



Interagency Aviation SAFETY ALERT



No. IASA 18- 01

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Subject: Temporary Flight Restrictions (TFRs)

Area of Concern: Attention to Detail on TFR requests and TAROs

Distribution: All Aviation Operations and Dispatch Centers

Discussion: Recent fire activity has resulted in the need for multiple Temporary Flight Restrictions (TFRs) that are often in close proximity to one another. When submitting a TFR request, or when dispatching aircraft using a Tactical Resource Order (TARO) form, it is critical that the information is documented correctly by the sending Dispatcher. In one recent case, a large air tanker entered a TFR for a fire it was not ordered for, and established communications on the frequency for a different fire due to a error in the Latitude, Longitude (Lat/Long) coordinates on the TARO form. A review of recently submitted TFR requests indicates over 50% had errors in the coordinates, the Air-to-Air frequency, or other elements of the request. The potential for air crews to be in the wrong location or unable to communicate could end in catastrophe. It is imperative that Dispatchers and Aircraft Managers take the time to **double check** critical information to ensure accuracy. Other recommendations include:

- **Anticipate predicted fire activity and staff accordingly; order an Airspace Coordinator (ASCO) proactively.** Refer complex questions from the FAA to an ASCO. Trainee Aircraft Dispatchers must work with close and continuous guidance and supervision from qualified aircraft dispatchers.
- **Refer to Chapter 6 of the [2018 NWCG Standards for Airspace Coordination \(PMS 520\)](#), or call the GACC Aircraft desk or Airspace Coordinator for questions regarding TFRs.**
- **Use the degrees, minutes, seconds lat/long format for TFRs, and the degrees, decimal minutes format for TARO forms (see graphic on page 2).** Ensure all coordinates are numerically correct and provided in the correct sequence. ie. degrees minutes seconds : 40° 26' 46" N 79° 58' 56" W or degrees decimal minutes: 40° 26.767' N 79° 58.933' W. When writing coordinates use proper punctuation, ie. Degree symbol (°), minute symbol (') and second symbol (").
- **Ensure the air to air frequency is indicated correctly.**
- **Bearing and distance to the incident should be from the aircraft's current location not necessarily a Very High Frequency Omnidirectional Range (VOR).** Multiple aircraft for different locations require separate directions.

- **When relaying verbal or written Lat/Long coordinates, ensure the receiving unit understands the format you are using.** Aircraft GPS receivers cannot be easily changed from ddmms formation to dd mm.mm format. Aircraft GPS receivers default to the WGS 84 datum. Using a different datum in a map program or GPS can alter the location substantially.
- **Adjust TFRs to reflect changes in airspace concerns.** Assure coordination with adjacent incidents/units occurs before placing TFRs across/near boundaries.
- **Cancel TFRs as soon as they are no longer needed.**
- **Distribute updated airspace or frequency information in a timely manner.**

REQUEST FOR A TEMPORARY FLIGHT RESTRICTION

DATE: _____	FAA ARTCC requires phone notification. ARTCC _____
TIME: _____	FAA PHONE: _____ FAX: _____
Resource Order Number: _____	DISPATCH OFFICE _____
Request Number: A - _____	PERSON REQUESTING TFR: _____
	24 HR. PHONE (No Toll Free #s) _____
Circular <small>Degrees Minutes Seconds Only - use zero's for seconds if unavailable</small>	
LAT/LONG of Center Point (US NOTAM OFFICE FORMAT ddmssN/ddmmssW)	RADIUS (NM) (5 NM is standard)
N/	W

AIRCRAFT DISPATCH

DATE:	TIME:	SUNSET + 30:
INCIDENT NAME:		INCIDENT # :
DESCRIPTIVE LOCATION:		ELEVATION
T:	R:	S: 1/4:
LAT:		LONG:

[Interagency Mobilization Guide, Chapter 50](#): "Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes".

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