



# NWCG Fire Traffic Area (FTA)

**NWCG Standards for Aerial Supervision, PMS 505,**

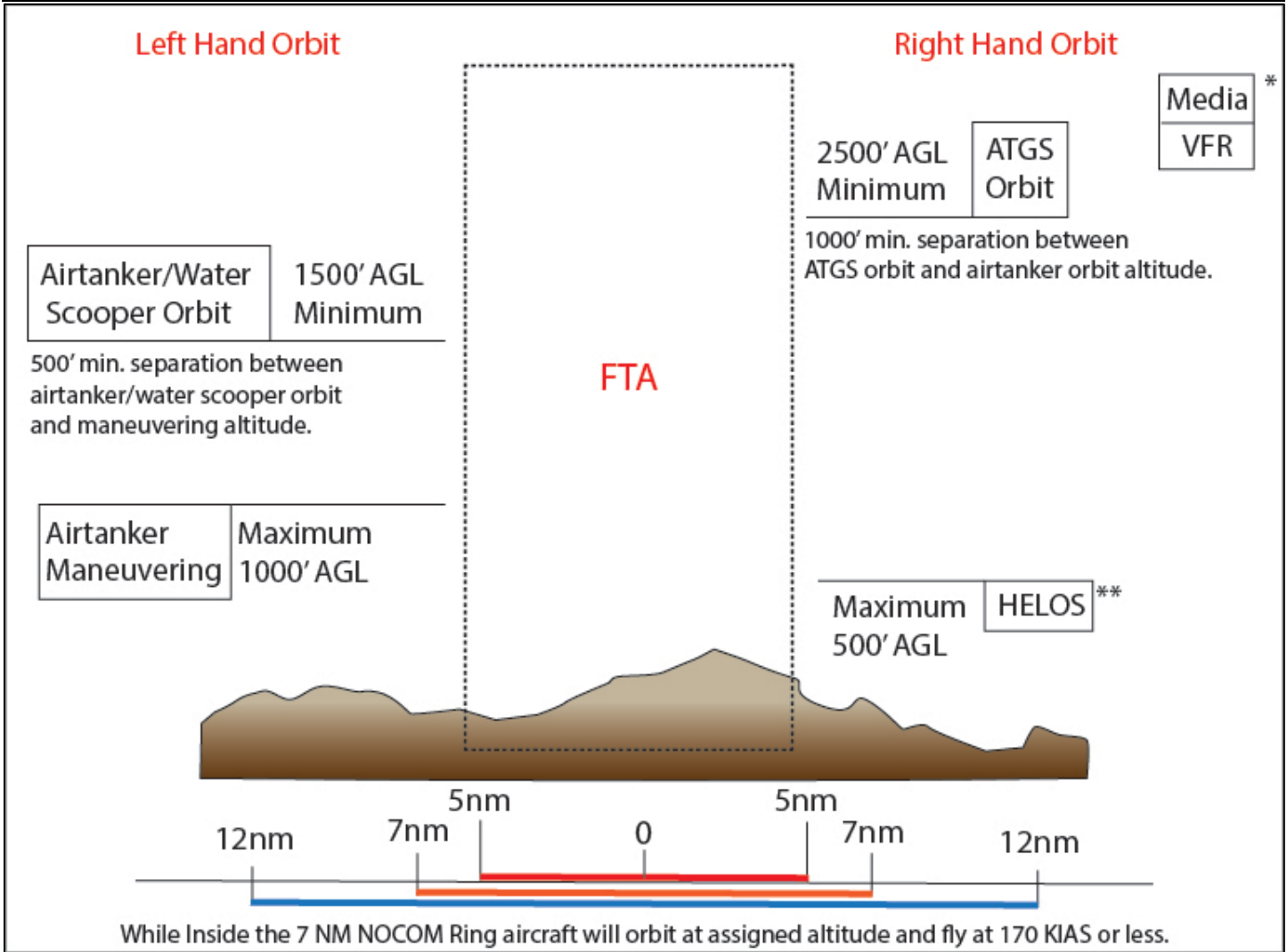
<https://www.nwcg.gov/publications/505>

**\*\*\*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.



\* Media and IAA Aircraft: Maintain VFR separation above highest incident aircraft or at the altitude assigned by the controlling aircraft.

\*\* Helicopters: Fly assigned altitudes, orbits, and routes.

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

An interagency airspace management tool containing an established communication protocol. The FTA is a section of airspace with a five nautical mile (NM) radius from the center point of an incident during fire suppression operations. Responding resources shall arrive on scene using the following procedures based on resource type.

- ATGS Orbit Altitude: 2,500 Above Ground Level (AGL), expressed using MSL, Right Hand Orbit.
- Airtanker and Water Scooper Orbit Altitude: 1,500 feet AGL, expressed using MSL, Left Hand Orbit.
- Airtanker Maneuvering Altitude: Ceiling of 1,000 feet AGL, expressed in MSL, Left Hand Orbit, 150 KIAS or less.
- Helicopter Orbit Altitude: Ceiling of 500 feet AGL, expressed in MSL, Assigned Left- or Right-Hand Orbit.

### Approach procedures include:

- Initial Communication Ring (ICOM) – A ring 12 nm from the center point of the incident. At or prior to 12 nm, inbound aircraft contact the ATGS or appropriate aerial resource for permission to proceed to the incident.
- No Communication Ring (NOCOM) – A ring 7 nm from the center point of the incident that should not be crossed by inbound aircraft without first receiving clearance from the appropriate on-scene incident aircraft. While within the NOCOM ring aircraft will operate at established/assigned altitudes and remain at 170 KIAS or less.

## Temporary Flight Restriction (TFR)

*NWCG Standards for Airspace Coordination*, PMS 520, <https://www.nwcg.gov/publications/520>.

All assigned/ordered aircraft must obtain clearance into the incident TFR by the on scene aerial supervisor or the official in charge of the on-scene emergency response activities. A resource order (IROC) or *NWCG Aircraft Dispatch Form*, PMS 250, is not a clearance to enter a TFR.

Responding aircraft must have reasonable assurance that there are no other aircraft in the TFR by making blind calls on the TFR frequency, other assigned air-to-air frequencies, and double checking with ground personnel (Incident Commander, Operations, or Helibase) before entering a TFR.

There may be multiple aircraft operations areas within a TFR.

### **Remember: Non-incident aircraft may enter the TFR under the following conditions:**

- The aircraft is carrying a law enforcement official.
- The aircraft is on a flight plan and 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.