



**Hill Air Force Base  
388th FIGHTER WING (ACC),  
Headquarters, Utah Test and Training Range (HQ, UTTR), and  
Bureau of Land Management  
- Nevada State Office  
- Utah State Office**



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**LETTER OF AGREEMENT (LOA) IS EFFECTIVE: September 1, 2014**

**SUBJECT: Interagency Airspace Coordination**

**1. PURPOSE:** To provide operating procedures and guidance for coordination among the 388th Fighter Wing, Headquarters, Utah Test and Training Range (HQ, UTTR), and the Bureau of Land Management, (BLM) Nevada and Utah State Offices for air operations within the Utah Test and Training Range (UTTR). Recognizing the need to manage the risk involved, 388 FW and BLM have combined efforts to jointly issue these procedures. This agreement is in accordance with JO 7610.4, JO 7110.65, and Title 14 Code of Federal Regulations (CFR) Sections 91 and 73, and with due consideration to BLM concerns and BLM's requirement to comply with the USDA-Forest Service/USDI Interagency Airspace Coordination Guide. .

**2. CANCELLATION:** This Letter of Agreement (LOA) supersedes all scheduling and airspace coordination procedures contained in other agreements currently or previously in effect between UTTR, the BLM/N and BLM/U, their state offices and respective district offices.

**3. SCOPE:** This agreement applies equally to BLM/N, BLM/U, State Offices and district offices located in Elko, Ely, Cedar City, Fillmore, Richfield, Salt Lake City, BLM Aircrew, Clover Control, Hill Range Control, UTTR airspace users, schedulers, dispatchers, service providers, Department of Defense (DoD) users while working in UTTR airspace. All BLM aircrew and aircraft under BLM contract or operational control must adhere to Title 14 CFR Section 91 prescribing see and avoid techniques and maintain a high degree of awareness at all times. BLM and FS Agency aircraft must also comply with applicable sections of 14 CFR Parts 133 and 137.

**4. COORDINATION PROCEDURES FOR FIRE AND/OR TEMPORARY FLIGHT RESTRICTIONS (TFR):**

**4.1 The BLM Must:**

4.1.1. Be the single point of contact for all FAA coordination concerning issuance of TFR.

4.1.1.1. Notify Clover Control and Hill Range Control of initiation of TFR affecting UTTR airspace.

4.1.1.2. Notify Clover Control and Hill Range Control of termination of TFR affecting UTTR airspace.

4.1.2. Ensure all BLM aircraft squawk an Air Traffic Control (ATC) assigned discrete mode 3/A beacon code of 1255 or Clover Control assigned Mode 3/A 47XX while conducting operations in UTTR airspace.

4.1.3. Ensure all fire operations aircraft operating within Special Use Airspace (SUA) and along Military Training route (MTR) are aware of UTTR airspace procedures prior to entry into the airspace.

4.1.4. Provide Clover Control the following information concerning aircraft operations within the UTTR airspace or MTRs:

4.1.4.1. Aircraft call signs

4.1.4.2. Type(s) of aircraft

4.1.4.3. Type of mission (including operating area)

4.1.5. Notify Clover Control upon completion of flight activity.

4.2. Aircrews Must:

4.2.1. Contact Clover Control prior to entry into UTTR airspace complex with aircraft call sign, type aircraft, mission, and route of flight, destination, ingress and egress procedures, and altitude.

4.2.2. Stay on the assigned frequency from Clover Control in order to obtain traffic advisories and other pertinent information throughout the duration of the mission.

4.2.3. Advise Clover Control and BLM dispatch of the completion of all flight activity. Also, advise Clover Control when exiting UTTR airspace.

4.2.4. Notify Clover Control and BLM dispatch office immediately of any airspace conflicts or incidents.

4.2.5. Refer to paragraph 9 of this document for procedures to follow when Clover Control and Hill Range Control are closed and a flight needs to occur. Aircrews must also refer to the Flight and Aircrew Orientation Guide for BLM/N and BLM/U for further guidance when flying in the SUA.

4.2.6. When operating in R-6402 A & B, all on board photographic equipment will be disabled. When operating in R-6406A, and 6404 A/B/D, all on board photographic equipment will be disabled unless specifically coordinated in advance.

4.3. Clover Control Must:

4.3.1. Provide air traffic control and/or range airspace monitoring services for scheduled BLM air operations within UTTR airspace.

4.3.2. Provide for the same day range scheduling of BLM air operations affecting UTTR airspace when Hill Range Control is not operational.

4.3.3. Coordinate with Interagency Floor Supervisor at the Inter-Agency Fire Coordination Center (IFC) or the Center Manager each Friday prior to close of business (May – Oct) with weekend activity, POC and UTTR airspace status. See Attachments B-2 & B-3, E.

4.3.4. Notify Interagency Floor Supervisor at the IFC or the Center Manager when Clover Control is closing and BLM aircraft are still working in the area. See Attachments B-2 & B-3.

4.3.5. Establish TFR in Special Use Airspace.

4.4. Hill Range Control Must:

4.4.1. Upon notification of a TFR by BLM, Hill Range Control must notify the following agencies:

4.4.1.1. Clover Control

4.4.1.2. Hill Consolidated Command Post

4.4.1.3. 388 FW Scheduling

4.4.1.4. Duty desks at each of the 388/419 FW squadrons

4.4.1.5. 514<sup>th</sup> Flight Test Squadron (FLTS)

4.4.1.6. Dugway Range Control for R-6402 A & B.

**5. CANCELLATION OF TFR:** TFR will be cancelled by BLM when the need no longer exists.

**6. COORDINATION PROCEDURES, NON-FIRE OR FIRE RECON (NO TFR):**

6.1. The BLM Must:

6.1.1. Make initial range request for approval of non-fire or fire recon missions with UTTR/DOO Environmental Office during day duty hours (801-586-2551, Cell 801-510-9443).

6.1.2. Schedule approved recurring air operations affecting UTTR airspace on a non-interference basis with Hill Range Control a minimum of 21 days in advance of the start date of the mission.

6.1.3. Schedule the operation and subsequent changes including same day changes/additions involving unanticipated fire recon with Hill Range Control in real time.

6.1.4. Verify (verification does not guarantee the schedule will not change) proposed flight operations with Hill Range control at least three days prior to the planned flight and FAX/EMAIL a map showing the area of operation.

6.1.5. Pre-brief all BLM aircrews to establish and maintain radio contact with Clover Control prior to entering UTTR airspace, for the duration of the mission within UTTR airspace and upon exiting UTTR airspace.

6.1.6. Notify Clover Control when flight activity is complete.

6.2. Aircrews Must:

6.2.1. Establish and maintain radio contact with Clover Control prior to entering UTTR airspace, for the duration of the mission within UTTR airspace and upon exiting UTTR airspace.

6.2.2. Request discrete Mode 3/A beacon code and current altimeter setting.

6.2.3. Not enter areas where DoD hazardous or significant air operations are in progress or will begin shortly.

6.2.4. Vacate the area when notified by Clover Control that hazardous or significant air operations are about to begin.

6.3. Clover Control Must:

6.3.1. Assign a discrete Mode 3/A beacon code for all BLM aircraft and issue a current altimeter setting.

6.3.2. Provide on a workload-permitting basis, Visual Flight Rules (VFR) flight following.

6.3.3. Advise BLM aircrews of known/observed traffic in the BLM area of operations.

6.3.4. Advise BLM aircraft to remain clear of UTTR airspace if DoD operations indicate hazardous activity or significant air operations in the BLM area of operations.

6.3.5. Provide a time estimate when BLM operations may resume or be accommodated.

6.3.6. Notify IFC Supervisor or Center Manager when Clover Control is closing and BLM aircraft are still working in the area.

6.3.7. Be responsible for current day UTTR airspace when Hill Range Control is not operational.

6.4. Hill Range Control Must:

6.4.1. Advise BLM Dispatch Center Supervisor of projected or known activity with times and areas that BLM may operate.

6.4.2. Coordinate BLM activities with all DoD scheduled units, UTTR/DOO and DOX.

6.4.3. Make every attempt possible to accommodate BLM mission requests within safety of flight considerations and contingent Upon DoD requirements.

6.4.4. Advise BLM air or ground crews to remain clear of UTTR airspace if DoD operations indicate hazardous activity or significant air operations in the proposed BLM operation area.

6.4.5 Provide an estimate time and area when BLM operations may begin or resume.

6.4.6. Coordinate with DPG to schedule R6402 A/B for the BLM when required.

## **7. MANAGEMENT AUTHORITY AND RESPONSIBILITY:**

### **7.1. BLM State Aviation Managers Must:**

7.1.1. Be the focal point for BLM districts to resolve procedural and scheduling difficulties for UTTR airspace.

7.1.2. Be the BLM focal Point for BLM districts recommending amendments or changes to the UTTR Airspace Manager for this LOA.

7.1.3. Be the BLM point of contact for this LOA to the UTTR Airspace Manager.

7.1.4. Coordinate with the UTTR Airspace Manager and Clover Control on all airspace conflicts or incidents conclusions/findings regarding airspace and MTR.

7.1.5. Ensure all End Product Contract/Services receive the appropriate scheduling and access procedures for the UTTR.

### **7.2. UTTR Airspace Manager Must:**

7.2.1. Serve as primary action office for SUA matters.

7.2.2. Be the primary point of contact with BLM for matters pertaining to this LOA.

7.2.3. Investigate, in concert with 75 ABW Flight Safety, UTTR/DOX and BLM State Aviation Manager, all alleged airspace deviations, incidents or violations when SUA is involved.

## **8. INCIDENT/ACCIDENT:**

8.1. **BLM Must:** In the event of an incident or accident involving BLM assigned aircraft within the UTTR airspace or a Hill Range Control MTR, notify Clover Control, UTTR Airspace Manager and 75 ABW Flight Safety immediately.

8.2. **BLM State Aviation Manager and UTTR Airspace Manager Must:** Coordinate on downed DOD aircraft on BLM land.

**9. AFTER-HOURS OPERATIONS:** See attachment B for hours of operation. BLM will contact a Clover Control representative listed in attachment B for **immediate** after-hours operations in any UTTR Restricted Airspace including R-6402 A & B. During normal operating hours, BLM must contact Hill Range Control for all pre-scheduled after hours support. BLM must contact Dugway Range Control for after-hours pre-scheduled activity in R-6402. After-hours access to the UTTR (restricted airspace) is not allowed until coordination with Clover Control or Hill Range Control is completed. Clover will accomplish the **immediate** after-hours coordination with Dugway Range Control for R-6402 A & B and relay the approval to BLM. If BLM is unable to contact Clover personnel at



any of the recall numbers, the Emergency contact information R 6402 A/B are found in attachment B.

**10. EDUCATION AND AWARENESS:** Joint education and awareness is essential to the mutual efforts to enhance safety of flight. Exchange visits between BLM, Clover Control and Hill Range Control are encouraged to foster open communication between all personnel who use this Agreement. Periodic briefings on UTTR airspace are appropriate. Coordination meetings should occur in spring and fall to assess implementation of this agreement. All signatories must ensure personnel involved are briefed on the purpose and procedures of this agreement.

**11. MODIFICATION/CANCELLATION OF THIS AGREEMENT:** Modification or cancellation of this LOA is authorized with written mutual consent of all signatories and will require 30 days prior notice.

**12. END PRODUCT CONTRACT/SERVICES:** End Product Contract Services receive a lower priority than BLM aircraft for scheduling purposes on the UTTR IAW with UTTR/DOS scheduling priorities. BLM must ensure End Product Contract/Services pilots are familiar with the scheduling and operating procedures on the UTTR.

**ATTACHMENTS (6):** NOTE: Attachments may be changed to keep the data current without the need to re-sign the document. Send changes to contact information to UTTR/DOS, 6066 Cedar Lane, Hill AFB, UT 84056-5812.

- A. Terms of Reference
- B. Points of Contact/ Hours of Operation/TFR
- C. BLM/UTTR LOA 11C39 Reference Maps 070320
- D. Standard Fire Traffic Area (FTA)
- E. Airspace Status Sheet

**\*\* IMPORTANT NOTE:** Due to the possibility of misunderstanding the term TFR, the words **“Temporary Flight Restriction”** must be used during all landline coordination and radio transmissions.

## **Attachment A. TERMS OF REFERENCE**

- 1. AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC):** Centers are established primarily to provide air traffic control service to aircraft operating on instrument flight plans within controlled airspace, and principally during the en-route phase of flight.
- 2. AIRSPACE CONFLICT:** An airspace conflict is an aviation related occurrence, which meets BLM definitions of accident, incident or hazard while using the National Airspace System. It may include Near Mid-Air Collisions or intrusions into airspace restricted under FAR Part 91.137, etc.
- 3. AIRSPACE INTRUSION:** Entrance of any non-participating aircraft into specially allocated airspace (example: Restricted Airspace, temporary flight restrictions, etc.).
- 4. BLM FLIGHT ACTIVITY AREA:** An area where BLM aircraft or aircraft under BLM Operational Control conduct flight operations. A TFR coordinates, or a geographical location may define this area. There is no standard dimension to this area and there may be only one or several aircraft operating within it.
- 5. CLOVER CONTROL:** Provides air traffic control services within UTTR airspace.
- 6. DECONFLICTION OF AIRSPACE:** Processes and procedures taken by Hill Range Control, Clover Control, and BLM agency dispatchers by which the potential for airspace conflicts are minimized for known traffic. De-confliction involves the separation, to the extent possible, and is limited by the military's ability to contact all their aircraft. When military aircraft, while in their training or operating areas, might conflict with a BLM flight mission, the agency should request that the military deconflict the airspace in which the BLM agency aircraft will be operating. This de-confliction is negotiable. As noted, it may be affected by the military's inability to contact all aircraft currently on a MTR or within the SUA. The de-confliction request must be submitted immediately upon identification of need and regardless of whether a TFR will be sought from FAA. De-confliction must be performed for both fire and non-fire operations.
- 7. DUGWAY RANGE CONTROL:** In coordination with Hill Range Control, provides real-time range scheduling; ground party access, range safety, and special test assistance for R-6402 A & B. Dugway Range Control may not be staffed after normal working hours, holidays, or weekends. BLM must contact Hill Range Control for all after-hours ground party support coordination with Dugway.
- 8. 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 LOA. These aircraft are general aviation aircraft operating IAW 14 CFR Parts 91, 133, and/or 137 while flying in the UTTR airspace.
- 9. FIRE FLIGHT OPERATIONS:** Aviation operations taken in response to wild land fires. Response may be in the form of any combination of air tankers, smoke jumper aircraft, helicopters, lead planes, and air tactical aircraft. Areas should be avoided even when smoke or flame is not apparent, since numerous aircraft may still be operating in the vicinity during the "mop-up" stages of a fire.
- 10. FIRE TRAFFIC AREA:** The FTA (See Attachment D) was developed by aerial firefighting personnel to provide a standardized initial attack airspace structure to enhance air traffic separation for all aircraft over wild land fire (or other) incidents. Although the FTA was designed for wild land firefighting incidents, the structure and communications requirements are patterned after Class D airspace with some specific differences
- 11. HILL RANGE CONTROL:** Provides real-time range scheduling; ground party access, range safety, and special test assistance. Hill Range Control may not be staffed after normal working hours, holidays, or weekends.
- 12. MAY:** Optional action, not mandatory.
- 13. MICHAEL ARMY AIRFIELD (MAAF) ADVISORY:** Provides airfield operations and NOTAM information for MAAF.

**14. MILITARY TRAINING ROUTE (MTR):** Routes established to accommodate low-altitude training operations that permit aircraft to operate at speeds in excess of 250 KIAS below 10,000 feet above sea level (MSL). Only the route centerline is depicted on Aeronautical Sectional Charts. There are two types of MTRs:

**14.1. INSTRUMENT FLIGHT RULES (IFR), INSTRUMENT ROUTE (IR):** Operations on these routes are conducted in accordance with (IAW) 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 concerning these routes is contacting the scheduling agency listed in the AP/1B Handbook. All routes transiting the UTTR airspace must be de-conflicted by Hill Range Control.

**14.2. VISUAL FLIGHT RULES (VFR), VISUAL ROUTE (VR):** Operations on these routes are conducted in accordance with (IAW) VFR in Visual Meteorological Conditions (VMC). Current information concerning these routes is available from any ARTCC within which the route is located. However, the most reliable source of information concerning these routes is contacting the scheduling agency listed in the AP/1B Handbook. All routes transiting the UTTR airspace must be de-conflicted by Hill Range Control.

**15. MUST:** Mandatory action, not permissive or optional.

**16. NEAR MID-AIR COLLISION:** A near mid-air 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 flight crew member, stating that a collision hazard existed between two or more aircraft.”

**17. NON FIRE FLIGHT OPERATIONS:** Flight operations conducted for the purpose of performing non fire land management functions such as horse herding or counting, other wildlife surveys or facility installations, wilderness reconnaissance, etc.

**18. NOTICE TO AIRMEN (NOTAM):** Time critical information, which is of either a temporary nature, or not sufficiently known in advance to permit publication on aeronautical charts or in other operational publications. NOTAM are immediately disseminated via the National Notices to Airmen System.

**19. SPECIAL USE AIRSPACE (SUA):** Special Use Airspace consists of airspace wherein an activity must be confined because of its nature and/or wherein limitations may be imposed upon aircraft operations that are not part of those activities. The purpose of SUA is to identify for other airspace users where military activity occurs, segregate that activity from other users to enhance safety, and to allow charting to keep airspace users informed. SUA includes Military Operating Airspace (MOA), Restricted Airspace (RA), Prohibited Airspace (PA), Alert Area (AA), Warning Areas (WA), and Controlled Firing Area (CFA). Both MOA and Restricted Airspace are part of the UTTR airspace.

**19.1. MILITARY OPERATING AREA (MOA):** Airspace established outside Class A to separate/segregate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. Whenever a MOA is active, nonparticipating IFR traffic may be cleared through the area provided ATC can ensure IFR separation; otherwise, ATC will reroute or restrict nonparticipating IFR traffic.

**19.2. RESTRICTED AIRSPACE (RA):** Airspace established to denote the existence of unusual, often invisible hazards to aircraft such as artillery firing, aerial gunnery, or missiles, etc. Penetration of restricted Airspaces may be extremely hazardous to the aircraft and its occupants and is legally prohibited. Authorization to transit restricted areas, which are not in use, may be obtained from the controlling agencies. NOTE: A TFR within a Restricted Airspace is not necessary, nor is it obtainable from FAA, since a Restricted Airspace is by definition a “flight restricted area.”

**20. TEMPORARY FLIGHT RESTRICTION (TFR):** A TFR is implemented under FAR Part 91.137 which identifies an area of airspace, both laterally and vertically, for which entry by nonparticipating aircraft is restricted for a specified period of time. Flight restrictions may be requested in response to the aviation safety needs for separation of aircraft for both disaster type occurrences (example fires) and, very infrequently, for non-disaster type events. It is requested from the Air Route Traffic Control Center (ARTCC) within whose jurisdiction the location



lies and is forwarded by the ARTCC to the National Flight Data Center for processing and dissemination to FAA Flight Service Stations. All pilots are required to be aware of TFR. Entry into the airspace by non-participating aircraft is prohibited or severely restricted.

**21. UTAH TEST AND TRAINING RANGE (UTTR) SPECIAL USE AIRSPACE (SUA):** The UTTR airspace

is composed of Restricted Airspaces R6402A/B, R6404A/B/C/D, R6405, R6406A/B, and R6407. MOA's include Lucin A/B/C, Sevier A/B/C/D, White Elk and Gandy. Military Training Routes (MTR) include IR 418, IR 420, IR 293, VR 1422, VR 1423, VR 1445, and VR 1446. There are several IR routes that transit the Sevier MOA's that 388 RANS/RST is NOT the scheduling agency for. In addition a Stationary Altitude Reservation (ALTRV) overlies the majority of the Lucin MOA's. (Ref UNDERSECDEF MEMO dated 30 Sept 1986).

**22. WILL:** Directive in nature behind must and shall.

NAME	TITLE	WORK PHONE	HOME PHONE	CELL PHONE
MARK	MANAGER	801-777-1000	801-777-1000	801-777-1000
ALLEN	ASSISTANT	801-777-1000	801-777-1000	801-777-1000
KENNETH	ATTN	801-777-1000	801-777-1000	801-777-1000
MARK	MANAGER	801-777-1000	801-777-1000	801-777-1000

**Attachment B-1. USAF POINTS OF CONTACT/HOURS OF OPERATION/TFR NOTIFICATION**

1. CLOVER CONTROL, 6046 Cedar Lane, Bldg 1276, Hill AFB, Utah 84056-5812

1.1. CONTACTS: NOTE: Call in the priority listed. FAX 801-777-9619

NAME	TITLE	WORK PHONE	E-MAIL / HOME PHONE	CELL PHONE
CECILIA NACKOWSKI	CLOVER FLIGHT CHIEF	801-777-9415	<a href="mailto:cecilia.nackowski.1@us.af.mil">cecilia.nackowski.1@us.af.mil</a> 801-476-4166	801-698-5104
BRETT HIXSON	WATCH SUPERVISOR	801-777-7575	<a href="mailto:brett.hixson@us.af.mil">brett.hixson@us.af.mil</a> 801-476-6989	801-920-3945
DAVE SANSOM	WATCH SUPERVISOR	801-777-7575	<a href="mailto:david.sansom@us.af.mil">david.sansom@us.af.mil</a> 801-544-7331	801-529-7187
TROY GARDNER	WATCH SUPERVISOR	801-777-7575	<a href="mailto:troy.gardner@us.af.mil">troy.gardner@us.af.mil</a> 801-689-2763	801-682-6956

1.2. HOURS OF OPERATION

1.2.1. Monday – Thursday 0700-0000. Or as scheduled

1.2.2. Friday 0700-1800. Or as scheduled

1.2.3. One Saturday per month 0800-1700. Or as scheduled

1.2.4. Sunday is not normally scheduled.

1.2.5. [uttr.clover@us.af.mil](mailto:uttr.clover@us.af.mil)

2. HILL RANGE CONTROL (HRC), 6066 Cedar Lane, Bldg 1274, Hill AFB, Utah 84056-5812

2.1. CONTACTS:

NAME	TITLE	WORK PHONE	E-MAIL / HOME PHONE	CELL PHONE
JERRY ANGUS	UTTR AIRSPACE MANAGER	801-777-9384, 801-777-9386	<a href="mailto:Jerry.Angus.1@us.af.mil">Jerry.Angus.1@us.af.mil</a>	801-580-9540
KENNETH "ALLEN" VINCENT	UTTR ASSISTANT AIRSPACE MANAGER	801-777-4401, 801-777-9385, 801-777-9386	<a href="mailto:Kenneth.Vincent.1@us.af.mil">Kenneth.Vincent.1@us.af.mil</a>	

2.2. HOURS OF OPERATION

2.2.1. Monday – Thursday 0700-1630

2.2.2. Friday 0700-1530

2.2.3. [uttr.schedule@us.af.mil](mailto:uttr.schedule@us.af.mil)

3. DUGWAY RANGE CONTROL (DRC), Dugway Proving Grounds, Dugway, Utah 84022

3.1. EMERGENCY CONTACTS:

NAME	TITLE	WORK PHONE	E-MAIL / HOME PHONE	CELL PHONE
DUGWAY RANGE CONTROL	R-6402 RANGE MGMT.	435-831-5141	<a href="mailto:Atec.rangecontroldugway@mail.mil">Atec.rangecontroldugway@mail.mil</a>	
MICHAEL AAF ADVISORY	AIRFIELD MGMT.	435-831-5322		

3.2. HOURS OF OPERATION

3.2.1. Monday – Thursday 0700-1730

4. TFR NOTIFICATION.

ORGANIZATION	DSN	COMMERCIAL	AFTER HOURS
CLOVER CONTROL	777-7575, 7576	801-777-7575, 7576	See attachment B 1.1
HILL RANGE CONTROL	777-4401, 777-9385, 777-9386	801-777-4401, 801-777-9385, 801-777-9386	
HILL CONSOLIDATED COMMAND POST	777-3007	801-777-3007	

Clover ATC (CALL SIGN: "CLOVER CONTROL") FREQUENCIES:

Clover North Sector: VHF 118.45 (Restricted Airspaces, R6404, A, B, C, D, LUCIN A, B, C MOA's)

Clover South Sector: VHF134.1 (R6402,05,06,07, Gandy MOA, SEVIER A,B,C,D, MOA's, White Elk MOA) and the corridor between R6404 and R6406 from BVL east to Stansbury Mtns.

Dugway Range Control / MAAF Advisory: VHF126.2 (R-6402 A & B) When Clover Control is not operational.

**Attachment B-2. NEVADA BUREAU OF LAND MANAGEMENT DISPATCH & DISTRICT OFFICES**  
**(BLM/N) CONTACTS for TFR in UTTR Airspace**

**Elko**

Elko District 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	Colleen Reid	775-748-4005
	E-Mail	<a href="mailto:creid@blm.gov">creid@blm.gov</a>
Dispatch Center Manager	Shauna McIntosh-Harris	775-748-4000
	E-Mail	<a href="mailto:smicintos@blm.gov">smicintos@blm.gov</a>
Aviation Manager	Alec Goicoechea	775-748-4023
	Cell Phone	775-934-7410
	E-Mail	<a href="mailto:agoicoec@blm.gov">agoicoec@blm.gov</a>

**Ely**

Ely District Office: 702 North Industrial Way, HC33 Box 33500, Ely, NV 89301-9408

Ely Interagency Communication Center: Address Same as Above

	Dispatch – Emergency	775-289-9395 (C)
	Dispatch – Normal Hours	775-289-1925
	Dispatch – FAX	775-289-1930
	Sheriff – 24 Hour	775-289-8808
Dispatch Center Manager	Mary Anderson	775-289-1925
	E-Mail	<a href="mailto:m4anders@blm.gov">m4anders@blm.gov</a>
Aviation Manager	Randy Johnson	775-726-8101
	Cell Phone	775-296-0814
	E-Mail	<a href="mailto:r50johns@blm.gov">r50johns@blm.gov</a>

**Nevada State Office**

Office of Fire & Aviation: 1340 Financial Blvd., Reno, NV 89502

State Aviation Manager	Josh Fulton	775-861-6535
	Cell Phone	775-525-4668
	FAX	775-861-6668
	E-Mail	<a href="mailto:jfulton@blm.gov">jfulton@blm.gov</a>

**Attachment B-3. UTAH BUREAU OF LAND MANAGEMENT DISPATCH & DISTRICT OFFICES  
(BLM/U) CONTACTS for TFR in UTTR Airspace**

**Cedar City**

**Cedar City District Office:** 176 East D.L. Sargent Drive, Cedar City, Utah 84720

**Cedar City Interagency Fire Center:** 1748 Kittyhawk Drive, Cedar City, Utah 84720

	Dispatch – Emergency	435-865-4600
	FAX	435-865-4691
Aviation Manager	Bryan Brazzeal	435-865-4621
	E-Mail	<a href="mailto:bbrazzea@blm.gov">bbrazzea@blm.gov</a>
Dispatch Center Manager	Bill Roach	435-865-4601
	E-Mail	<a href="mailto:broach@blm.gov">broach@blm.gov</a>
Assistant Center Manager	Tina Greenhalgh	435-865-4600
	E-Mail	<a href="mailto:tgreenha@blm.gov">tgreenha@blm.gov</a>
Assistant Center Manager	Julie Landreth	435-865-4606
	E-Mail	<a href="mailto:jlandret@blm.gov">jlandret@blm.gov</a>
Aviation Dispatcher	Mary Schmidt	435-865-4604
	E-Mail	<a href="mailto:m40schmi@blm.gov">m40schmi@blm.gov</a>

**Richfield**

**Richfield Field Office:** 150 E. 900 N., Richfield Utah 84701

**Richfield Interagency Fire Center:** 1830 S. Industrial Park Road, Richfield, Utah 84701

	Dispatch – Emergency	435-896-8404
	FAX	435-896-4521
Aviation Manager	Bryan Brazzeal	435-865-4621
	E-Mail	<a href="mailto:bbrazzea@blm.gov">bbrazzea@blm.gov</a>
Aviation Manager	Jeremy Seng	801-977-4322
	Internet E-Mail	<a href="mailto:jseng@blm.gov">jseng@blm.gov</a>
Dispatch Center Manager	Cheryl Carpenter	435-896-1669
	E-mail	<a href="mailto:ccarpent@blm.gov">ccarpent@blm.gov</a>

**Salt Lake City**

**West Desert District Office:** 2370 S. 2300 W., Salt Lake City, Utah 84119

**Northern Utah Interagency Fire Center:** 1749 West 500 South, Salt Lake City, Utah 84104.

	Dispatch – Emergency	801-908-1900
	FAX	801-908-1945
Aviation Manager	Jeremy Seng	801-977-4322
	E-Mail	<a href="mailto:jseng@blm.gov">jseng@blm.gov</a>
Center Manager	Veronica McCabe	801-908-1900
	E-Mail	<a href="mailto:vmccabe@fs.fed.us">vmccabe@fs.fed.us</a>
Assistant Center Manager	Celeste Hancock	801-908-1900
	E-Mail	<a href="mailto:celestehancock@blm.gov">celestehancock@blm.gov</a>
Assistant Center Manager	Sean Lodge	801-908-1900
	E-Mail	<a href="mailto:slodge@fs.fed.us">slodge@fs.fed.us</a>
Aircraft Dispatcher	Megan Tallon	801-908-1900
	E-Mail	<a href="mailto:mtallon@fs.fed.us">mtallon@fs.fed.us</a>

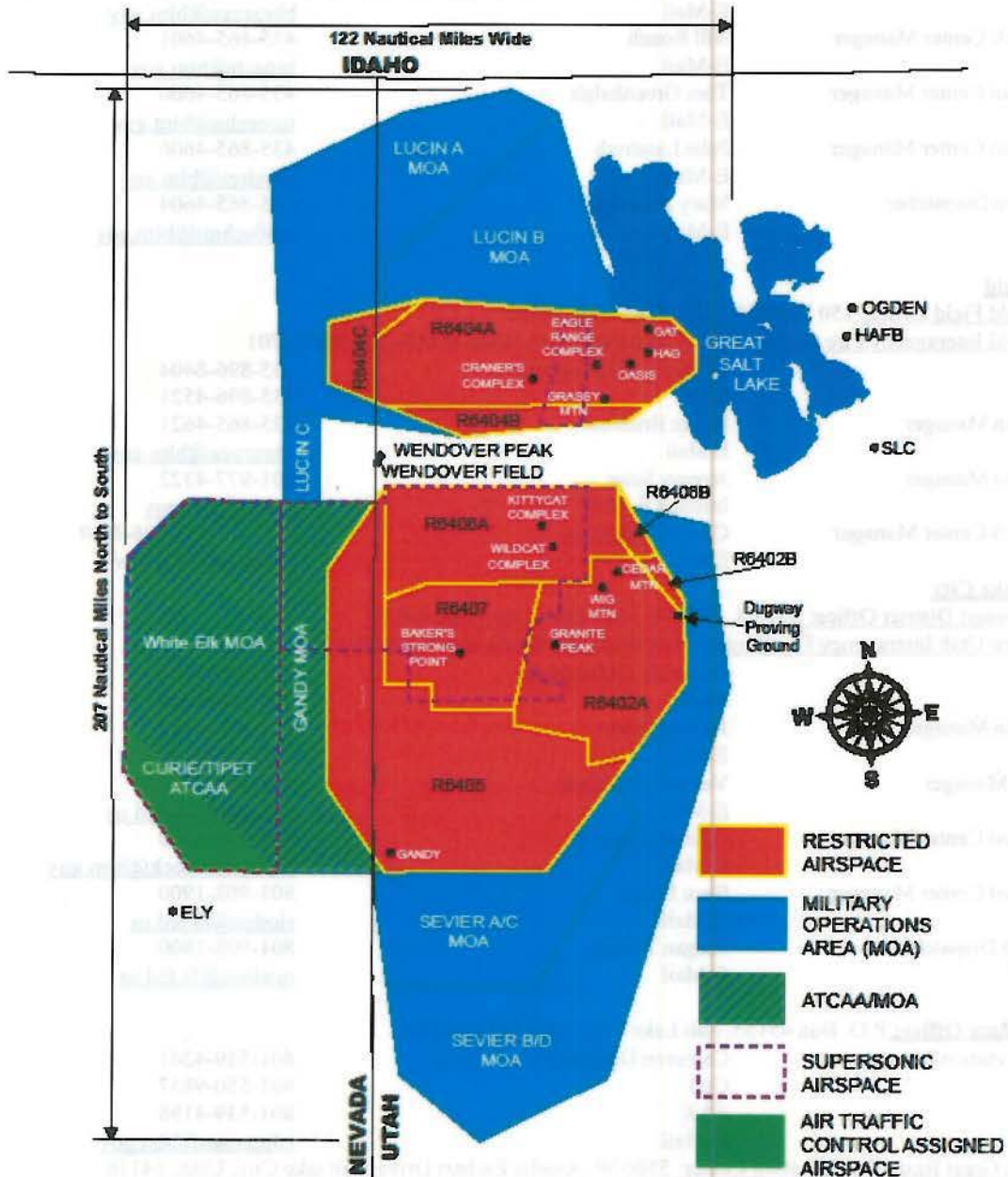
**Utah State Office:** P.O. Box 45155, Salt Lake City, Utah 84145-0155

State Aviation Manager	Cameron Dingman	801-539-4241
	Cell	801-550-9857
	FAX	801-539-4198
	E-Mail	<a href="mailto:cdingman@blm.gov">cdingman@blm.gov</a>

**Eastern Great Basin Coordination Center:** 5500 W. Amelia Earhart Drive, Salt lake City, Utah, 84116

Center Manager	Ruta Glinski	801-531-5320
	EGBCC FAX	801-531-5321
	E-Mail	<a href="mailto:rglinski@blm.gov">rglinski@blm.gov</a>
Aircraft Coordinator	Kim Whalen	801-531-5320
	E-Mail	<a href="mailto:kwhalen@blm.gov">kwhalen@blm.gov</a>

# UTAH TEST & TRAINING RANGE AIRSPACE MAP





**Attachment D-1. FIRE TRAFFIC AREA**

**FIRE TRAFFIC AREA (FTA) 01 JUN 10**

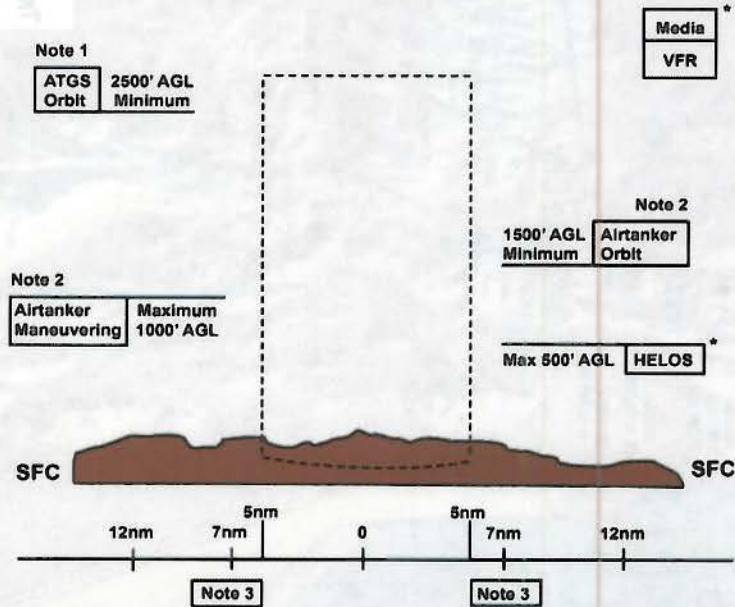
**FTA**

**INITIAL RADIO CONTACT:** 12 nm on assigned air tactical frequency.

**CLEARANCE IS REQUIRED TO ENTER FTA**

**NO RADIO CONTACT:** Hold a minimum of 7 nm from the incident.

**Note:** Airtanker maneuvering altitude determines minimum airtanker and ATGS orbit altitudes. Assigned altitudes may be higher and will be stated as MSL.



- Note 1 | 1000' min. separation between ATGS orbit and airtanker orbit altitude.
- Note 2 | 500' min. separation between airtanker orbit and maneuvering altitude.
- Note 3 | On arrival reduce speed to cross 7 nm at assigned altitude and 150 KIAS or less.

- \* **HELOS** - Fly assigned altitudes and routes.
- \* **MEDIA** - Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

AIRTANKER BASE AS ASSIGNED	AIR GUARD 168.625 Tx/Tone 110.9	AIR to AIR AS ASSIGNED	NATIONAL FLIGHT FOLLOWING 168.650 Tone 110.9 TX and RX
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**National Interagency Airspace: <http://www.airspace.nifc.gov>**



## **Attachment D-2. FIRE TRAFFIC AREA**

### **Fire Traffic Area (FTA).**

- The FTA was developed by aerial firefighting personnel to provide a standardized initial attack airspace structure to enhance air traffic separation for all aircraft over wildland fire (or other) incidents.
- Although the FTA was designed for wildland firefighting incidents, the structure and communications requirements are patterned after Class D airspace with some specific differences.
- **Communications**

Initial radio contact should be initiated by 12nm from the fire in order to receive a clearance into the FTA prior to 7nm. Monitoring the air tactical frequency while en route will allow you to determine the appropriate time to establish radio contact with the controlling aircraft. Establishing communications earlier rather than later will often improve efficiency over the fire. Remember a clearance is required to enter the FTA.

Initial radio contact information should include your call sign, distance, direction and time from the fire. After receiving a clearance into the FTA, Pilots should plan to arrive at 7nm from the fire at their assigned altitude and at 150 KIAS\* (Or Less When Applicable).

Large air tankers may need to operate at higher airspeeds. Captains of such aircraft must advise the controlling aircraft of entry speeds exceeding 150 KIAS.

If radio contact cannot be established, Pilots should maintain VFR, hold on the 7nm ARC from the fire, with left turn orbits around the fire.

- **Profile:** Air tanker maneuvering altitude is the highest altitude required by the working air tankers to initiate low-level retardant drops safely. This altitude is established by the current working air tanker Captain. This is also the highest altitude at which a participating lead plane or ASM will orbit the fire when providing low-level supervision.

Air tankers will establish a left hand orbit around the fire at 500 FT above the air tanker maneuvering altitude. Orbiting air tankers should establish an orbit that allows them to view the working tankers below them while maintaining VFR separation from other participating aircraft.

The ATGS (Air Tactical Group Supervisor) platform will maintain 1000 FT. vertical separation above the air tanker orbit altitude. The normal ATGS direction of orbit is right turns around the fire.

- When terrain and or air tanker maneuvering altitude may be required, air tanker flight conditions dictate, a higher and ATGS orbiting altitudes must be adjusted upward to maintain standard vertical separation. **Media:** Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

- **3 C's:**

Communications Established

Clearance- Received & Understood

Comply – Comply WITH The Clearance. If You Can Not, Remain Clear Of The FTA Until You Receive An Amended Clearance That You Can Comply With.

If communications are not established, hold on a 7nm ARC from the fire, left hand orbit around the fire.

**IF IN DOUBT, STAY OUT!**

**ATTACHMENT E**

**TO: ZLC-801-320-2589; Inter-Agency Fire Coordination Center 801-495-7671; Life Flight 801-321-3327;  
AirMed 801-585-2948; HCCP 801-777-7574**

**FROM: CLOVER**

**SUBJECT: SCHEDULED UTTR ACTIVITY**

1. **Clover Weekend Schedule:**  
Closed Friday 25 Apr 0000Z (1800L)  
Open Monday 28 Apr 1300Z (0700L)
2. DPG/Army scheduled activity in R6402A&B: **NONE**
3. Weekend "on call" Supervisor is: **BRETT HIXSON 801-920-3945**
4. Other Scheduled Activity:  
**PPR APPROVED 26 - 27 APR 2014 0700L - 1900L**  
**CLOVER AUTHORIZES CGGRD 1x C185 ENTRY INTO R6405, R6406 AND R6407**
5. **JLENSD/E** Scheduled Activity: **R6404 A&B AAB 9,500MSL**. Squawks when airborne are 4776/4777.
6. For **UNSCHEDULED ACTIVITY** call the Supervisor on call.

**UTAH TEST AND TRAINING RANGE AFTER HOURS POINTS OF CONTACT:**

- A. Attempt contact with Clover Control 801-777-7575.
- B. If Clover Control is not operational, attempt contact with Clover personnel (1.1).

**1.1 CLOVER CONTROL CONTACTS:**

NAME	TITLE	WORK PHONE	E-MAIL / HOME PHONE	CELL PHONE
DAVE SANSOM	WATCH SUPERVISOR	801-777-7575	<a href="mailto:david.sansom@us.af.mil">david.sansom@us.af.mil</a> 801-544-7331	801-529-7187
BRETT HIXSON	WATCH SUPERVISOR	801-777-7575	<a href="mailto:brett.hixson@us.af.mil">brett.hixson@us.af.mil</a> 801-476-6989	801-920-3945
TROY GARDNER	WATCH SUPERVISOR	801-777-7575	<a href="mailto:troy.gardner@us.af.mil">troy.gardner@us.af.mil</a>	801-682-6956
CECILIA NACKOWSKI	CLOVER FLIGHT CHIEF	801-777-9415	<a href="mailto:cecilia.nackowsk.li@us.af.mil">cecilia.nackowsk.li@us.af.mil</a> 801-476-4166	801-698-5104

- C. If Clover personnel cannot be reached and the aircraft is requesting clearance into **R6402**, attempt contact with Dugway Proving Grounds (DPG) personnel (2.1).

**2.1 DUGWAY PROVING GROUNDS (R6402) EMERGENCY CONTACTS (if Clover is not available):**

NAME	TITLE	WORK PHONE
DUGWAY RANGE CONTROL	R-6402 RANGE MGMT.	435-831-5141
MICHAEL AAF ADVISORY	AIRFIELD MGMT.	435-831-5322
DITTO SECURITY/460	DUGWAY SECURITY	435-831-5161

- D. If Clover personnel cannot be reached and the request is **NOT** for R6402 contact Hill Command Post at 801-777-3007.

**R6412 - CAMP WILLIAMS (UTAH NATIONAL GUARD) 801-878-5421**  
SALT LAKE TRACON will know the status of R6412.