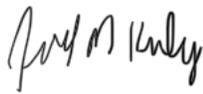




National Wildfire Coordinating Group National Interagency Aviation Committee

NIAC-20-09

Date: 19 November 2020
To: Kim Owczarzak, Chair, Interagency Airspace Subcommittee
From: Joel Kerley, Chair, National Interagency Aviation Committee  :
Subject: Tasking – Define Standards for Aviation Operations in Incident Temporary Flight Restrictions (TFRs)

Purpose: The purpose of this memo is to provide the Interagency Airspace Subcommittee (IASC) with the direction needed to define standards for aviation operations in incident Temporary Flight Restrictions (TFRs).

Background: Over the past several years, there has been increasing requests for non-participating aircraft to work within wildland fire incident TFRs. During the 2020 fire season, incidents experienced the highest volume of requests for non-participating entities to enter a TFR to date. This pressure is not likely to subside as agencies continue to experience an increase of incident size and complexity from impacts to Wildland Urban Interface (WUI). Further, the requests have been for manned and unmanned aircraft which adds to the need for interagency cooperation.

Issue/Action Requested: Coordinate efforts, secure additional assistance as needed, and engage all necessary stakeholders to work to define standards for operations within interagency TFRs.

As a group, work to address the following:

- Modify definitions and training to allow non-participating aircraft within TFRs, that are participating in the hazard relief effort, recognizing our vast impact on the National Airspace System (NAS).
- Define mission types and criteria for entering an incident TFRs that includes: a) aircraft identification, type, color, radio frequencies to be used; b) proposed times of entry into and exit from the TFR; c) the designated area, name of organization, purpose of flight; and d) any other information requested by an agency.
- Establish procedures for notification protocol. Include: Single point of contact, dispatch center, Notice to Airmen (NOTAM) phone number, Incident Management Team (IMT), Air Operations Branch Director (AOBD) or Aerial Supervision, and the like.
- Reinforce coordination with the official in charge of on-scene emergency response activities prior to allowing aircraft to enter the TFR area.
- Reinforce good stewardship of the NAS, with continued evaluation of: Right Size, Right Times, and Right Altitudes. Which may decrease pressure on Aerial Supervisors and all involved for request to operate inside of our TFRs.

Timeline: The Chair of IASC will provide an update to NIAC on the work of the group by January 14, 2021.

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