

Agency TFR Requests

Agency TFR Requests Are Usually Identified by One of Two Means:

1. **Field generated need:** A TFR request may be submitted to the local unit dispatch office, GACC, or agency aviation manager by an incident commander or their authorized representative such as the AOB, aerial supervisor, or other on-scene personnel.
2. **Dispatch, ASCO, or Aviation Manager generated need:** The request may be initiated by a dispatcher, ASCO, or unit aviation manager who has been in contact with the FAA, Military, or other stakeholder which resulted in a mutual understanding of the need. The incident commander, ATGS, and AOB should be notified of any intent to order a TFR if they did not initiate the request.

Please note that there are separate criteria established for determining the need for a wildland fire TFR and a prescribed fire TFR.

Figure 6-3: Criteria for Determining the Need for a Wildland Fire TFR.

Criteria for Determining the Need for a Wildland Fire TFR

TFRs should not be an automatic response for every dispatch involving aircraft. Considerable thought should go into the determination of need for a TFR. If using a risk assessment to determine the need, consider the following:

- Type and number of aircraft operations (air tactical, airtanker, helicopter, smokejumper, etc.) occurring within the incident and their aeronautical requirements (orbit dimensions, both vertically and horizontally).
- Entry and exit points and routes for disaster relief aircraft.
- Multiple incidents in close proximity.
- When the extent and complexity of the operation creates a hazard to nonparticipating aircraft.
- Extended operations (more than three hours) are anticipated.
- Operations are in the vicinity of high-density aircraft traffic.
- Incident is expected to attract sightseeing aircraft and/or hobbyist or recreational unstaffed aircraft.
- Operations are conducted near or in the dimensions of a MTR, VFR Helicopter Aerial Refueling Routes, Slow Routes, or Special Use Airspace.
- Incident is conducted in or near a Victor Flyway.
- “See and Avoid” capability is reduced or compromised.
- There have been situations involving unstaffed aircraft that would warrant closure of the airspace for the protection of disaster relief aircraft.