

# Interagency Aviation Accident Prevention Bulletin



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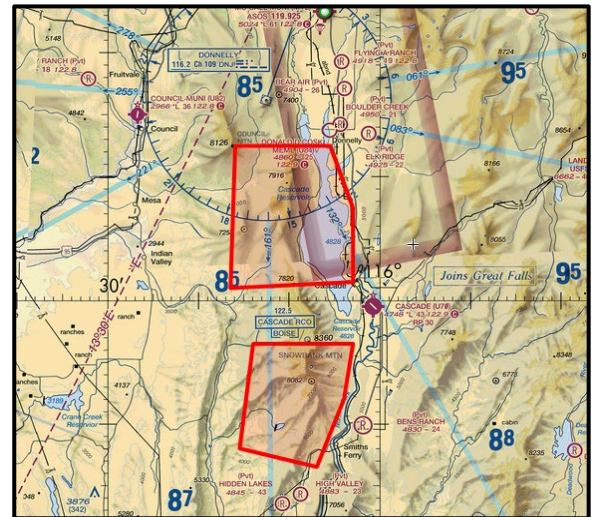
**Subject: Change to Temporary Flight Restrictions Mid-Shift**

**Area of Concern: Airspace and TFRs**

**Distribution: Aviation Operations and Dispatch Centers**

**Discussion:** A Temporary Flight Restriction (TFR) is communicated to pilots through Notices to Air Missions (NOTAMs). They restrict aircraft (including UAS) from operating without permission in a certain area for a limited time. Our agencies regularly use TFRs to restrict non-participating aircraft from interfering with our fire suppression activities.

[NWCG Standards for Airspace Coordination, PMS 520](#) cautions to avoid changing TFR frequencies in the middle of an operational shift. It advises to wait until nighttime. While it doesn't state this specifically, **best practice for any change to a TFR is to avoid changes during an operational shift unless a delay in that change creates a serious threat to participating aircraft.**



In some cases, changing TFR's during an operational shift can lead to delays or disruptions in flight operations. Pilots may need to hold or divert to avoid restricted airspace. While air traffic controllers may need to reorganize traffic to accommodate the changes.

Even though the pilot in command of an aircraft is responsible for checking NOTAMs before flight, TFR changes mid-shift can, and do, create confusion and distract from the safety of flight.

Should a change to a TFR be required mid-shift, for any reason, notifications should be made to participating aircraft, participating agencies, neighboring agencies, tanker bases, and helibases.

Remember to: communicate, collaborate, and coordinate.

*/s/ John Mills*

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