



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 de-confliction 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 Note: LATN's are unpublished, call your local AFB to ascertain if there is a LATN in your response area.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:

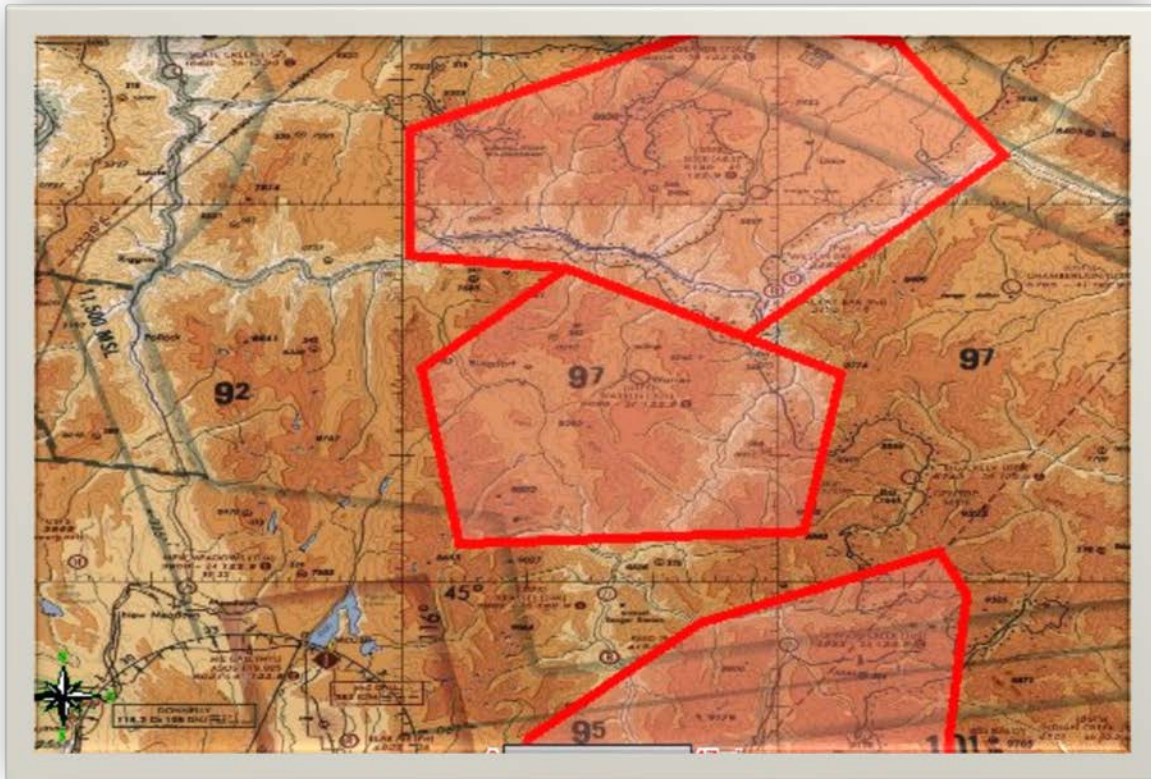
- ✓ Neighboring Dispatch Centers.
- ✓ Helibases and Air Tanker Bases.
- ✓ Local Law Enforcement (County Sherriff Dispatch, Park Service, Police Departments).

De-Confliction with General Aviation and Media: *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.

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 de-confliction 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 [NWCG Memo 16-006](#).



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