

APPENDIX L
LETTERS OF AGREEMENT

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LETTER OF AGREEMENT

Effective: December 10, 2006

SUBJECT: POWDER RIVER TRAINING COMPLEX AND CROSSBOW ATCAA

1. PURPOSE: This Letter of Agreement defines areas, responsibilities, and procedures for the Powder River "A" and "B" Military Operations Areas (MOA), the Powder River Air Traffic Control Assigned Airspace (ATCAA), the Gateway ATCAA, the Black Hills ATCAA, and the Crossbow ATCAA, among Denver Air Route Traffic Control Center (Center), Salt Lake City Air Route Traffic Control Center (Center), and the 28th Bomb Wing, Ellsworth Air Force Base, South Dakota.

2. BACKGROUND: The 28th Bomb Wing (28 BW) has the operational requirement to perform high and low altitude training with, and without, support from the Belle Fourche Electronic Scoring Site located within the Powder River Training (PRT) Complex. Composite and multi-force exercises are also performed in the PRT Complex. The Crossbow ATCAA airspace redesign was developed to allow training aircraft to use only a small block of airspace needed for the exercise. It is not intended for use of large altitude blocks.

3. CANCELLATION: This agreement cancels the Letter of Agreement (LOA) among Denver Center, Salt Lake City Center, and the 28th Bomb Wing, Powder River Training Complex and Crossbow ATCAA, dated June 12, 2005.

4. SCOPE:

a. The provisions of this agreement are applicable to Denver Center, Salt Lake City Center, and the 28 BW and are supplemental to FAA Order 7610.4, Special Military Operations, and FAA Order 7110.65, Air Traffic Control, and appropriate military regulations. The provisions of this agreement may be canceled or amended by any one signatory notifying the others through written coordination.

b. The MOAs and ATCAAs are depicted in Attachments 1 through 4. The altitudes designated are described as follows:

- (1) Powder River "A" MOA – Surface up to, but not including, FL180.
- (2) Powder River "B" MOA – 1,000 feet AGL up to, but not including, FL180.
- (3) Powder River ATCAA – FL180 to FL260 inclusive, or as assigned.
- (4) Gateway ATCAA – FL180 to FL260 inclusive, or as assigned.
- (5) Black Hills ATCAA – FL200 to FL230 inclusive.
- (6) Crossbow ATCAA – FL270 to FL450 inclusive, or as assigned. (See paragraph 6b(7) for non-usable times and intended use of airspace.)

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c. The Powder River “A” MOA, Powder River “B” MOA, Powder River ATCAA, Gateway ATCAA, and Black Hills ATCAA are all parts of the PRT Complex. Reference to the PRT Complex may include any one area or combinations of areas. The Crossbow ATCAA is not part of the PRT Complex.

5. RESPONSIBILITIES:

a. The 28 BW shall:

(1) Be the scheduling agency.

(2) Be responsible for the overall airspace management of the airspace within the complex.

(3) Ensure that all participating aircrews are familiar with and adhere to the provisions of this agreement.

b. Salt Lake City Center is the controlling agency for the Powder River "A" MOA.

c. Denver Center is the controlling agency for:

(1) Powder River "B" MOA.

(2) Powder River ATCAA.

(3) Gateway ATCAA.

(4) Black Hills ATCAA.

(5) Crossbow ATCAA.

6. PROCEDURES: Unless otherwise coordinated:

a. Time Conversion. The symbol ‡ indicates that during periods of Daylight Savings Time, effective hours will be 1 hour earlier than shown.

b. Airspace Coordination.

(1) The 28 BW shall ensure that the Denver Center Military Coordinator (MC) and the Salt Lake City Center MC receive the daily schedule for the planned activity in the PRT Complex and/or the Crossbow ATCAA by 2200Z‡ (1500 local), the day prior, for the next 24-hour period that starts at 0700Z‡ (0000 local). All changes and/or modifications to the schedule shall be coordinated at least 2 hours in advance.

(2) Only the airspace, time period, and altitude blocks needed to accomplish the desired maneuvers shall be requested.

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(3) When cleared to operate in the Crossbow ATCAA at and above FL270, aircrews shall maintain a listening watch on Denver Center frequency 133.67/322.5. Should it become necessary for Denver Center or Salt Lake City Center to recall the airspace at and above FL270, it is expected that the aircrews will be able to return the airspace within a maximum of 30 minutes.

NOTE: Salt Lake City Center should coordinate with Denver Center MC position for recall of airspace at and above FL270.

(4) The 28 BW airspace manager shall provide Denver Center and Salt Lake City Center a current telephone list of personnel to contact in the event either Center must recall or restrict the use of scheduled airspace. If either Center recalls or restricts the use of scheduled airspace, they shall inform the other Center as soon as practicable.

(5) The Powder River "A" and "B" MOAs shall be scheduled simultaneously, not separately.

(6) "Time of Use" for the Powder River "A" and "B" MOAs are "Intermittent by NOTAM."

(7) The Crossbow ATCAA is not usable at and above FL270 between 1500-1800Z† (0800-1100 local) and 2130-2330Z‡ (1430-1630 local) daily. The airspace will be given in block altitudes of 1000 feet per aircraft (i.e., A flight of two aircraft will generally be approved for a 2000 foot block). When a climb from lower altitude is required within the lateral confines of the ATCAA, an expanded block may be temporarily granted by the controller until the formation is established within the requested block.

(8) Scheduling of the Powder River MOAs are predicated on the procedures in paragraph 6b(1) and (4); however, the areas are not released to the user until the pilot(s) have received a clearance into the area by Denver Center or Salt Lake City Center.

NOTE: If an aircraft is scheduled to enter the Powder River MOAs via a Military Training Route (MTR), the pilot shall request clearance into the MTR and the Powder River MOA simultaneously. Entry into the Powder River MOA is not automatic with the MTR clearance.

(9) The Black Hills ATCAA will only be used for marshalling or aerial refueling for multi-force exercises, in conjunction with the remaining PRT Complex airspace, with at least 3 administrative working days notification to Denver Center.

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(10) For aircraft other than on an MTR, each FAA facility is responsible for notifying the other facility whenever participating aircraft have requested entry into the PRT Complex or Crossbow ATCAA. This can be accomplished through the facilities' operations supervisors or from controller to controller.

(11) Denver Center:

For aircraft entering PRT Complex area(s) from RAP308069 (ARCOT) or from RAP326036:

(a) Sector 31 shall coordinate activation, changes of assigned altitude blocks, and deactivation of the PRT Complex area(s) with Salt Lake City Center Sector 17 and the adjacent Minneapolis Center Sector(s), and when appropriate, Sectors 22 and 32.

(b) Sector 32 shall coordinate activation, changes of assigned altitude blocks, and deactivation of the Crossbow ATCAA with Salt Lake City Center Sector 17 and the adjacent Minneapolis Center Sector(s).

(12) Salt Lake City Center:

For aircraft entering PRT Complex area(s) from MLS146037:

(a) Sector 17 shall coordinate activation, changes of assigned altitude blocks, and deactivation of the PRT Complex area(s) with Denver Center Sectors 22 and 31 and the adjacent Minneapolis Center Sector(s), and when appropriate, Denver Center Sector 32.

(b) Sector 17 shall coordinate with Denver Center Sectors 22 and 31 prior to approving altitude changes within the PRT Complex, and with Denver Center Sector 32 prior to approving altitude changes within the Crossbow ATCAA, and shall advise the adjacent Minneapolis Center sector(s) of any altitude changes.

(13) When Denver Center and or Salt Lake City Center grant approval for operations in the Powder River MOAs, air traffic control (ATC) responsibility does not include Class G airspace. The Aeronautical Information Manual, Chapter 3, Section 4, defines ATC and VFR/IFR pilot responsibilities within MOAs.

c. Flight Planning and En Route Procedures.

(1) Flights shall enter the MOAs at 16,000 feet MSL using the standard entry point (ARCOT) when utilizing only the MOAs or when entering below FL180. When entering at or above FL180, flights shall enter within the scheduled ATCAA altitude block.

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(2) Two navigation fixes, MLS119074 (LIBON) and RAP301089 (PLAAT), are required as a minimum when flight planning into the PRT Complex and/or the Crossbow ATCAA so that Denver Center and Salt Lake City Center receive proper flight plan information. Two unnamed fix/radial distances and four named fixes have been associated with Fix/Radial/Distance to simplify internal flight planning (see Attachment 2, Powder River ATCAA and Attachment 3, Crossbow ATCAA). They are identified as:

- (a) ARCOT RAP308069 (44° 51.9' - 104° 01.8') – standard entry fix
- (b) LIBON MLS119074 (45° 31.1' - 104° 41.5') – navigation fix
- (c) PLAAT RAP301089 (44° 59.8' - 104° 31.0') – navigation fix
- (d) DRAGG RAP295077 (44° 45.5' - 104° 25.9') – standard exit fix
- (e) RAP326036 (44° 32.0' - 103° 19.0') – southeast entry/exit fix
- (f) MLS146037 (45° 48.0' - 105° 40.0') – northwest entry/exit fix

(3) The aircraft shall file using the following format at a minimum (entry to exit): ..ARCOT..LIBON..PLAAT/D(hr)+(min)..DRAGG.. Other entry and exit fixes may be used prior to and after this required format.

Example:

..MLS146037..ARCOT..LIBON..PLAAT/D(hr)+(min)..DRAGG..RAP326036..

(4) Flight plan “Remarks” should include the airspace, entry and exit times, and MARSA, if appropriate.

(5) It shall be the responsibility of each pilot cleared to operate in the addressed airspace to remain within the confines of the airspace and to remain on the assigned Denver Center or Salt Lake City Center frequency unless approved to change frequency for a specified period of time. Radio communications are severely reduced below 16,000 feet MSL in the Powder River area.

NOTE: See Attachment 5 for communications frequencies of interest for the PRT Complex and the Crossbow ATCAA.

(6) Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) shall apply between participating aircraft while operating in the PRT Complex and the Crossbow ATCAA and aircraft operating on MTRs that traverse the MOAs.

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(7) Pilots shall use the current Rapid City, South Dakota, altimeter setting while operating below FL180 and an altimeter setting of 29.92 while operating at and above FL180 within the MOAs/ATCAAs. The altimeter setting shall be issued to participating aircraft as part of the clearance into the Powder River MOAs.

(8) All aircraft proposing to use the defined airspace shall have an operating transponder. The lead aircraft of formation flights shall remain on the assigned discrete beacon code. While operating within the PRT Complex and the Crossbow ATCAA, wingmen not previously assigned a discrete beacon code shall squawk code 4000 after formation breakup. After the aircraft have joined up in formation, and prior to exiting the airspace, wingmen shall squawk standby.

(9) Unless otherwise coordinated, pilots shall operate into and out of the PRT Complex on an IFR flight plan. Aircraft requesting to depart the airspace VFR are responsible for notifying either Denver Center or Salt Lake City Center, as appropriate.

(10) Stereo flight routes are available for local sorties from Ellsworth AFB.

(a) PRT1: RCA..RAP110060..ARCOT..LIBON..PLAAT/D1+00..DRAGG..RCA

(b) PRT2:
RCA..RAP110060..ARCOT..LIBON..PLAAT/D1+00..DRAGG..RAP179037..
BFF018067..BFF327070..CDR291055.IR499.JAC186035..PIH069090..DDY..
RCA

(c) PRT3:
RCA..RAP152027..RAP336053..RAP285081..RAP273070..RAP212070/D0+45
.AR678.RAP199082..RAP345042..ARCOT..LIBON..PLAAT/D1+00..DRAGG..
RCA

(d) PRT4:
RCA..RAP110060..ARCOT..LIBON..PLAAT/D1+00..DRAGG..SHR098087..
RAP285081..RAP273070..RAP212070/D0+45.AR678.RAP199082..RCA

(e) PRT5:
RCA..RAP213061..BFF018067..BFF327070..CDR291055.IR499.JAC186035..
PIH069090..DDY..RAP297035..ARCOT..LIBON..PLAAT/D1+00..DRAGG..RCA

d. Exit Procedures.

(1) Aircraft on an MTR shall exit the Powder River area at the expiration of the filed delay time and at an altitude within the published vertical limits of the MTR.

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(2) Aircrews should inform ATC of their exit time at least 10 minutes prior to exiting the airspace. All aircraft shall remain within the PRT Complex or the Crossbow ATCAA until an IFR clearance to exit the airspace has been issued by either Denver Center or Salt Lake City Center.

(3) Use of the standard exit point (DRAGG) at 17,000 MSL is expected for aircraft returning directly to Ellsworth AFB; however, the other entry/exit fixes may be used in Class A for flights with follow-on activities or desiring a high approach into Ellsworth.

(4) Pilots shall, when requesting to exit the Powder River MOAs/ATCAA, contact Denver Center on 127.95 or 338.2 MHz, at or below FL260. When exiting the Crossbow ATCAA at and above FL270, pilots shall contact Denver Center on 133.67 or 322.4 MHz. Pilots shall, when exiting the Powder River MOAs/ATCAA at the MLS146037 fix (northwest exit fix), contact Salt Lake City Center on 126.85 or 305.2 MHz.

(5) If there is no contact with Denver Center on frequency 127.95 or 338.2 MHz, attempt contact with Denver Center on 135.6 or 363.02 MHz or Salt Lake City Center on 364.8 MHz (Tactical).

(6) The PRT Complex and Crossbow ATCAA area airspaces are automatically released back to the controlling agencies when the last aircraft has exited the airspace.

7. LOST COMMUNICATIONS:

a. If radio failure occurs before a delay clearance in the PRT Complex or the Crossbow ATCAA is received, follow the procedures specified in CFR part 91.185 and the DOD Flight Information Handbook.

b. If radio failure occurs after the delay clearance has been issued, aircraft shall exit the airspace at the expiration of the delay time.

c. If recovering VFR to Ellsworth AFB, the aircraft shall climb or descend to 15,500 feet MSL prior to departing the area and proceed directly to the Initial Approach Fix for the runway of departure or active runway, if known, and execute the approach in accordance with the procedures specified in the DOD Flight Information Handbook.

d. If recovering IFR to Ellsworth AFB, the aircraft shall climb or descend to 17,000 feet MSL or the lowest altitude of the assigned block, whichever is highest, prior to departing the area and proceed directly to the Initial Approach Fix for the runway of departure or active runway, if known, and execute the approach in accordance with procedures specified in the DOD Flight Information Handbook.

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- e. If not recovering to Ellsworth AFB, follow the procedures specified in CFR part 91.185 and the DOD Flight Information Handbook.

8. ATTACHMENTS:

- a. Attachment 1. Powder River “A” MOA and Powder River “B” MOA.
- b. Attachment 2. Powder River ATCAA and Gateway ATCAA.
- c. Attachment 3. Crossbow ATCAA.
- d. Attachment 4. Black Hills ATCAA and PRT Complex.
- e. Attachment 5. Communications Frequencies.

9. APPROVED:

James L. Powell
Air Traffic Manager, Denver Center
Federal Aviation Administration

Sherry A. Butler
Air Traffic Manager, Salt Lake City Center
Federal Aviation Administration

Jeffrey F. Smith, Colonel, USAF
Commander, 28th Bomb Wing
Ellsworth AFB, South Dakota

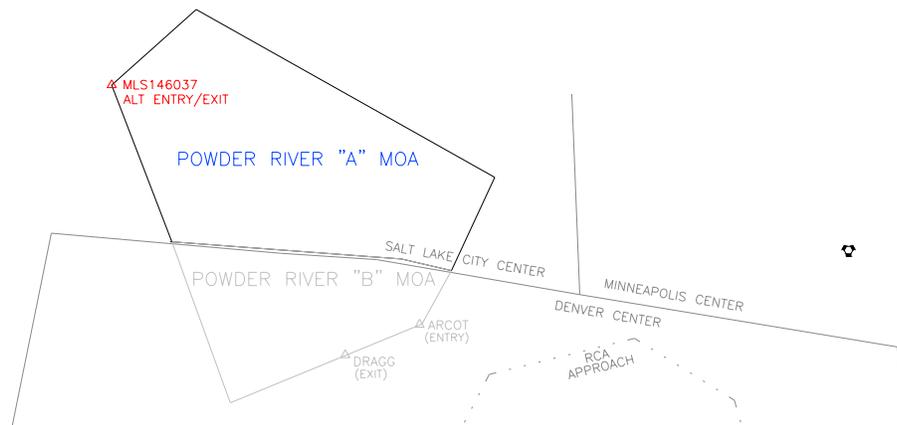
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Attachment 1

The **POWDER RIVER "A" MOA** is designated from the surface up to, but not including, FL180. The boundaries are:

Beginning at

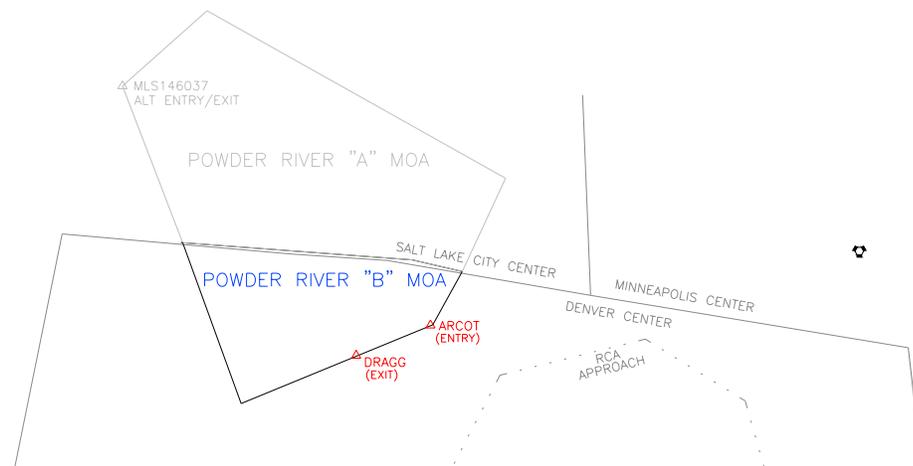
46°05'00"N - 105°12'02"W (MLS 104036) to 45°25'00"N - 103°36'02"W (RAP 331090) to 45°04'00"N - 103°51'02"W (RAP 318075) to 45°07'00"N - 104°07'02"W (GCC 041076) to 45°12'00"N - 105°21'02"W (GCC 357052) to 45°48'00"N - 105°40'02"W (MLS 146037) to the point of beginning.



The **POWDER RIVER "B" MOA** is designated from 1,000 feet AGL up to, but not including, FL180. The boundaries are:

Beginning at

45°04'00"N - 103°51'02"W (RAP 318075) to 44°52'00"N - 104°01'02"W (RAP 308069) to 44°35'00"N - 105°03'02"W (GCC 044025) to 45°12'00"N - 105°21'02"W (GCC 357052) to 45°07'00"N - 104°07'02"W (GCC 041076) to the point of beginning.



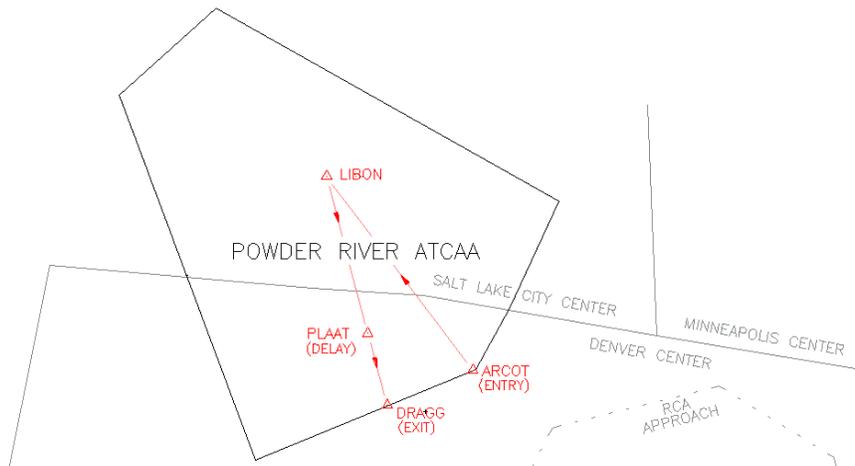
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Attachment 2

The POWDER RIVER ATCAA is designated from FL180 through FL260 inclusive, or as assigned. The boundaries are:

Beginning at

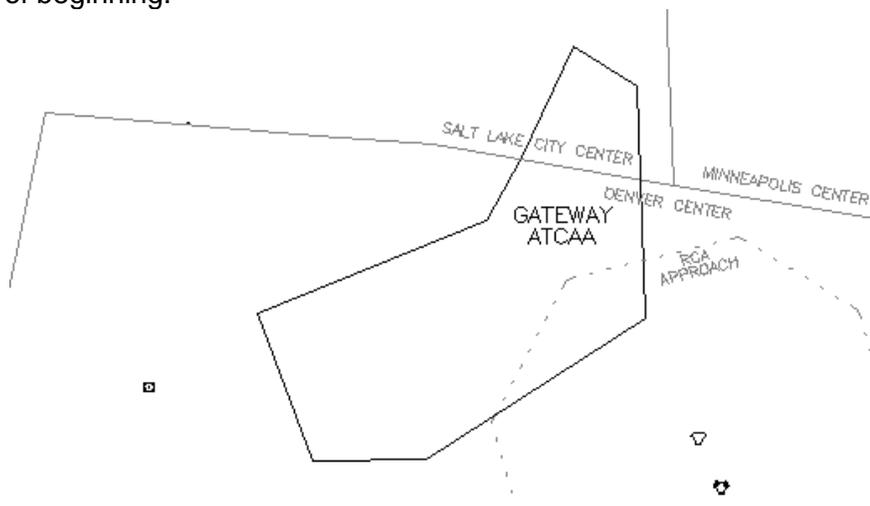
46°05'00"N - 105°12'02"W (MLS 104036) to 45°25'00"N - 103°36'02"W (RAP 331090) to 45°04'00"N - 103°51'02"W (RAP 318075) to 44°52'00"N - 104°01'02"W (RAP 308069) to 44°35'00"N - 105°03'02"W (GCC 044025) to 45°48'00"N - 105°40'02"W (MLS 146037) to the point of beginning.



The GATEWAY ATCAA is designated from FL180 through FL260 inclusive, or as assigned. The boundaries are:

Beginning at

44°35'00"N - 105°03'02"W (GCC 044025) to 44°52'00"N - 104°01'02"W (RAP 308069) to 45°04'00"N - 103°51'02"W (RAP 318075) to 45°25'00"N - 103°36'02"W (RAP 331090) to 45°17'00"N - 103°19'02"W (RAP 338080) to 44°32'00"N - 103°19'02"W (RAP 326036) to 44°06'00"N - 104°19'02"W (RAP 265057) to 44°06'00"N - 104°49'02"W (GCC 103035) to the point of beginning.



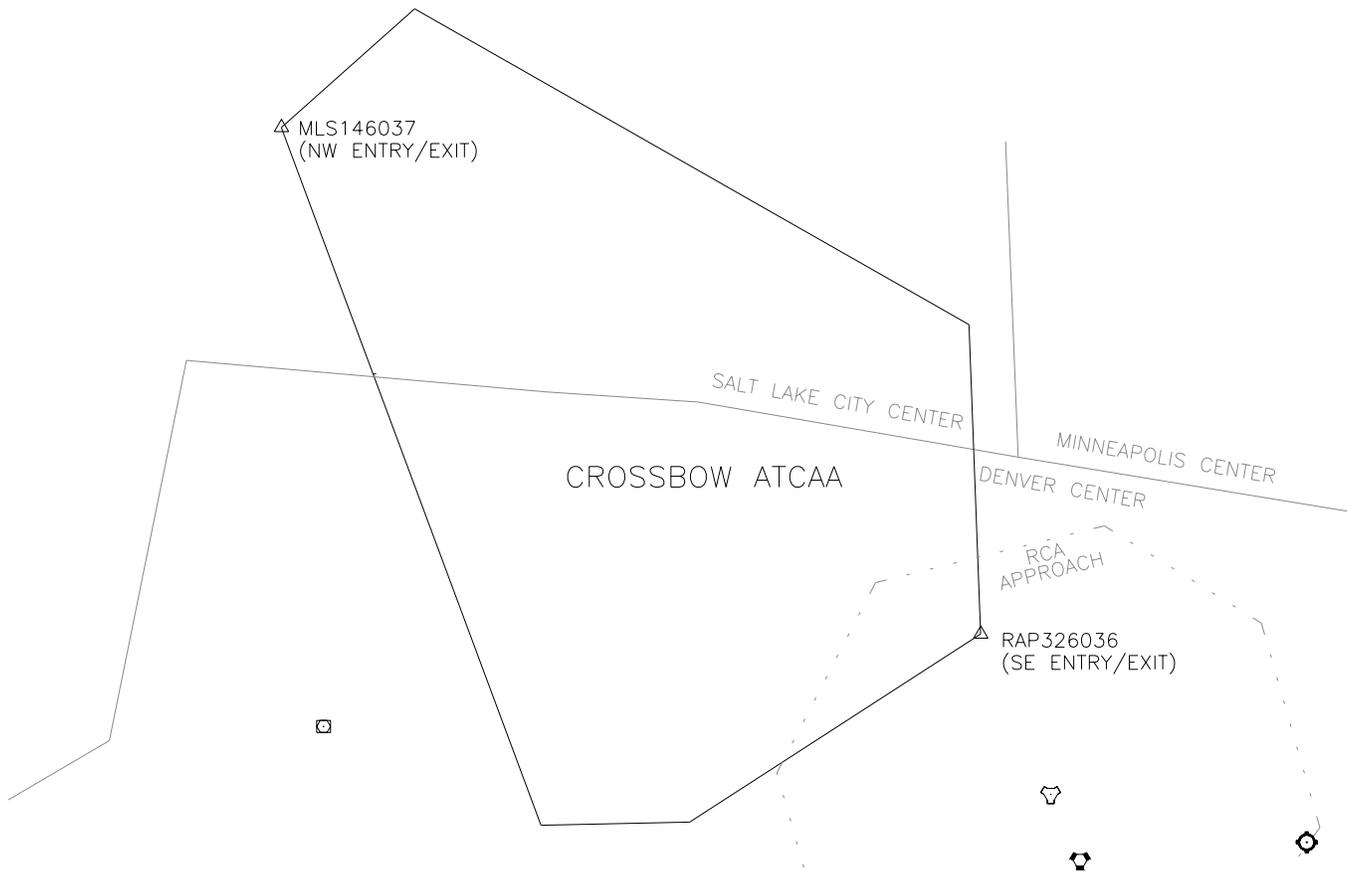
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Attachment 3

The **CROSSBOW ATCAA** is designated from FL270 through FL450 inclusive, or as assigned. The boundaries are:

Beginning at

46°05'00"N - 105°12'02"W (MLS 104036) to 45°17'00"N - 103°19'02"W (RAP 338080) to 44°32'00"N - 103°19'02"W (RAP 326036) to 44°06'00"N - 104°19'02"W (RAP 265057) to 44°06'00"N - 104°49'02"W (GCC 103035) to 45°48'00"N - 105°40'02"W (MLS 146037) to the point of beginning.



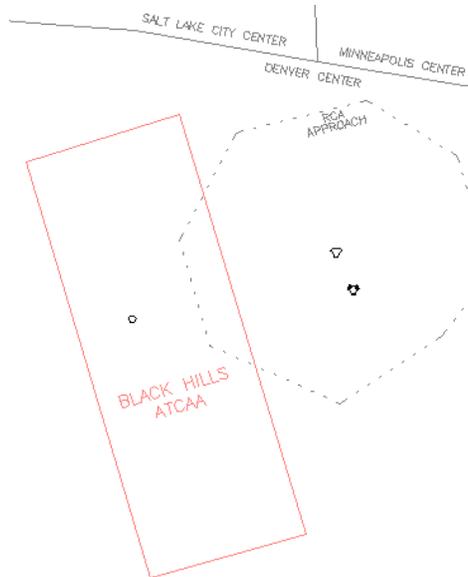
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Attachment 4

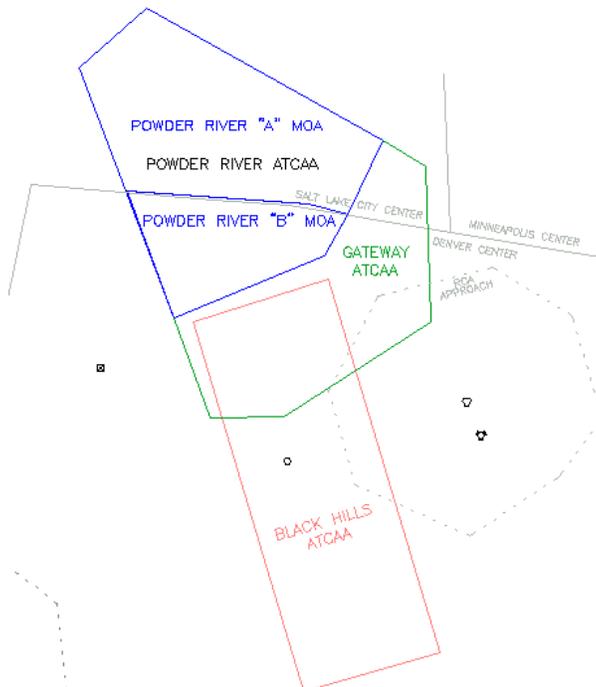
The **BLACK HILLS ATCAA** is designated from FL200 through FL230 inclusive. The boundaries are:

Beginning at

44°45'06"N - 104°00'00"W (RAP 305063) to 44°33'48"N - 104°54'48"W (RAP 281089) to 42°46'12"N - 104°14'30"W (RAP 204090) to 42°56'12"N - 103°20'24"W (RAP 180064) to the point of beginning.



POWDER RIVER TRAINING COMPLEX



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Attachment 5

Communications Frequencies

Note: Radio communications are severely reduced below 16,000 feet MSL in the Powder River area.

Denver Center:

Sector 31, Powder River "B" MOA/ATCAA/Black Hills ATCAA areas below FL260 127.95/338.2 MHz. (If unable use 135.6 or 363.02 MHz).

Sector 32, Crossbow ATCAA above FL270
133.67/322.5 MHz.

Tactical, 296.7 MHz.

Salt Lake City Center:

Sector 17, Powder River "A" MOA/ATCAA surface and up
126.85/305.2 MHz.

Tactical, 364.8 MHz.

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MEMORANDUM OF UNDERSTANDING

between
Department of the Interior,
Bureau of Land Management, Montana State Office
and
the United States Air Force 28th Operations Group
Ellsworth Air Force Base, South Dakota
concerning
Airspace Coordination of Powder River Military Operating Area

1. PURPOSE

To provide procedures and guidance for the coordination of aerial operations within Powder River A and B Military Operations Areas hereinafter referred to as PRMOA, between the 28th Operations Support Squadron, (28 OSS) of Ellsworth Air Force Base (AFB), South Dakota hereinafter referred to as 28th OSS, and the Bureau of Land Management (BLM), Miles City Dispatch Center (MCDC), Miles City, Montana hereinafter referred to as MCDC.

2. AUTHORITIES / REFERENCES

Title 14 CFR, Sections 91, 73,
Federal Aviation Administration (FAA) Order JO 7610.4M Special Operations
Training Guide
Federal Aviation Order JO7110.65 Air Traffic Control
AFI 25-201, Support Agreements Procedures, 1 May 2005
AFI 10-802, Military Support to Civil Authorities, 19 April 2002
BLM Departmental Manual 9400
Interagency Airspace Coordination Guide
Taylor Grazing Act of June 28, 1924 (48 Stat. 1269; 43 U.S.C. 315)
Federal Land Policy and Management Act of 1976, Sec. 307 (b) (43 U.S.C. 1737)
Federal Wildland Fire Management Policy and Program Review, 1995, 2000

3. SCOPE

This MOU applies to PRMOA airspace managed and controlled by the 28th OSS for joint-use by military aircraft of all service branches.

The MCDC authorities are responsible for conducting and coordinating aerial operations within the PRMOA airspace. All aircraft under BLM operational control shall adhere to Title 14 CFR Parts 91, 133, 137 and this document.

4. ADMINISTRATION

Nothing in this MOU shall obligate the BLM or the United States Air Force to expend appropriations or to enter into any contract or other obligation. Specific work projects or activities that involve the transfer of funds, services, or property between the parties to this MOU will require the execution of separate agreements or contracts, contingent upon the availability of funds as appropriated by Congress. Each subsequent agreement or arrangement involving the transfer of funds, services, or property shall be made in writing and shall be independently authorized by appropriate statutory authority and regulations, including those applicable to procurement activities.

Any records or documents generated as a result of this MOU shall become part of the official BLM record maintained in accordance with applicable BLM Records Management policies. Any request for release of records associated with the implementation of this MOU to anyone outside the parties must be determined based on applicable laws, including the Freedom of Information Act and the Privacy Act. The BLM cannot agree to maintain the confidentiality of information received from the Cooperating Agency except to the extent that it is permitted under the Freedom of Information Act and the Privacy Act.

5. RESPONSIBILITIES

A. The BLM is responsible for the following:

- a. MCDC services as the focal point and primary contact for the coordination of all BLM aerial operations to include the issuance and cancellation of Temporary Flight Restrictions (TFRs), Title 14 CFR Section 91.193. The BLM shall also be responsible for informing 28th OSS of any TFR changes.
- b. Contact 28th OSS, as appropriate, to obtain prior approval for aircraft having an operational need to operate during Wildland fire incidents or other emergency operations within the PRMOA using the National Firefighting transponder Code of 1255.
- c. Provide the 28th OSS with the up-to-date information concerning BLM activity within the PRMOA when requested.
- d. Initiate the notification process for BLM activities affecting PRMOA in accordance with Flight Information publication (FLIP) AP/1B.

- e. The BLM Montana Dakotas State Aviation Manager or assigned agency airspace coordination specialist shall:
 - 1. Be the focal point for resolving difficulties in in scheduling airspace with the 28th OSS.
 - 2. Coordination with 28th OSS Airspace Manager on all conflicts or incidents occurring within PRMOA.
 - 3. Service as the focal point for administrative change sor additiosn to the MOU.

B. The 28th Operations Support Squadron will be responsible for:

- a. Ensure TFR information is distributed to all flying unties utilizing the PRMOA.
- b. Coordinate routine requests from BLM dispatchers that need to conduct aviation operation within PRMOA with other affected agencies.
- c. Provide BLM with the up-too-date schedule information concerning DOD activity within the PRMOA when requested.
- d. The Airspace manager at Ellsworth AFB is the Military focal point for administrative changes or additions to this document.
- e. Provide BLM with a current copy of the 28 BW "Mid-Air Collision Avoidance (MACA) Program Guide"

6. COORDINATION PROCIEDRUES FOR NON-FIRE OPERATIONS

A. BLM Requirements:

When BLM dispatchers or aviation managers become aware of situations that my necessitate flight within the PRMOA , they shall:

- a. Coordinate all BLM aviation operations affecting PRMOA with 28th OSS in a timely manner.
- b. A pre-flight briefing of BLM aircrews will include scheduled PRMOA activity.
- c. Notify 28th OSS of the completion of all flight activity at the end of each day as appropriate.

B. The 28th OSS, upon notification of BLM proposed aerial operations within PRMOA will:

- a. Update military units scheduled for PRMOA, of non-military aviation operations scheduled for simultaneous activity. This advisory will include times, altitudes, and locations of non-military operations as well as a de-confliction plan.
- b. Coordinate the current airspace status with MCDC and any scheduled flights for the requested time period.
- c. Advise MCDC of any changes in PRMOA status that will not be conducive to joint operations and provide an estimate when operations can begin, or be resumed.

7. COORDINATION PROCEDURES FOR FIRE RESPONSE WITH (TFR): The BLM shall:

- a.) Check status of PRMOA airspace using the FAA Special Use Area (SUA) website and confirm with 28th OSS.
- b.) Notify 28th OSS of a fire location or upon the request of a TFR within the PRMOA
- c.) Request a TFR with the appropriate FAA Air Route Traffic Control Center (ARTCC).
- d.) Advise 28th OSS of any modification, changes, or cancellation of the TFR.

8. CANCELLATION OF TFRs

The TFRs will be canceled by BLM through established procedures at the appropriate ARTCC. The MCDC will notify 28th OSS, as appropriate, when air operations for the TFR are complete.

9. INCIDENT /ACCIDENT

In the event of an airspace incident involving BLM and DOD aircraft, the BLM and 28th OSS will notify the other agency immediately.

The BLM and the 28th OSS will follow their standard incident/accident or hazard reporting procedures and coordinate appropriately as needed.

Incidents shall be cooperatively reviewed between the BLM and Ellsworth AFB and reported appropriately.

10. EDUCATION AND AWARENESS

Education and awareness is essential to the mutual efforts to enhance interagency flight safety. Meetings between BLM and USAF personnel are encouraged to foster open communication.

11. POINTS OF CONTACT:

Ellsworth AFB

28th Operations Support Squadron
Scott Drive, Suite 200
Ellsworth AFB, SD 57706-4710

Airspace Manager

Office 605-385-1230
Fax Unclassified 605-685-1241
After hours 605-431-3580

28th OSS Scheduling

Office 605-352-4746
After hours 605-431-3025

BLM Aviation Management

Montana Dakotas Aviation Office

Aviation Officer

1299 Rim Top Drive
Billings, MT 59105
Work: 406-896-2912

BLM Miles City Fire Operations Zone

111 Garryowen Road
Miles City, MT 59301

Unit Aviation Officer

Work: 406-233-2909

Miles City Dispatch Center

Dispatch Office

Normal Hours 406-233-2900
After Hours 406-233-0148
Fax 406-233-2945

Center Manager

Office 406-233-2905

Aircraft Dispatcher

Office 406-233-2908

12. APPROVALS / SIGNATURES

Approved



GENE TERLAND

Montana/Dakotas BLM State Director

Oct 7, 2009
Date

Approved



WILLIAM G. ELDRIDGE, Colonel, USAF

Commander, 28th Operations Group, Ellsworth AFB, SD

22SEP09
Date