

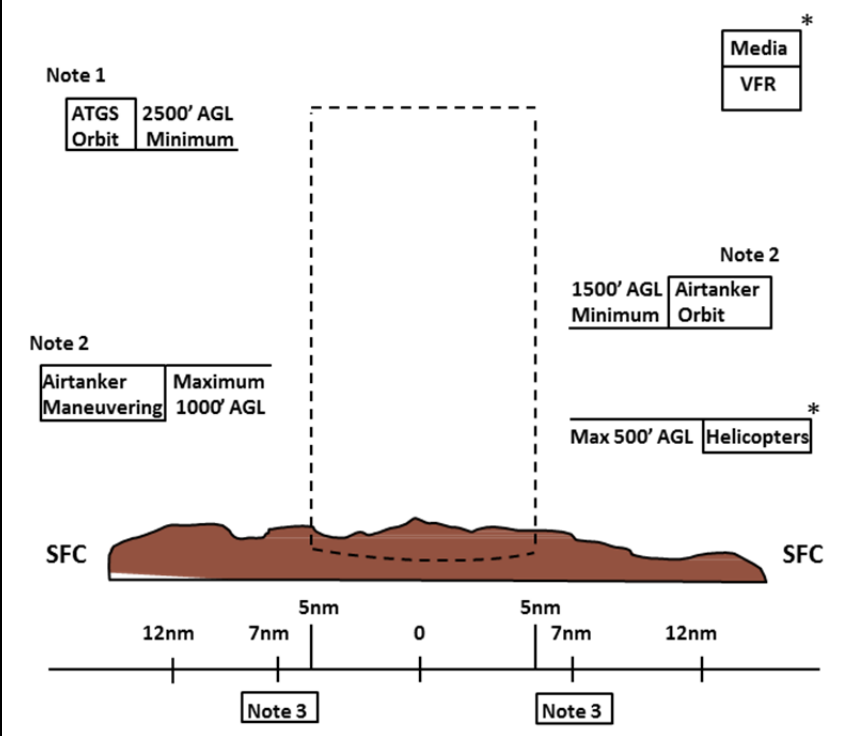
## Fire Traffic Area (FTA) 01 May 2013

\*\*\* Clearance is required to enter the FTA \*\*\*

Initial Radio Contact: 12 nm on assigned air tactical frequency.

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.

\* Helicopters: 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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## Incident Airspace Reminders

### Fire Traffic Area (FTA)

- The FTA is a communication protocol for firefighting agencies. It does not pertain to other aircraft that have legal access granted by the FAA within a specific TFR.
- The FTA should not be confused with a TFR, which is a legal restriction established by the Federal Aviation Administration to restrict aviation traffic while the other is a communication tool establishing protocol within firefighting agencies.
  - Participating aircraft must adhere to TFR policies as established by the FAA.
  - For example, if the TFR boundary of a polygon exceeds the 12-mile initial contact ring, clearance will still be required in order to enter the TFR.
  - If the TFR boundary is within the 12-mile ring, proceed with standard FTA communication procedures.

### Temporary Flight Restriction (TFR)

- All assigned/ordered aircraft must obtain clearance into or the incident TFR by the on scene aerial supervision or the official in charge of the on-scene emergency response activities.
- Aircraft not assigned to the incident must stay clear the TFR unless communication is established with the controlling entity (ATGS, ASM, Leadplane, etc.) and authorization is given to enter/transit the TFR.
- The first responding aircraft, typically on extended attack incidents, must have reasonable assurance that there are no other aircraft in the TFR by making blind calls on the TFR frequency and double checking with ground personnel (IC, OPS, or Helibase).
- There may be multiple aircraft operations areas within a single TFR.
- Remember - Non-Incident aircraft may enter the TFR under the following conditions:
  - The aircraft is carrying **law enforcement** officials.
  - The aircraft is carrying **properly accredited news representatives**.
  - The aircraft is operating under the **ATC approved IFR flight plan**.
  - The operation is conducted **directly to or from an airport** within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather, or terrain; notification is given to the Flight Service Station (FSS) or **ATC facility** specified in the NOTAM to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities and is not conducted for observing the disaster.
- A ROSS order or Aircraft Dispatch Form is not a clearance into a TFR.**

Further Information: *Interagency Aerial Supervision Guide*, PMS 505