

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
IDAHO STATE OFFICE (ID916-),
NEVADA STATE OFFICE (NV913-),
OREGON STATE OFFICE (OR934-),
CALIFORNIA STATE OFFICE (CA933-),
AND THE
MOUNTAIN HOME AIR FORCE BASE – 366TH OPERATIONS**



I. Introduction

This Memorandum of Understanding (MOU) is between the United States Department of the Interior, Bureau of Land Management (BLM), State Offices in Idaho, Nevada, Oregon, California and Mountain Home Air Force Base (MHAFB) – 366th Operations; jointly referred to as the “Parties.”

This MOU is applicable to 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.

II. Purpose

- A. To provide air space scheduling procedures and guidance for coordination between the 366th Operations Group, Mountain Home AFB, and the BLM offices in Idaho, Nevada, Oregon, and California.
- B. To provide contact information for key personnel involved with coordination of air space. To standardize documentation of coordination between Parties.

III. Authorities

- A. The authorities for the BLM to enter into this agreement include, but are not limited to, the following:
 - 1. Federal Land Policy and Management Act of 1976 – Oct 2001
 - 2. Title 14 CFR Part 91 and 73 – Jan 2015
 - 3. USDA Forest Service/USDI Interagency Airspace Coordination Guide – July 2003
 - 4. BLM Departmental Manual 910 DM

- B. The authorities for Mountain Home Air Force Base (AFB) – 366th Operations to enter into this agreement include, but are not limited to, the following:
1. JO 7610.4.
 2. AFI 25-201, Support Agreements Procedures, 18 Oct 2013.
 3. AFI 10-802, Military Support to Civil Authorities, 19 Apr 02.
 4. DoDI 400.19 Inter Service and Intergovernmental Support, 9 Aug 95.

Nothing in this MOU alters or supersedes the authorities and responsibilities of any of the Parties on any matter under their respective jurisdictions.

IV. General Roles and Responsibilities

- A. The BLM shall:
1. Ensure that the Dispatch offices are the focal point of contact to coordinate aviation operations for planned flight projects, emergency operations, wildland fire incidents, and issuance of Temporary Flight Restrictions (TFR's). Information regarding these activities will be provided to Wing Scheduling using Airspace Alert Notification form (see exhibit C).
 2. Brief all aircrews to follow procedures established by this MOU prior to entering or exiting DoD airspace.
 3. Advise all firefighting tactical aircraft to operate on the National Firefighting Transponder Code of 1255.
 4. BLM aircraft shall initiate the notification process for BLM activities affecting DoD airspace and Military Training Routes (MTRs) in accordance with Flight Information Publication (FLIP), AP/1B.
NOTE: Coordination of routine crossing of Military Training Routes (MTRs) is not applicable to transiting aircraft.
 5. BLM aircraft shall make direct contact with Cowboy Control on frequency 134.1 and/or MHAFFB RAPCON on frequency 124.8, to obtain advisory service prior to entering Mountain Home Range Complex (MHRC).
NOTE: Frequency 134.1 is also shared with Clover Control in Utah. Potential exists at higher altitudes for unintended communications to be heard.
- B. The Wing Scheduling shall:
1. Ensure that information provided by BLM concerning activity affecting DoD airspace is distributed via Air/Fire Alert to all MHAFFB flying units and Cowboy Control/RAPCON.
- C. Cowboy Control shall:
1. Provide aircraft with a discrete mode 3 aircraft beacon code/mode, as needed.
 2. Be the real time approval authority for all BLM mission aircraft to enter and exit MHRC restricted areas.
 3. Provide pilot advisories to all aircraft operating within MHRC restricted areas, as applicable.

- D. BLM State Aviation Manager and the MHAFB Chief of Airspace Management shall:
1. Resolve procedural difficulties in scheduling airspace.
 2. Respond to conflicts or incidents occurring within DoD scheduled airspace.
 3. Function as the focal point(s) for changes to this agreement and/or exhibits.
 4. Coordinate annual pre-fire season meeting to review and discuss this MOU and associated activities. Additional meetings may be scheduled as applicable.
 5. MHAFB Chief of Airspace Management is the investigative arm for airspace safety issues related to DoD airspace violations with the Federal Aviation Administration (FAA). This position will coordinate, as needed, with the BLM State Aviation Manager(s).

V. Coordination Procedures – Wildland Fire & Emergency Operations

- A. The BLM shall:
1. Notify Wing Scheduling, as soon as possible, of initial attack or fire recon aviation activities utilizing the Airspace Alert Notification (see Exhibit C).
 2. Contact Cowboy Control (134.1) or RAPCON (124.8), as applicable, to provide the following real time information:
 - (a) Airspace affected by operations.
 - (b) Ingress/egress routes of aircraft for established operations.
 - (c) Changes to established operations.
 3. Advise aircrews to contact appropriate control agency prior to entering the MHRC Airspace (see map Exhibit D).

If/When TFR is established

- NOTE: When the TFR/Fire Operations are going to be contained within established military restricted airspace, a TFR should still be established because of the charting hours difference vs fire operations (i.e., weekends).
4. Request a TFR with appropriate FAA Air Route Traffic Control Center (ARTCC).
 5. Prior to establishing the TFR, immediately notify Wing Scheduling, using the Airspace Alert Notification (see Exhibit C), of the following:
 - (a) TFR NOTAM number, when available.
 - (b) The ceiling altitude of the TFR.
 - (c) Latitude/longitude information of TFR (center-point if radius, boundary points if polygon).
 - (d) Updates, modification, or changes to TFR.
 6. Contact Cowboy Control (134.1) or RAPCON (124.8), as applicable, to provide the following real time information:
 - (a) Airspace affected by TFR.
 - (b) Ingress/egress routes of aircraft for established TFR.
 - (c) Updates, modifications, or changes to established TFR.
 7. Cancel TFRs through established procedures at the appropriate ARTCC. Notification shall be made to Cowboy Control and Wing Scheduling when air operations for the TFR are complete.

8. Advise Cowboy Control and Wing Scheduling of any air operations that will remain after the removal of the TFR. Provide updated information when operations are complete and all aircraft have exited the area.

B. Wing Scheduling shall:

1. Notify all DoD flying units of BLM air operations scheduled within DoD airspace via Air/Fire Alert system.
2. Advise BLM when conditions are not immediately conducive or safe for BLM operations within DoD airspace, and when BLM ingress is likely.
3. Notify Flying Squadron Directors of Operations, Cowboy Control, and/or RAPCON (as applicable), of information indicating establishment of a TFR within the MHRC via Air/Fire Alert system, as applicable.

C. Cowboy Control shall:

1. Be the real time approval authority for all BLM mission aircraft to enter and exit MHRC restricted areas. Notify BLM of status of airspace (hot, cold, scheduled, open for joint use, etc.)
2. Coordinate and expedite requests for BLM aircraft pilots responding to wildland fire incidents or other emergency operations.
3. Upon initial contact with BLM aircraft assign a Mode 3 aircraft beacon code/mode, as needed.
4. Assist with dissemination of TFR information as issued by the FAA, as applicable.
5. Coordinate with BLM to determine when military operations can safely resume or begin.

NOTE: Cowboy Control may NOT be active when aircraft are scheduled to be in the MHRC. Contact Wing Scheduling to determine if operations are taking place within the MHRC during duty hours only. If Cowboy Control (134.1) is not active, contact RAPCON (124.8).

VI. Coordination Procedures – Planned Aviation Operations

A. The BLM shall:

1. Provide Wing Scheduling a detailed flight plan, as soon as possible, prior to project commencement. Include the following information;
 - (a) Describe mission purpose and expected duration
 - (b) Map showing area of operation, if available
 - (c) Latitude/longitude coordinates and sufficient detail describing the affected airspace
 - (d) Expected operational altitudes in AGL
 - (e) Specify affected military route/airspace, as appropriate
2. Verify proposed operations with Wing Scheduling at minimum three days prior to scheduled flight.
3. Notify Wing Scheduling of updates, modifications, or changes to ongoing project aviation operations. Inform Wing Scheduling when project is complete and all aircraft have exited the area.

- B. Wing Scheduling shall:
 - 1. Advise BLM when conditions are not immediately conducive for BLM operations within DoD airspace.
 - 2. Notify all DoD flying units of BLM air operations scheduled within DoD airspace via Air/Fire Alert system.
- C. Cowboy Control shall:
 - 1. Be the real time approval authority for all BLM mission aircraft to enter and exit MHRC restricted areas. Notify BLM of status of airspace (hot, cold, scheduled, open for joint use, etc.)
 - 2. Upon initial contact with BLM aircraft assign a mode 3 aircraft beacon code/mode, as needed.
 - 3. Coordinate with BLM to determine when military operations can safely resume or begin.

VII. Emergency Procedures – Incident/Accident

- A. The BLM shall:
 - 1. Notify MHAFB Chief of Airspace Management immediately (as applicable).
 - 2. Follow standard incident/accident or hazard reporting procedures.
 - 3. Coordinate with MHAFB Chief of Airspace Management in preparing any reports to be forwarded appropriately.
- B. MHAFB Chief of Airspace Management shall:
 - 1. Notify BLM State Aviation Manager (as applicable).
 - 2. Coordinate with BLM in preparing any reports to be forwarded appropriately.
- C. Cowboy Control shall:
 - 1. Secure applicable data upon notification that an incident/accident has occurred.
 - 2. Contact MHAFB Chief of Airspace Management and BLM to provide notification of incident/accident (as applicable).

VIII. 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 parties at the yearly Air Force Northwest Mountain Region Airspace/Range Council meeting is encouraged. Collaboration between MHAFB Chief of Airspace Management and BLM to provide quality dispatcher training, and information sharing is encouraged.

IX. Term, Amendments, and Termination

- A. Term of MOU:

1. This MOU becomes effective upon the date last signed and executed by the duly authorized representatives of the Parties to this MOU. Upon becoming effective, this document supersedes previous version.
2. This MOU shall remain effective from the execution date until terminated or reissued. Review of this MOU shall occur at minimum every 5 years.

B. Amendments:

1. The Parties may request changes to this MOU, which shall be effective only upon the written agreement of all Parties.
2. Any changes, modification, revisions, or amendments to this MOU shall be incorporated by written instrument, executed and signed by all Parties, and will be effective in accordance with the terms and conditions contained herein.
3. Changes to Exhibits are allowed without the signed approval of all Parties. Notification of such changes will be made to all designated representatives (see Exhibit A). Any revisions must be added to the official file.

C. Termination:

1. This MOU may be unilaterally terminated at any time by any one of its participants, following at least 30 days written notice to the other participants.
2. Upon termination of this MOU, remaining Parties wishing to maintain coordinated procedures may do so through revision and reissue of this document.

X. Signatures

- A. All signatories have the appropriate delegation of authority to sign this MOU.
- B. The Parties hereto have executed this MOU on the dates shown below.

JEFFERSON J. O'DONNELL, COLONEL, USAF
Commander, 366th Fighter Wing
USAF, Mountain Home Air Force Base, ID

Date

MIKE MORCOM, STATE FMO
Bureau of Land Management, Idaho State Office

Date

JOHN RUHS, STATE DIRECTOR
Bureau of Land Management, Nevada

Date

RON DUNTON, ACTING STATE DIRECTOR
Bureau of Land Management, Oregon/Washington

Date

SAM MAROUK, STATE FMO
Bureau of Land Management, California State Office

Date

Attachments:

- Exhibit A - Contacts
- Exhibit B - Terms of Reference
- Exhibit C - Airspace Alert Notification
- Exhibit D - MHRC

Exhibit A

The principal contacts for this MOU are:

Michael Reid
 Idaho State Aviation Manager
 Bureau of Land Management
 1387 South Vinnell Way
 Boise, Idaho 83709
 208-373-3853

Alec Goicoechea
 Nevada State Aviation Manager (Acting)
 Bureau of Land Management
 1340 Financial Boulevard
 Reno, Nevada 89502
 775-861-6535

Kurt Kleiner
 Oregon/Washington State Aviation Manager
 Bureau of Land Management
 1220 SW Third Ave.
 Portland, Oregon 97204
 503-808-6593

Glenn "Kipp" Morrill
 California State Aviation Manager
 Bureau of Land Management
 2800 Cottage Way
 Sacramento, CA 95825
 (916) 978-4435

Byron Schmidt
 Chief, Airspace Management
 Mountain Home Air Force Base
 366 OSS/OSOA
 Mountain Home AFB, Idaho 83648
 208-828-4722

Mountain Home Air Force Base				
366th Fighter Wing				
Position	Name	Telephone	Cell	Email
Chief, Airspace Management	Byron Schmidt	208-828-4722	208-631-1958 <i>emergency only</i>	Byron.schmidt@us.af.mil
Wing Scheduling	Tobin Anderson Tom Pasto	208-828-4607 208-828-2172 208-828-4631	N/A	Tobin.anderson@us.af.mil thomas.pasto.ctr@us.af.mil
Cowboy Control	Various	208-828-3397	N/A	N/A

Exhibit A

BLM IDAHO				
Idaho State Office				
Position	Name	Telephone	Cell	Email
State Aviation Mgr.	Michael Reid	208-373-3853	208-631-1624	mreid@blm.gov
Boise Interagency Dispatch Center (IDBDC) (Airspace – MHRC)				
Fax – 208-384-3405				
Position	Name	Telephone	Cell	Email
Center Manager	Jill Legineche	208-384-3380	208-308-3634	alegineche@blm.gov
Aviation Dispatcher	Carol Field	208-384-3398	208-761-9921	cfield@blm.gov
Aviation Dispatcher	Matt Sorensen	208-384-3398	208-861-3948	msorensen@blm.gov
Unit Aviation Manager	Nic Strohmeyer	208-384-3402	208-514-5330	nstrohme@blm.gov
South Central Idaho Interagency Dispatch Center (IDSCC) (Airspace – MHRC)				
Fax – 208-732-7316				
Position	Name	Telephone	Cell	Email
Center Manager	Curtis Jensen	208-732-7202	208-308-3950	cljensen@blm.gov
Aviation Dispatcher	Andra Peterson	208-732-7247		apeterson@blm.gov
Aviation Dispatcher	Grace Youts	208-732-7240		gyouts@blm.gov
Unit Aviation Manager	Vacant	208-735-6501	208-308-3987	

BLM NEVADA				
Nevada State Office				
Position	Name	Telephone	Cell	Email
State Aviation Mgr. (acting)	Alec Goicoechea	775-748-4023	775-934-7410	agoicoec@blm.gov
Elko Interagency Dispatch Center (NVEIC) (Airspace – MHRC; IR-303)				
Main – 775-748-4000 Fax – 775-748-4015				
Position	Name	Telephone	Cell	Email
Center Manager	Shauna McIntosh-Harris	775-748-4020	775-934-0841	smcintos@blm.gov
Aviation Dispatcher	Colleen Reid	775-748-4000		creid@blm.gov
Aviation Dispatcher	Jodi Jenkins	775-748-4000		jjenkins@forestry.nv.gov
Unit Aviation Manager	Alec Goicoechea	775-748-4023	775-934-7410	agoicoec@blm.gov
Central Nevada Idaho Interagency Dispatch Center (NVCNC) (Airspace – IR-300/313, 303)				
Main – 775-623-1754 Fax – 775-623-1754				
Position	Name	Telephone	Cell	Email
Center Manager	Vacant	775-623-1750	775-304-1021	
Aviation Dispatcher	Bryan Granath	775-623-1558	775-304-1767	bgranath@blm.gov
Unit Aviation Manager	Mary Loan	775-623-2397	775-304-1021	mloan@blm.gov

Exhibit A

BLM OREGON				
Oregon State Office				
Position	Name	Telephone	Cell	Email
State Aviation Mgr.	Kurt Kleiner	503-808-6593	971-338-3091	kkleiner@blm.gov
Burns Interagency Dispatch Center (OR-BIC) (Airspace – IR-304)				
Fax – 541-573-4410 Dispatch Center email: orbic2@gmail.com				
Position	Name	Telephone	Cell	Email
Center Manager	Jada Altman	541-573-4550	541-589-0789	jaltman@blm.gov
Aviation Dispatcher	Charity Wensenk	541-573-4549		cwensenk@blm.gov
Unit Aviation Manager	Jessica Sherwood	541-573-4319	541-589-0004	
24 hour contact number:		(541)573-1000		
Vale Interagency Dispatch Center (OR-VAC) (Airspace – IR-300/313)				
Fax – 541-473-3678 Dispatch Center email: blm_or_vl_dispatch@blm.gov				
Position	Name	Telephone	Cell	Email
Center Manager	Brett Amick	541-473-6297		bamick@blm.gov
Aviation Dispatcher	Cassandra Andrews-Fleckenstein	541-473-6294	541-212-4782	candrews@blm.gov
Aviation Dispatcher	Doug Caffee	541-473-6295	406-925-1316	dcaffee@blm.gov
Unit Aviation Manager	Jessica Sherwood	541-573-4319	541-589-0004	
24 hour contact number:		(541)473-6295		
24 hour contact number:		541-786-5457		
Lakeview Interagency Fire Center (LIDC) (Airspace – IR300/313)				
Fax – 541-947-6273 Dispatch Center email: orlfcnw@gmail.com				
Position	Name	Telephone	Cell	Email
Center Manager	Kim Karalus	(541) 947-6219	(541) 219-0602	kkkaralus@blm.gov
Aviation Dispatcher	Shara Wilkie	(541) 947-6289	(530) 905-0646	swilkie@blm.gov
Aviation Dispatcher	Justin Phillips	(541) 947-6288	(541) 417-0974	
Unit Aviation Manager	Chad Bergren	(541) 947- 6296	(541) 219-2594	kcborgren@fs.fed.us
24 hour contact number:		(541) 947-6315		
Blue Mountain Interagency Dispatch Center (OR-BMC) (Airspace IR-304)				
Fax – 541-663-0533 Dispatch Center email: orbmc3@gmail.com				
Position	Name	Telephone	Cell	Email
Center Manager	Rena Crippen	(541) 975-5402	(541) 910-3142	rcrippen@fs.fed.us

Exhibit A

Aviation Dispatcher	Kalieg Johnson	(541) 975-5403		kaleighmjohnson@fs.fed.us
Unit Aviation Manager	Miles Hancock	(541) 975-5418	(541) 786-1357	
24 hour contact number:		(541) 786-5457		

BLM CALIFORNIA				
California State Office				
Position	Name	Telephone	Cell	Email
State Aviation Mgr.	Glenn "Kipp" Morrill	(916)978-4435	(916)969-9685	gmorrill@blm.gov
Susanville Interagency Fire Center (CA-SIFC) (Airspace – IR-300/ 313)				
Fax –		Dispatch Center email:		
Position	Name	Telephone	Cell	Email
Center Manager (DETAIL)	Sadie Wilson	(530)252-5369	(530)249-5120	sewilson@blm.gov
Aviation Dispatcher	N/A	(530)257-5575		
Unit Aviation Manager	VACANT			
24 hour contact number:		(530) 257-5575		
Northern California Geographic Coordination Center (CA-ONCC) (Airspace – IR-300/313)				
Fax – 530-222-5489		Dispatch Center email: N/A		
Position	Name	Telephone	Cell	Email
Center Manager	Anthony Masovero	530-226-2812	530-228-9780	ajmasovero@fs.fed.us
Aviation Coordinator	Megan Heffentrager	530-226-2800	530-227-8353	mheffentrager@fs.fed.us
Aviation Dispatcher	N/A			
Region Aviation Officer	Jeff Power	916-640-1031	916-207-8623	jmpower@fs.fed.us
24 hour contact number:		(530) 226-2800		

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 midair.

Exhibit B

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 Exhibit D map of the affected 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.

Exhibit B

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.**

Exhibit C

Airspace Alert Notification (2016)

BLM – Mountain Home Air Force – Idaho National Guard

REQUESTING DISPATCH OFFICE: [Click here to enter text.](#) **Phone Number(s):** [Click here to enter text.](#)

Fire Name / Incident Number: [Click here to enter text.](#)

(1) Airspace or Routes Affected	(2) TFR – Yes or No	(3) Effective Date(s)	(4) On Scene Time(s) (Zulu)	(5) Latitude/ Longitude of Incident	(6) Operating Altitude MSL	(7) BLM Scene Frequency –Air-Air VHF-AM	(8) Quantity/Types of Aircraft and Airports/ Bases They are Responding From
Mountain Home							
Idaho National Guard							

- Dispatch Offices will call schedulers to determine activity along the affected routes/airspace before any agency planned flight commences for those airspace structures. Inform of tanker/ seat/ helicopter operations routes to fire.
- Dispatch Offices will telephonically verify with affected airspace scheduling office receipt of FAX, or E-Mailed information (e-mail read receipt acceptable for Mountain Home) and call upon **termination** or any **change** in agency flight/TFR/Airspace Alert Notification status.
- Column 1 – Select the affected airspace by name (See list). If known use the affected MTR route segment.
- Column 5 – Fill in the Latitude/ Longitude of the incident center point.
- Mountain Home Airspace: Restricted Areas R-3202, R-3204, MOAs – Owyhee North, Owyhee South, Jarbidge North, Jarbidge South, Paradise North, Paradise South, MTRs- IR-300/ 313, 303, 304
- Idaho National Guard 266th RANS: MOA - Saddle
- Idaho National Guard–Air Guard 190th FS Airspace: MTRs – VR-1300/1303, 319/316, 1304/1305, 1301, 1302, IR-307/301, 302/305, Saddle MOA. Contact MHAFFB 366th Wing Scheduling to determine activity on these routes/airspace.
- Idaho National Guard- Army Aviation 183rd AVN BN (Helicopters): Helicopter Training Areas – Triangle, NOE-Danskin Mts, Saylor Creek
- Idaho National Guard – Army Joint Force HQ: Orchard Training Range and Restricted Area R-3203

<u>Mountain Home Air Force</u>	<u>Idaho National Guard</u>
<p>MHAFB 366th Wing Scheduling: (R-3202, 3204, MOAs – Owyhee, Jarbidge, Paradise E & W, Saddle, MTRs – IR-300, 303, 304)</p> <p>Com: 208- 828-4607/4631/2172 FAX: 208-828-4573 E-Mail: 366oss.ososas@mountainhome.af.mil</p> <p>MHAFB 366th will also schedule all routes for IDANG 190th</p>	<p>IDANG 190th Wing Scheduling: (MTRs:VR-1300/1303, 319/316, 1304/1305, 1302, 1301, IR-307/301, 302/305, Saddle MOA.</p> <p>All scheduling for IDANG 190th will be done by MHAFB 366th Wing Scheduling</p> <p>E-Mail: david.n.paskett.mil@mail.mil -422-6127 amanda.m.lynch.mil@mail.mil -422-5335</p> <p>IDNG 266TH RANS (aka Cowboy Control) Saddle MOA (Oregon)</p> <p>Airspace Scheduling Com: 208 828 1614 FAX: 208 828 4041 E-Mail: derek.sidberry@mountainhome.af.mil gary.branch@mountainhome.af.mil</p>
<p>MHAFB RAPCON: Com: 208-828-2854/2077 (Chief Controller Office)</p>	<p>Orchard Training Range (R-3203) Scheduling/ Operations: Charles Ake COM: 208 272 8224 Cell: 208 559 1587 FAX: 208 272 4462 E-mail: charles.ake@id.ngb.army.mil</p> <p>Range Officer: CW2 Nathan Spaulding COM: 208 272 8225 Cell: 208 841 1134 nathan.Spaulding@us.army.mil</p> <p>Firing Desk: 208-272-4444 OTA Security: 208-866-2620</p>
<p>Cowboy Control (MHAFB): Com: 208-828-1379 (operations floor)</p> <p>MHAFB Airspace Manager (use only when other coordination sources fail): Byron Schmidt – byron.schmidt@mountainhome.af.mil Com: 208-828-4722 (W) Com: 208-631-1958 (C)</p>	<p>Army Aviation 183rd AVN BN (Helicopters) – Idaho areas only: Triangle, Saylor Creek (R-3202), NOE (Danskin Mountains) <u>Operations Officer</u> Com: 208-272-3976 FAX: 208-272-4046 E-Mail: granger.amthor@us.army.mil</p>
<p>MHAFB Command Post (use only when scheduling is not available): Com: 208-828-5800</p>	<p>Joint Operations: Com: 208-422 5755 FAX: 208-422-6262</p>

MOUNTAIN HOME RANGE COMPLEX (MHRC)

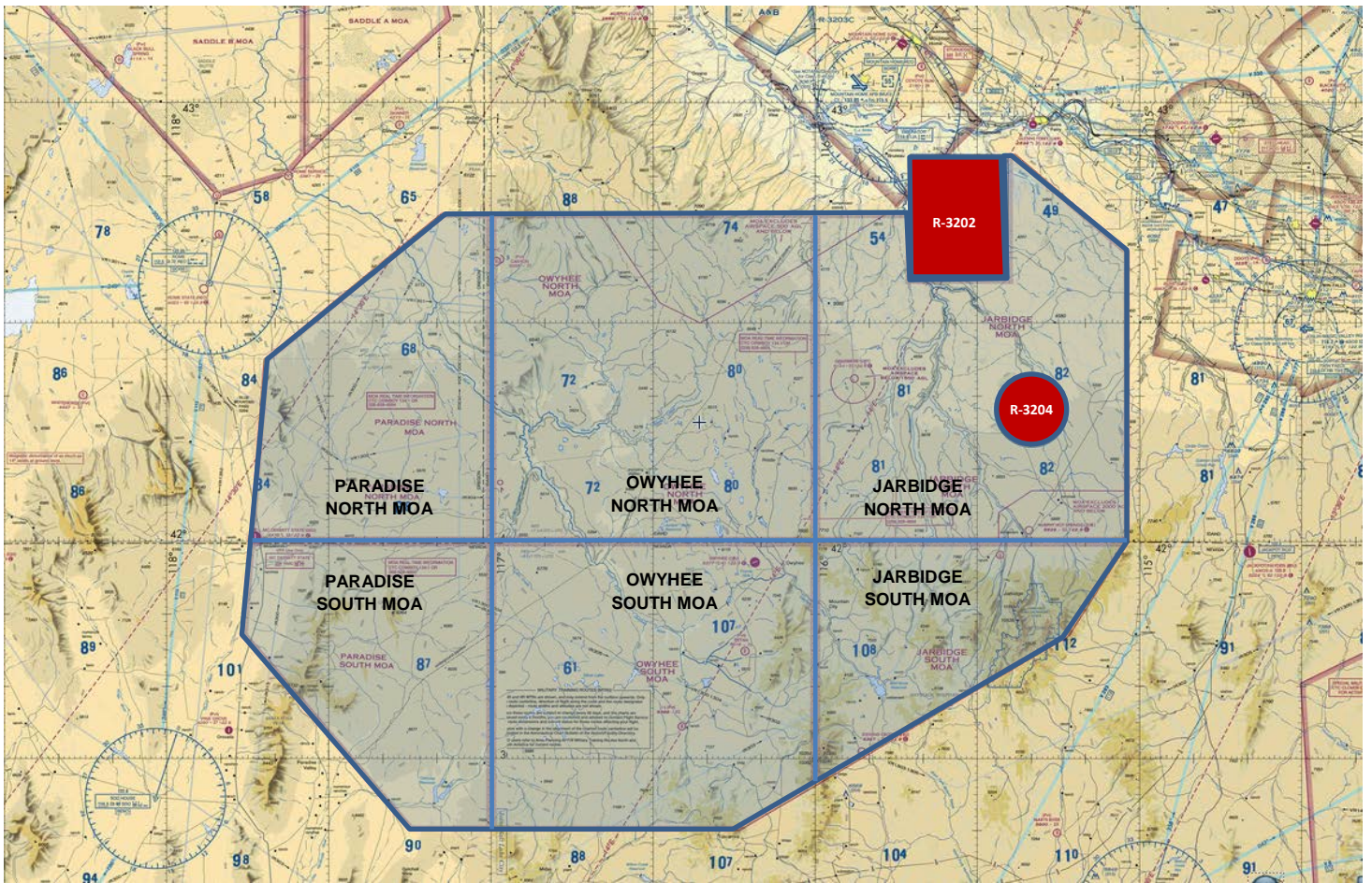
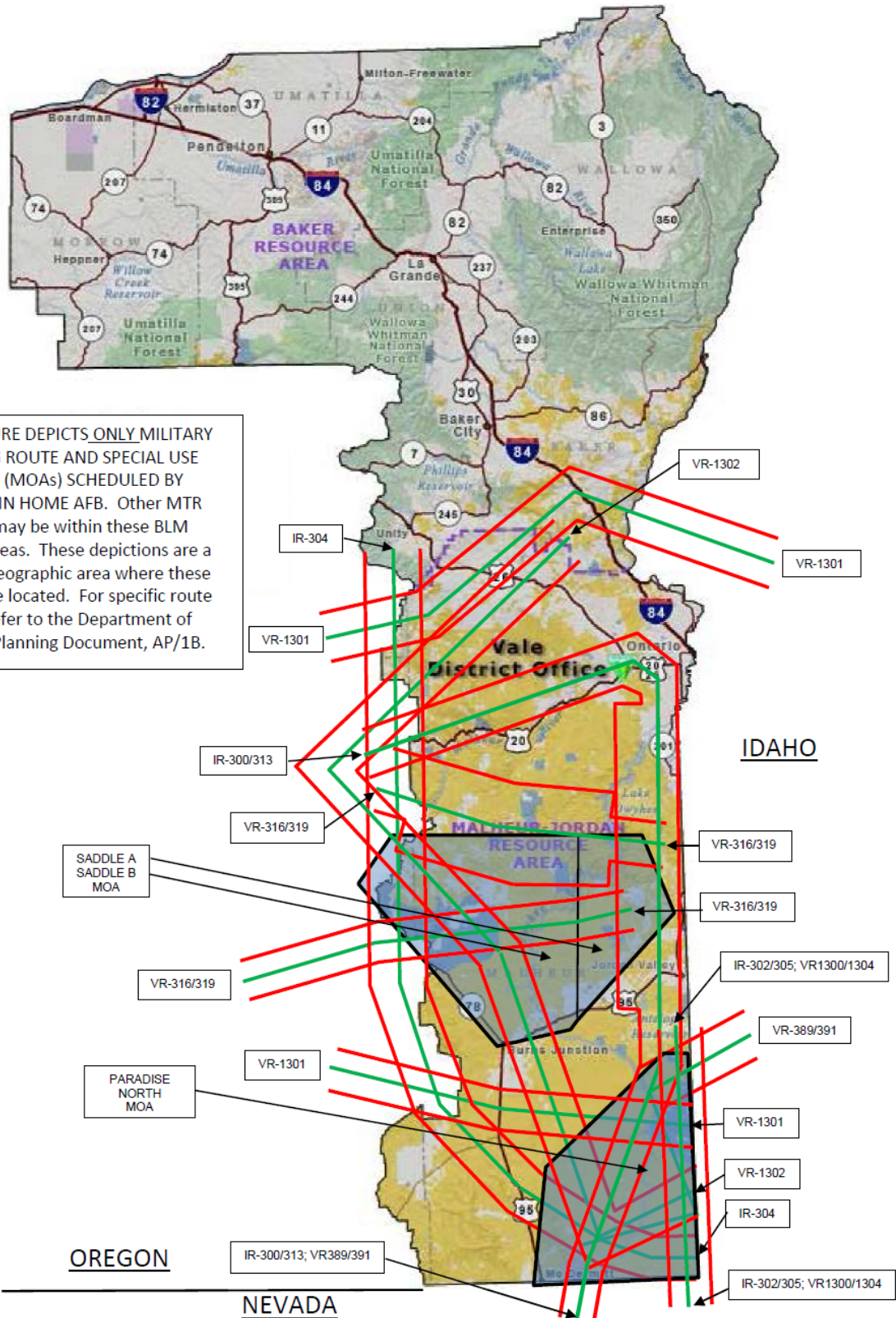
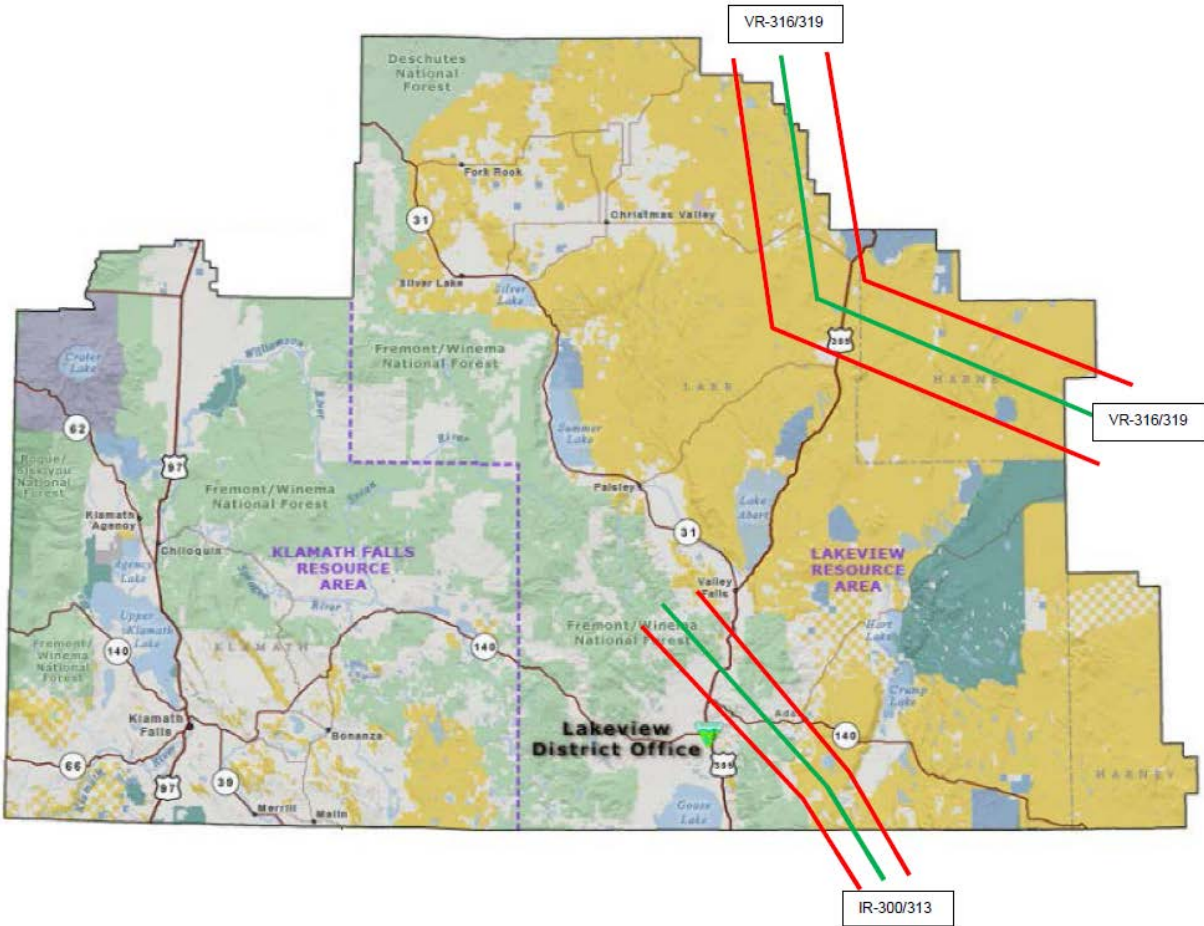


Exhibit D



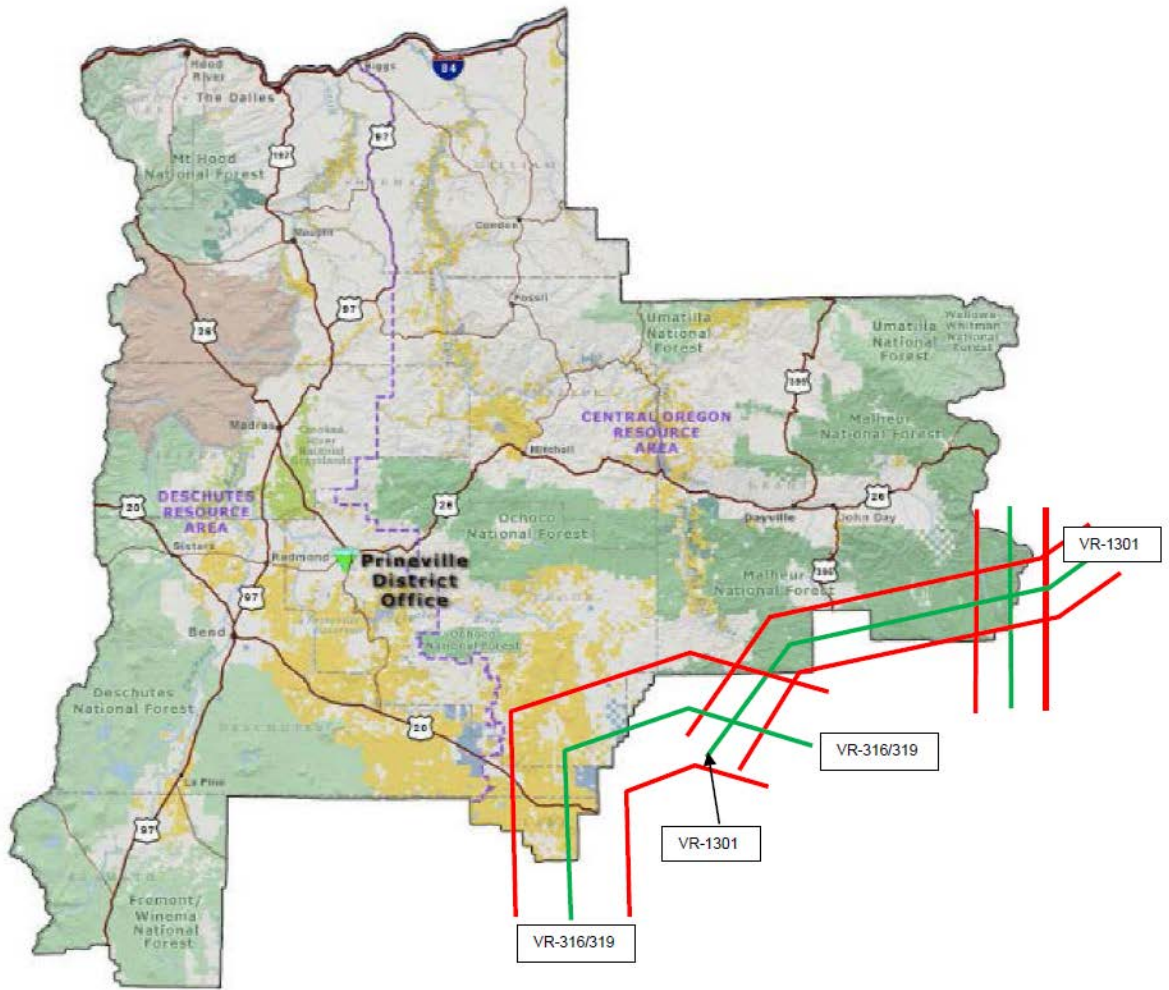
THIS FIGURE DEPICTS ONLY MILITARY TRAINING ROUTE AND SPECIAL USE AIRSPACE (MOAs) SCHEDULED BY MOUNTAIN HOME AFB. Other MTR airspace may be within these BLM District areas. These depictions are a general geographic area where these routes are located. For specific route details, refer to the Department of Defense Planning Document, AP/1B.

Exhibit D



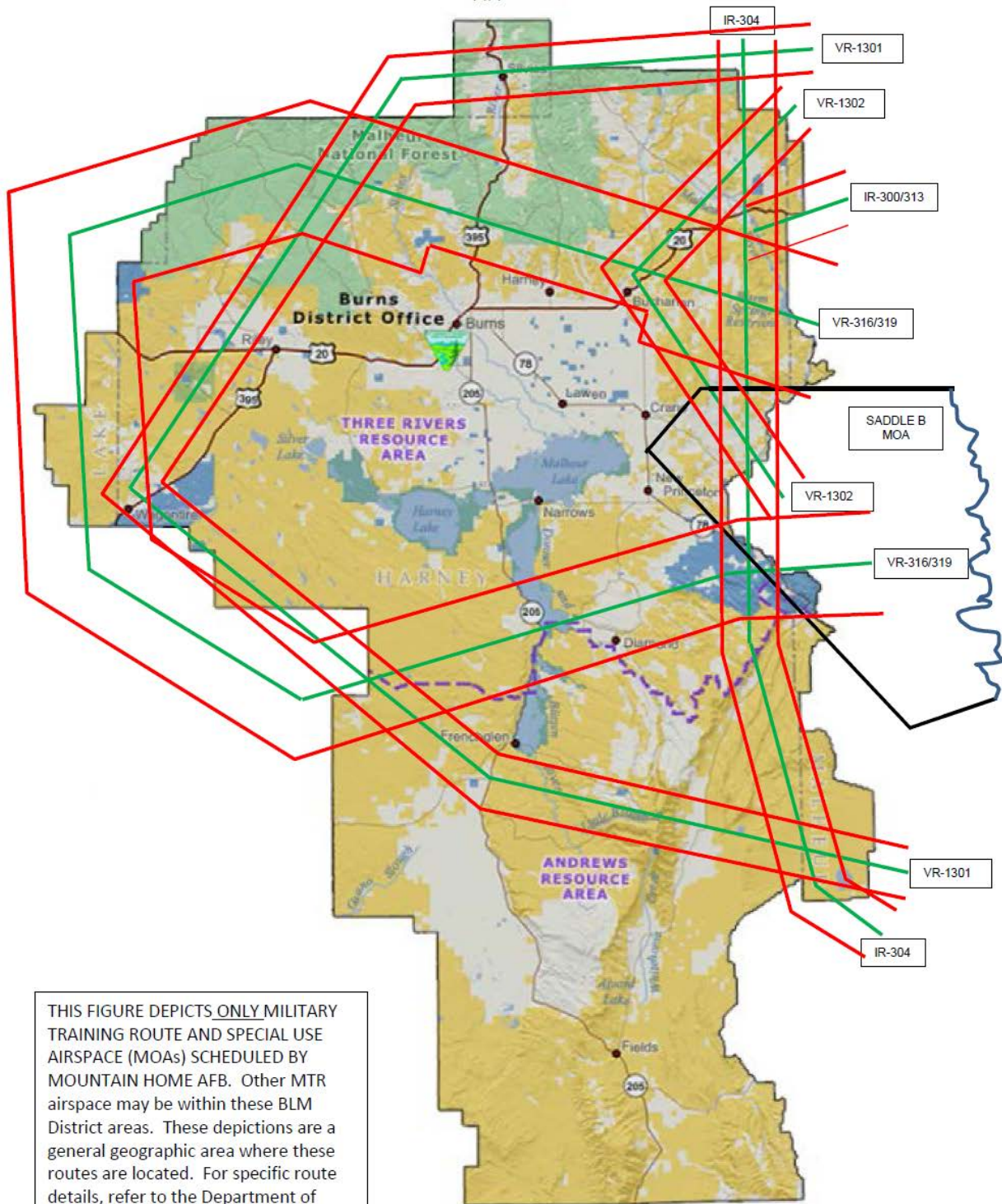
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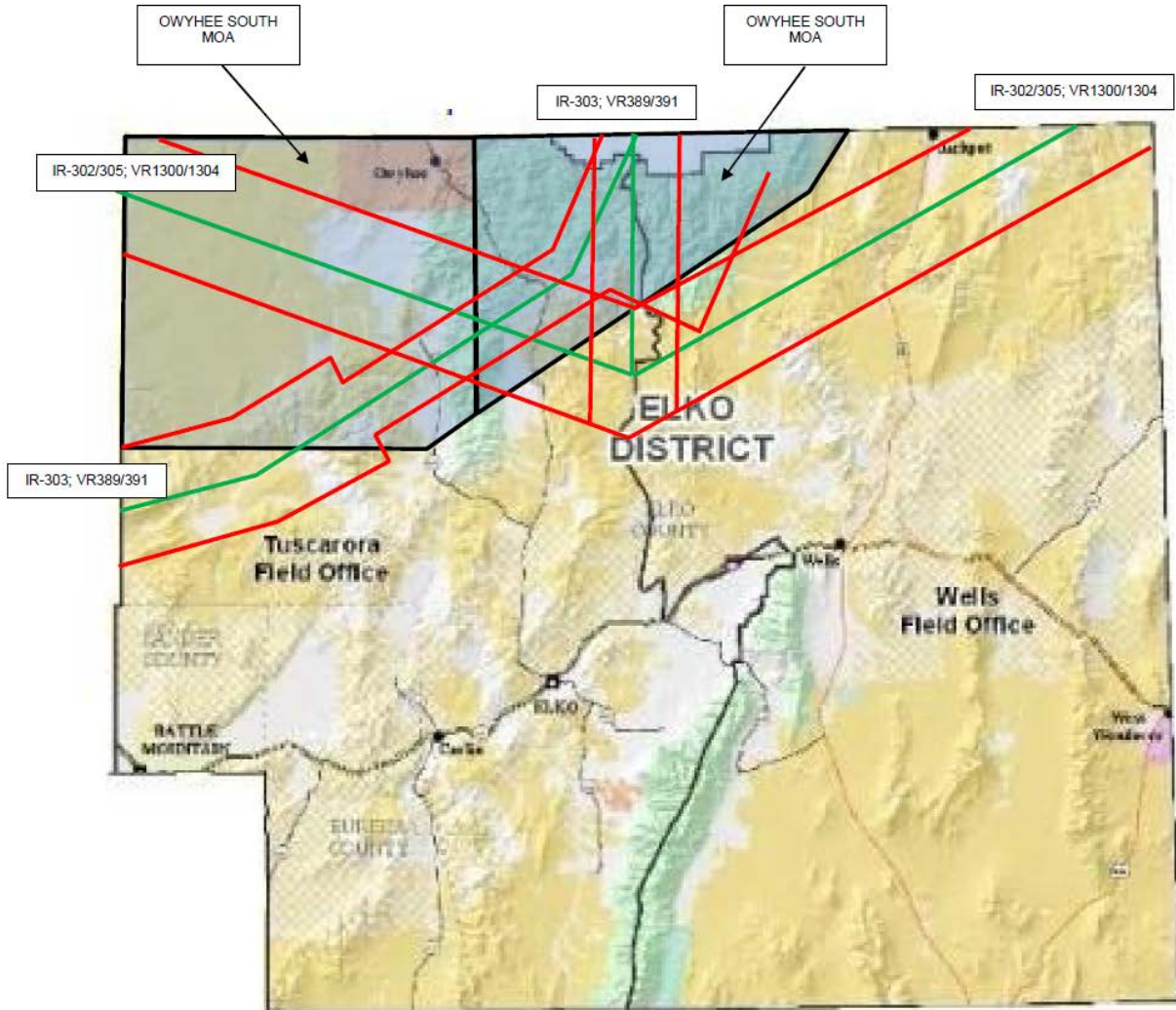
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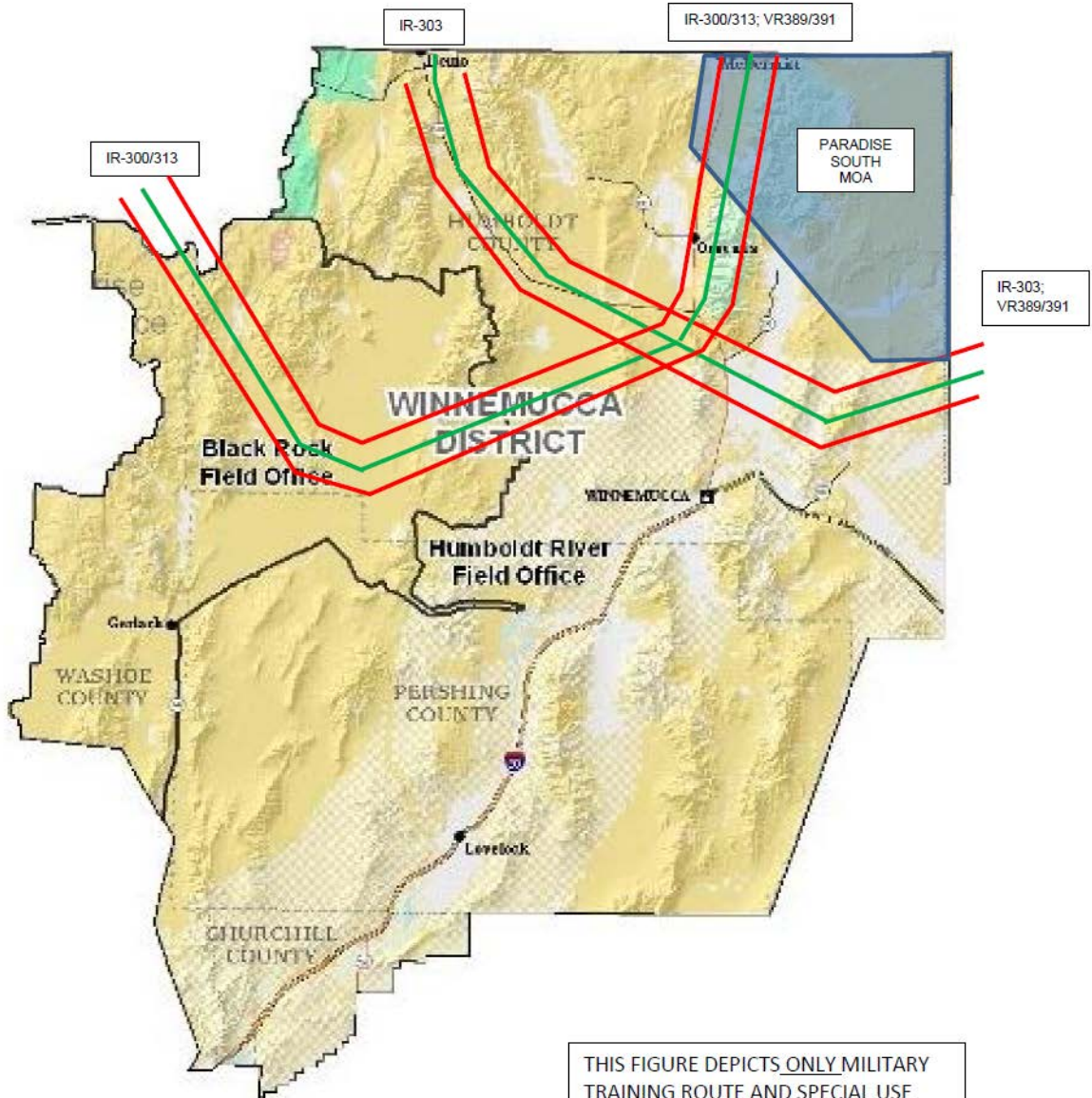
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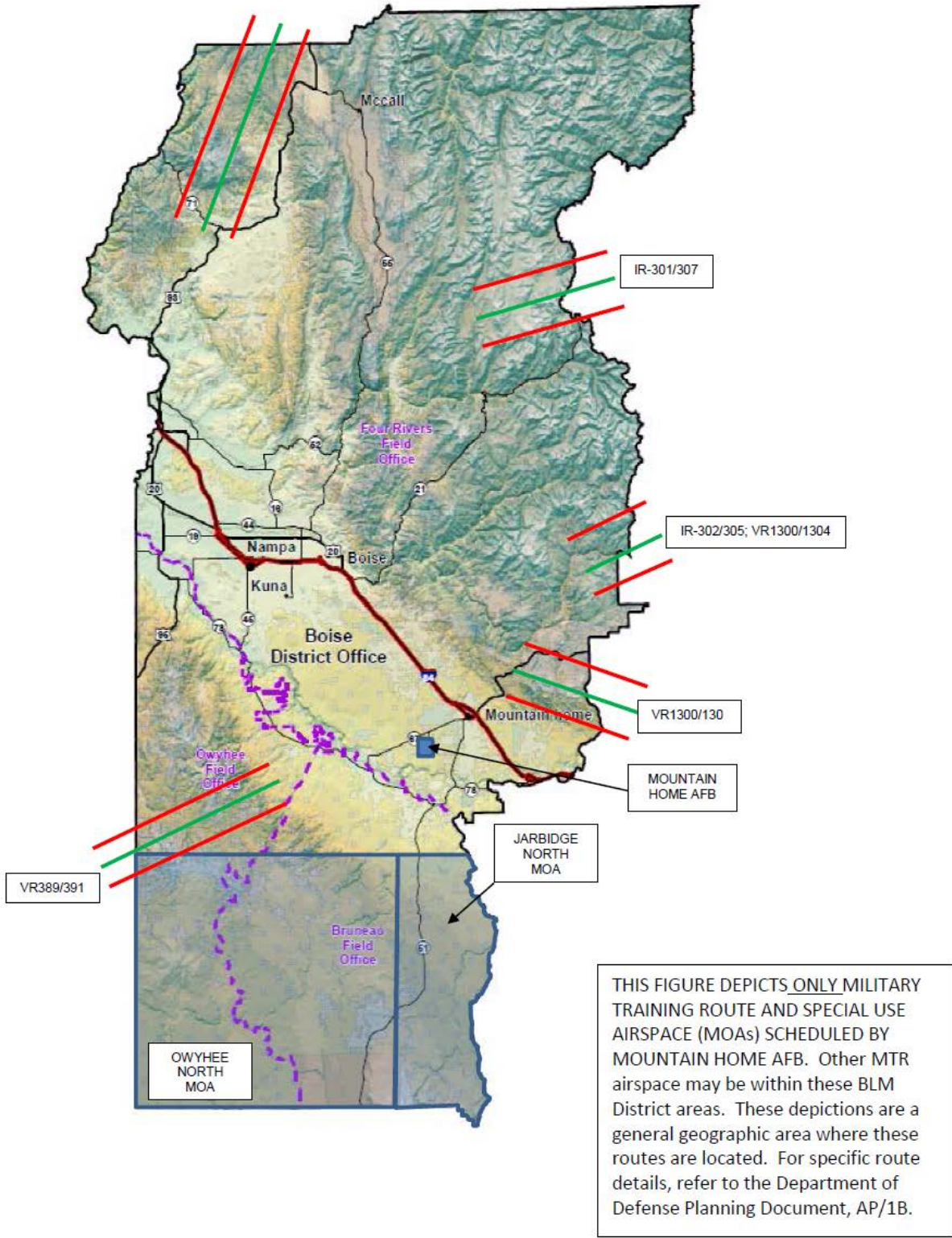
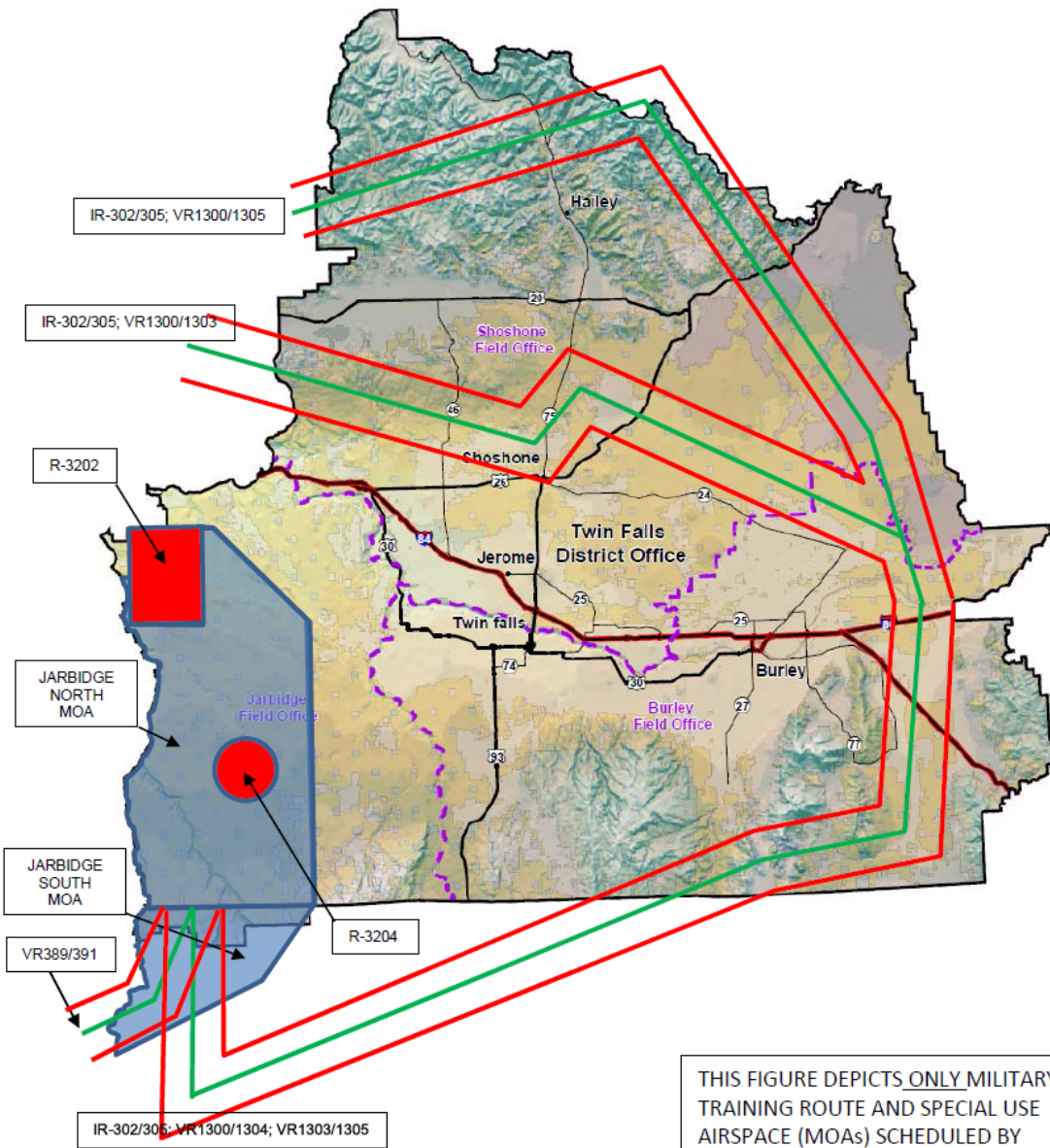
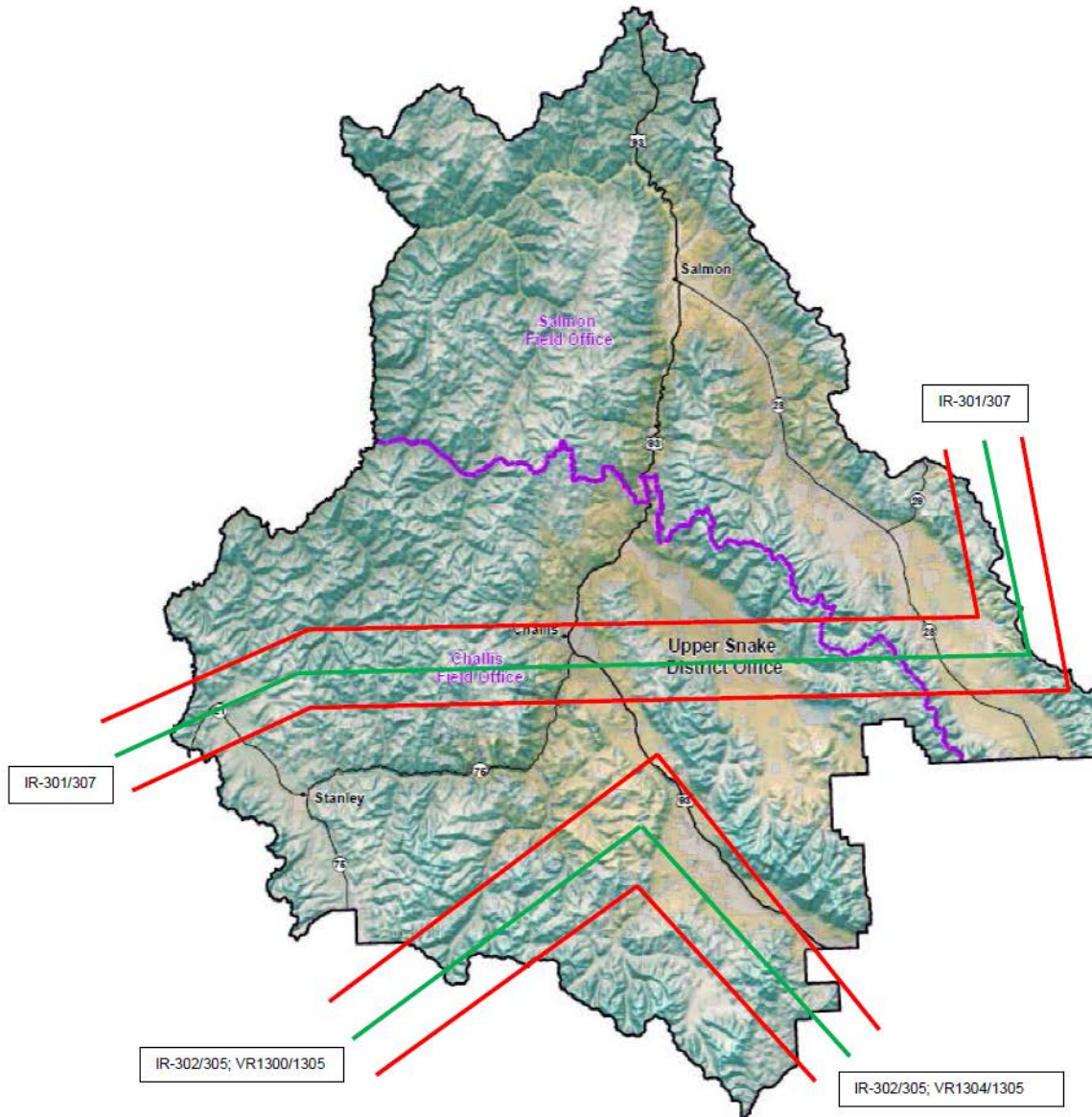


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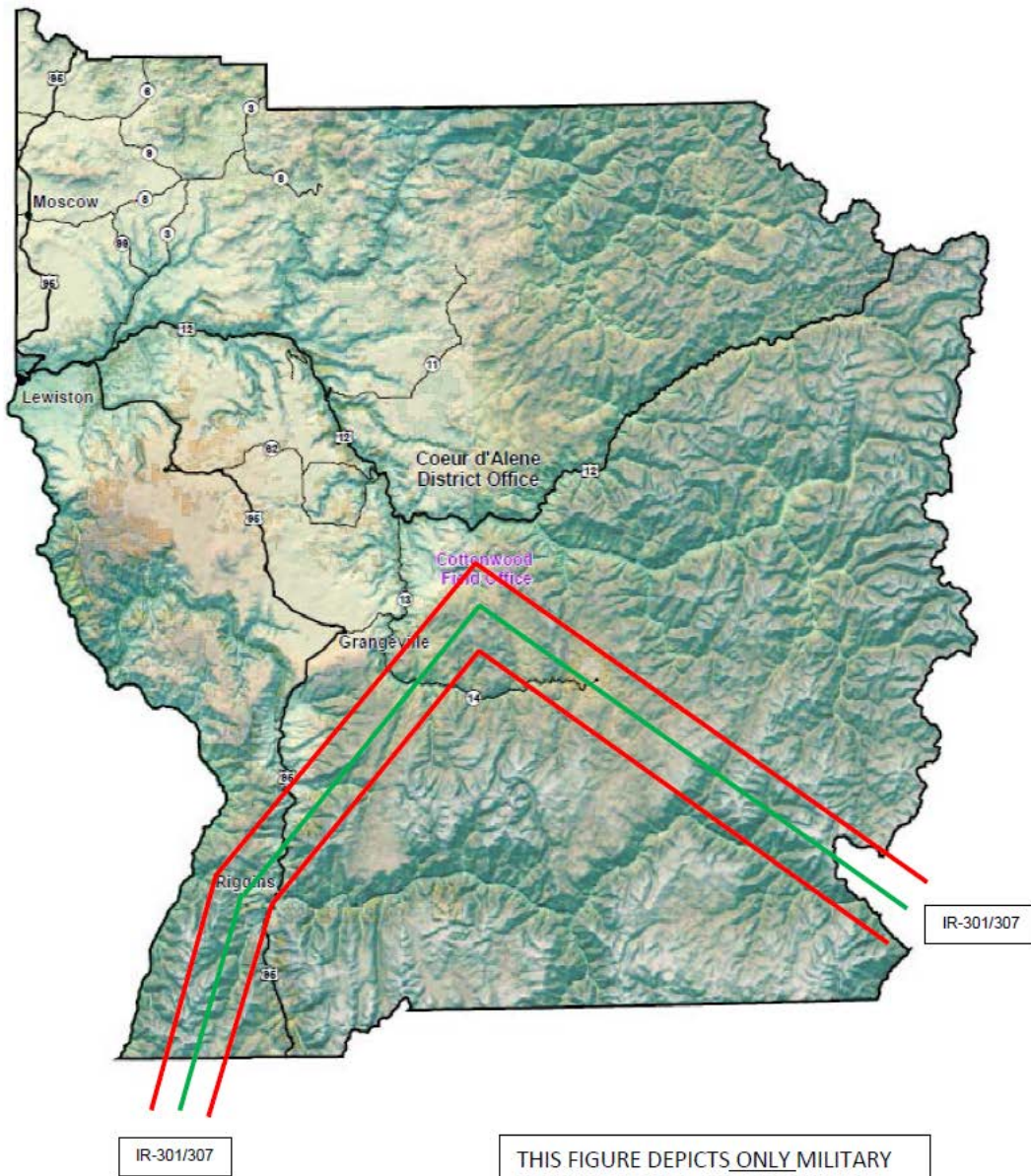
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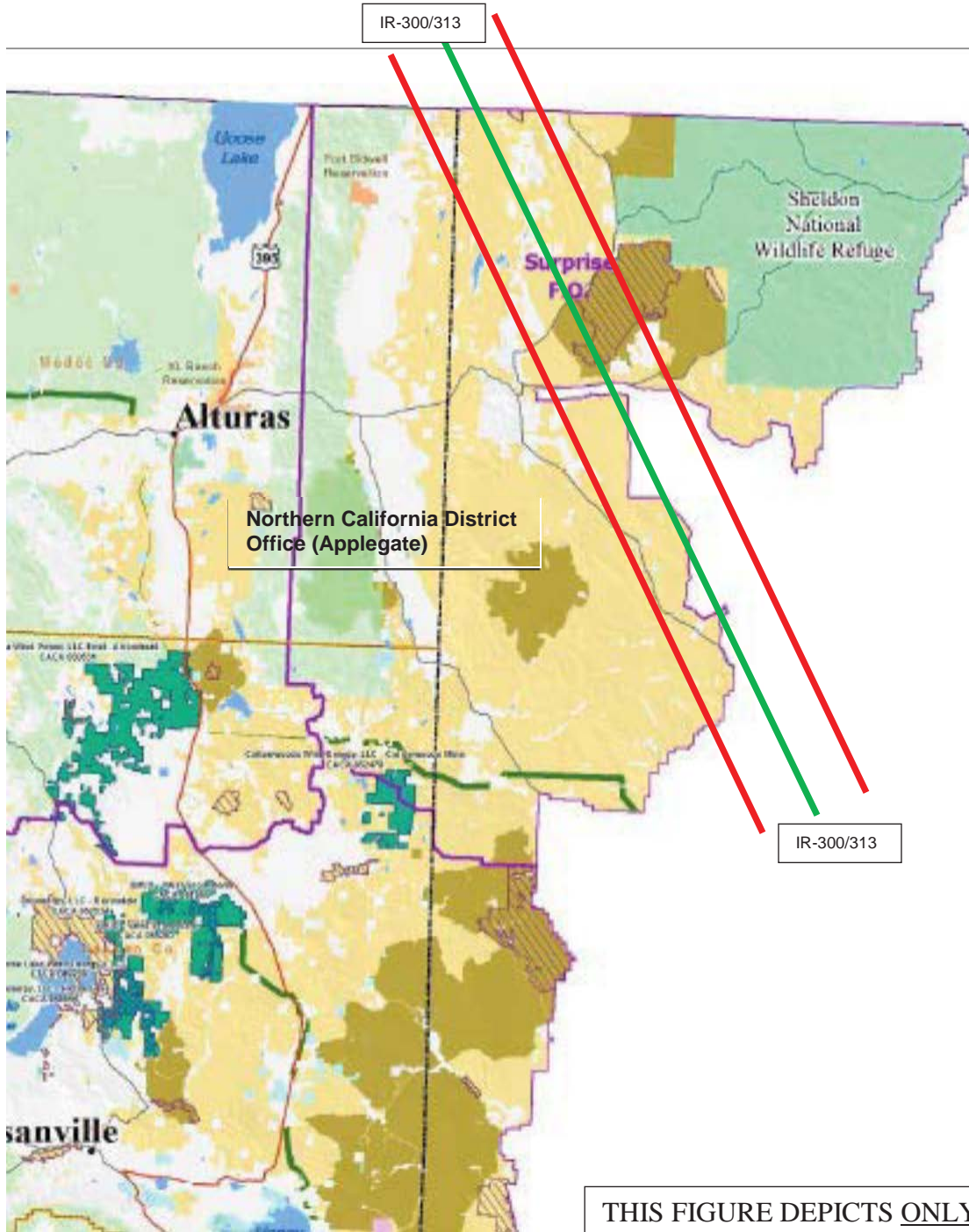


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