. 5 of the AP/1B.

### **De-Confliction with Interagency and shared Boundary:**

- ✓ Neighboring Dispatch Centers.
- ✓ Helibases and Air Tanker Bases.
- ✓ Local Law Enforcement (County Sherriff Dispatch, Park Service, Police Departments).

<u>De-Confliction with General Aviation and Media:</u> Additional Considerations for airspace coordination (often implemented when an airspace coordinator is deployed to the GACC for large scale complex airspace situations).

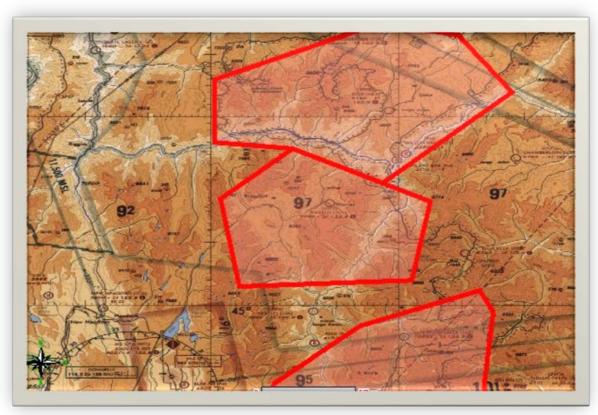
- ✓ Flight Schools.
- ✓ Local Airports/Fixed Base Operators.
- ✓ Sky Diving & Glider Operators.
- ✓ Power Company's Aviation Programs.
- ✓ Local Media.

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### **De-Confliction Best Practices:**

• Pre-plan and ensure contact numbers are current for entities you will be de-conflicting airspace with.

- Contact military schedulers **daily** to reconfirm that a TFR is still in effect.
- Check FAA, DINS or Sky Vector website to ensure the TFR is still listed and accurate.
- Establish Memorandum Operating Agreements (MOA) with local military units describing deconfliction procedures.
- Have written procedures in place for border operation procedures with adjacent dispatches and GACCs and insure they are included in briefing packages.
- While pilots have the ultimate responsibility to de-conflict airspace with the military, in the fire organization, dispatch has this responsibility. With that said, especially on initial attack, pilots should confirm with dispatch they have done so.
- During heighten levels of activities, such as Preparedness Level 4 and 5, consider ordering an Airspace Coordinator.
- When an aircraft intrudes into a TFR, it should be immediately reported upwardly to the ARTCC FAA Radar Facility.
  - Aircraft identification is possible only if the intrusion is reported immediately and the FAA is tracking the aircraft.
- When a Unmanned Aircraft System (UAS) intrudes into a TFR follow the UAS Incursion Protocol for Wildland Firefighters and the Flow Chart as identified in <a href="NWCG Memo 16-006">NWCG Memo 16-006</a>.



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