

**2006 IDAHO BLM FIRE AVIATION ORIENTATION GUIDE
APPENDIX F: AIRSPACE BOUNDARY MANAGEMENT PLAN**

IDAHO BLM

**2006 FIRE AVIATION
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I. Purpose

Aerial operations on, or adjacent to agency/cooperator boundaries, and areas where a neighboring agency/cooperator provides fire suppression on lands administered by the adjoining agency/cooperator (“mutual aid”, “shared” or “exchanged” initial attack areas or zones) require increased management and coordination. The requirement for increased management and coordination is due to the possibility of two or more agencies/cooperators conducting simultaneous, uncoordinated aviation operations within those areas which would unknowingly put the responding aerial resources within close proximity to one another, placing aircraft and crews at risk. The purpose of this plan is to identify such boundaries and I/A zones and provide means of communication, coordination, and airspace de-confliction within those areas.

II. Guidelines And Procedures

- A. An imaginary 10-mile wide “neutral air” corridor will center on agency/cooperator boundaries. The “neutral air” for mutual or exchanged initial attack areas or zones will encompass the whole zone plus 5 miles outside the zones boundaries.
- B. Any agency conducting aerial operations within a corridor or zone will immediately notify the adjoining agency/cooperator of such operations. This is accomplished to and from dispatch offices prior to the commencement of operations and when operations cease. Examples of aerial operations include recon, fire suppression missions, special aviation projects, resource management flights, helicopter logging, etc....
- C. Agency aircraft will establish contact on the assigned air-to-air frequency. Should contact not be made, the contact air-to-air frequency will be “Air Guard” 168.625 Mhz. This frequency will be designated for initial contact and coordination between converging aircraft within corridors and zones only when contact is not otherwise possible. Because this frequency is programmed as the default receive frequency in all agency and contract aircraft FM radios and is intended for initial contact and emergency purposes only, it is imperative that this frequency not be utilized for tactical or logistical purposes. If Guard is used to establish initial contact, aircraft are expected to switch to an alternate frequency (i.e. the local or incident air-air frequency, etc...).
- D. When aircraft from two or more adjoining agencies/cooperators are being committed to the same general area of a corridor/zone:

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1. Considering complexity, dispatch an Air Tactical Group Supervisor (ATGS).
 2. Approaching aircraft will establish air-to-air frequency contact prior to entering the area.
 3. Aircraft rely upon dispatch centers for current relevant information. Therefore, coordination between dispatch centers is critical.
- E. When an aircraft is dispatched to an incident within a corridor/zone and no other aircraft are known to be present:
1. The approaching aircraft will attempt to establish contact on the assigned frequency. If unsuccessful, Guard frequency 168.625 will be utilized.
 2. Perform a high-level recon prior to low-level.
 3. Practice “see and avoid.”
 4. The dispatch initiating the flight will notify and coordinate with the adjoining agency/cooperator dispatch.
- F. Temporary Flight Restrictions (TFRs) within or in close proximity to corridors/zones will be coordinated and information will be shared between the responsible dispatch offices.

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AVIATION BOUNDARY OPERATIONS CHECKLIST

The boundary zone between adjacent jurisdictional agencies has the potential for conflicted airspace when more than one center or agency dispatches aviation resources to these areas. The definition of boundary zone area for the purposes of conflicting airspace shall be defined as an area 5 nautical miles either side of jurisdictional boundaries.

Aviation Dispatchers are responsible for assuring that agency aircraft dispatched to initial or extended attack incidents leave their bases with accurate mission information. If aircraft are crossing or working in close proximity to unit boundaries utilize the following checklist.

HAVE NEIGHBORING DISPATCH CENTER(S) BEEN NOTIFIED OF YOUR RESPONSE?

- Yes
- No

HAVE COMMON FREQUENCIES BEEN ASSIGNED TO ALL RESPONDING AIRCRAFT?

- Yes
- No

IF EXTENDED ATTACK, HAVE DISPATCH CENTERS AGREED ON THE SINGLE ORDER POINT FOR INCIDENT RESOURCES?

- Yes
- No

ARE FLIGHT CREWS AWARE OF ORDER POINT AND FLIGHT FOLLOWING CENTER?

- Yes
- No

DO YOU HAVE AN EXISTING TEMPORARY FLIGHT RESTRICTION (TFR) ON YOUR UNIT? HAVE YOU NOTIFIED COOPERATING AGENCIES?

- Yes
- No

ARE THERE MILITARY TRAINING ROUTES, (MTR) OR SPECIAL-USE AIRSPACE (SUA) IN THE INCIDENT AREA? HAVE FLIGHT CREWS BEEN INFORMED?

- Yes
- No

AIRCRAFT WILL NOT BE DISPATCHED UNTIL CHECKLIST HAS BEEN COMPLETED AND INITIALED BY AIRCRAFT DISPATCHER.