

FTA

WHAT IS IT?

FTA

FTA stands for Fire Traffic Area.

FTA

The FTA was developed by aerial firefighting personnel to provide a standardized initial attack airspace structure to enhance air traffic separation over wildland fire(or other) incidents.

FTA

Is it complex or hard to use?

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No it it isn't.

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No it it isn't.

Although the FTA was designed for wildland firefighting incidents, the structure and communications requirements are patterned after Class D airspace with some specific differences.

FTA

The Differences:

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The Differences:

1. The FTA utilizes a 5nm radius from the incident latitude and longitude. 5nm is a minimum radius, although a radius greater than 5nm may be used to adapt to unique incident demands.

FTA

The Differences:

2. The upper most limit of the FTA can flex vertically depending on operational requirements of participating incident aircraft.

FTA

The Differences:

3. There is an “initial Contact ring” established on a 12nm radius from the incident latitude and longitude.

FTA

The Differences:

4. There is a “NOCOM ring” established on a 7nm radius from the incident latitude and longitude.

FTA

The Differences:

5. It is unique to land management agencies.
It is **not** a part of the National Airspace System.

FTA DIMENSIONS

LAT/LONG

ATGS ALT. PLUS 1000'
2500 AGL

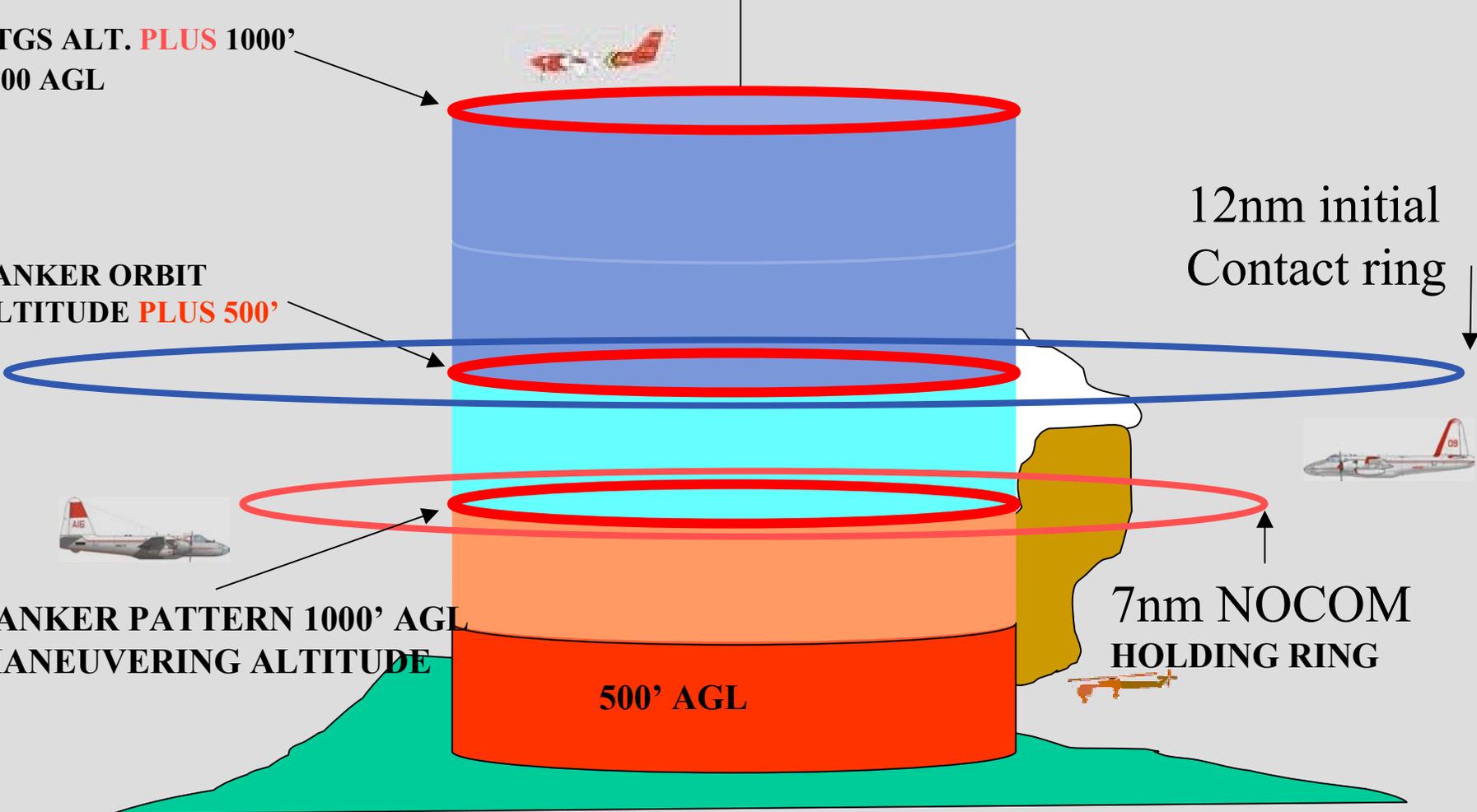
TANKER ORBIT
ALTITUDE PLUS 500'

TANKER PATTERN 1000' AGL
MANEUVERING ALTITUDE

12nm initial
Contact ring

7nm NOCOM
HOLDING RING

500' AGL



CLEARANCES

- ARRIVING AIRCRAFT SHALL BE AT THE ASSIGNED ALTITUDE GIVEN BY THE ATGS OR LEADPLANE PRIOR TO PENETRATING THE FTA. FOR A STANDARD FTA THE PENETRATION POINT WOULD BE 5NM FROM THE INCIDENT.

3 C'S

3 C'S

- COMMUNICATIONS- ESTABLISHED

3 C'S

- **COMMUNICATIONS**- ESTABLISHED
- **CLEARANCE**- RECEIVED AND UNDERSTOOD

3 C'S

- **COMMUNICATIONS**- ESTABLISHED
- **CLEARANCE**- RECEIVED AND UNDERSTOOD
- **COMPLY**- COMPLY WITH THE CLEARANCE. IF YOU CAN NOT, REMAIN CLEAR OF THE **FTA** UNTIL YOU RECEIVE AN AMENDED CLEARANCE THAT YOU CAN COMPLY WITH.

3 C'S

- IF COMMUNICATIONS ARE NOT ESTABLISHED,
- **HOLD AT THE 7NM NOCOM RING** UNTIL THEY ARE ESTABLISHED.

LAT/LONG

ATGS ALT. ALTITUDE

TANKER ORBIT
ALTITUDE

TANKER
PATTERN OR
MANEUVERING
ALTITUDE

500 AGL

7nm NOCOM
HOLDING RING

3 C'S:

COMMUNICATIONS

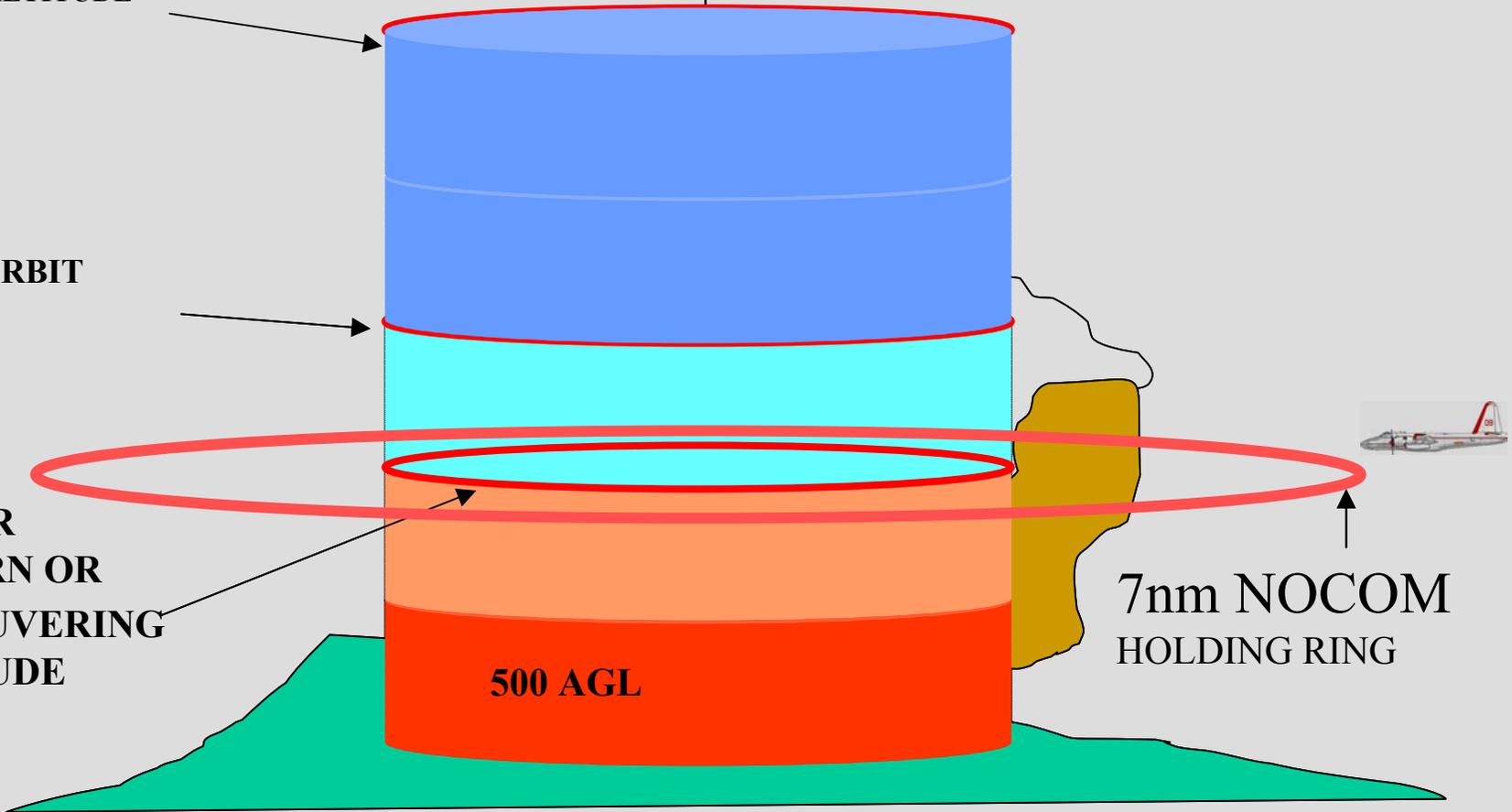
CLEARANCE

COMPLY

NOCOM

**IF COMMUNICATIONS
ARE NOT ESTABLISHED,
HOLD AT THE 7NM RING
UNTIL THEY ARE
ESTABLISHED!!!**

**DO NOT PENETRATE
THE FTA IF YOU
CANNOT COMPLY WITH
A CLEARANCE**



NOCOM HOLDING OPTIONS

- 7 MILE ORBIT OPTION
- QUADRANT OPTION (USE UNUSED QUADRANT)
- PILOT TO CHOOSE WHICH OPTION IS BEST FOR THE CIRCUMSTANCE
- ANNOUNCE INTENTIONS ON ASSIGNED AIR-AIR FREQ.

7 MILE RADIAL ORBIT

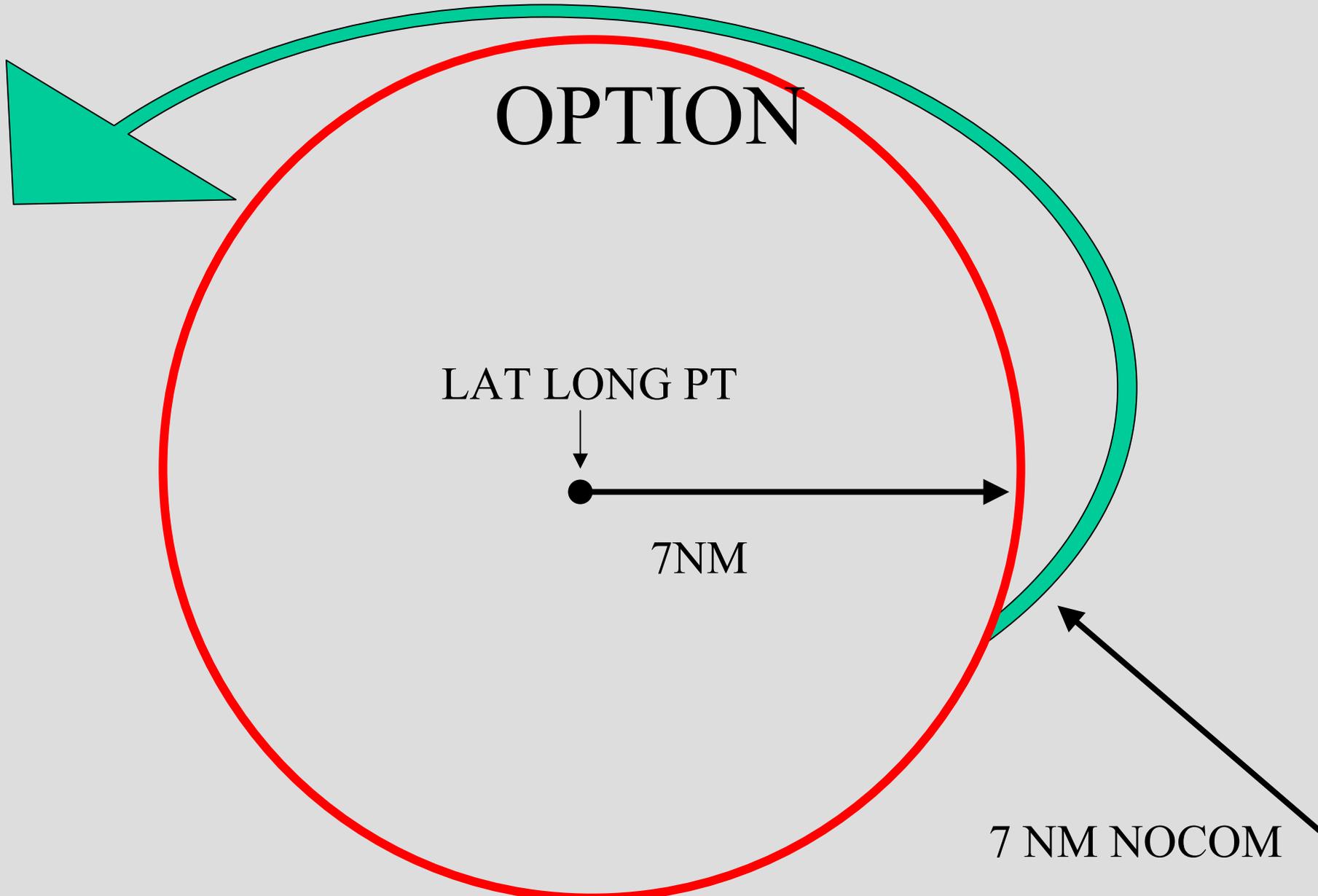
OPTION

LAT LONG PT

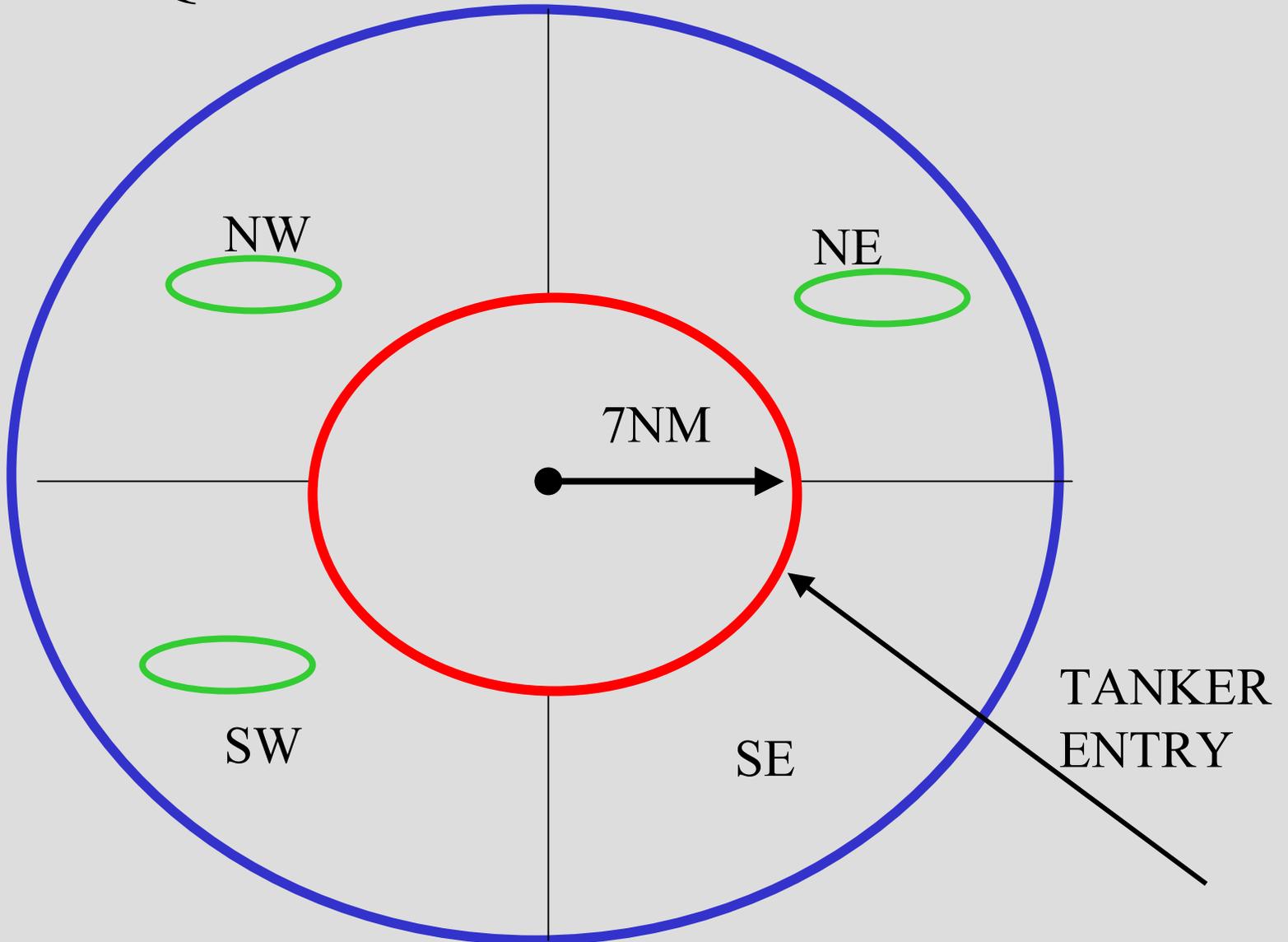


7NM

7 NM NOCOM

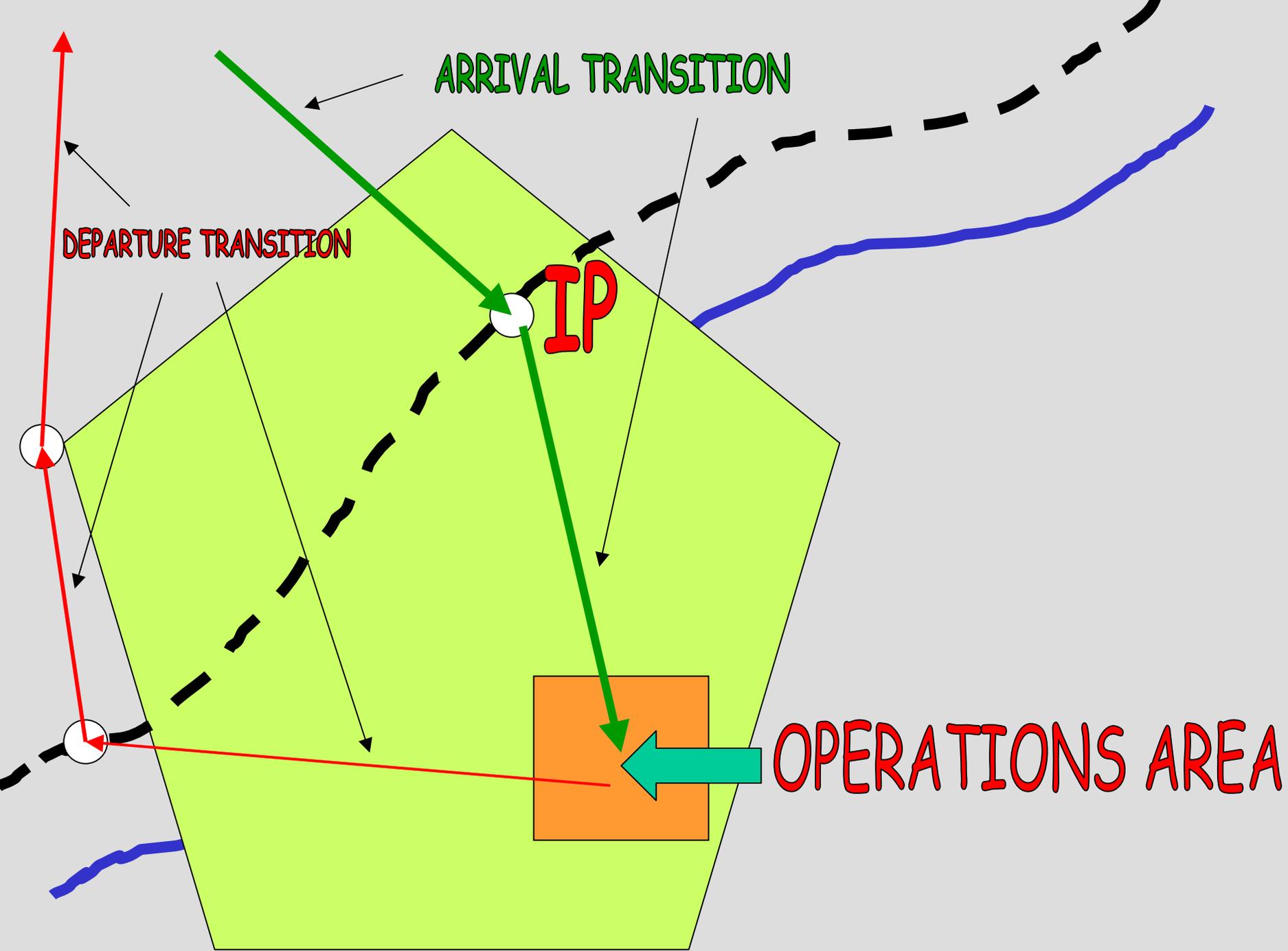


QUADRANT OPTION



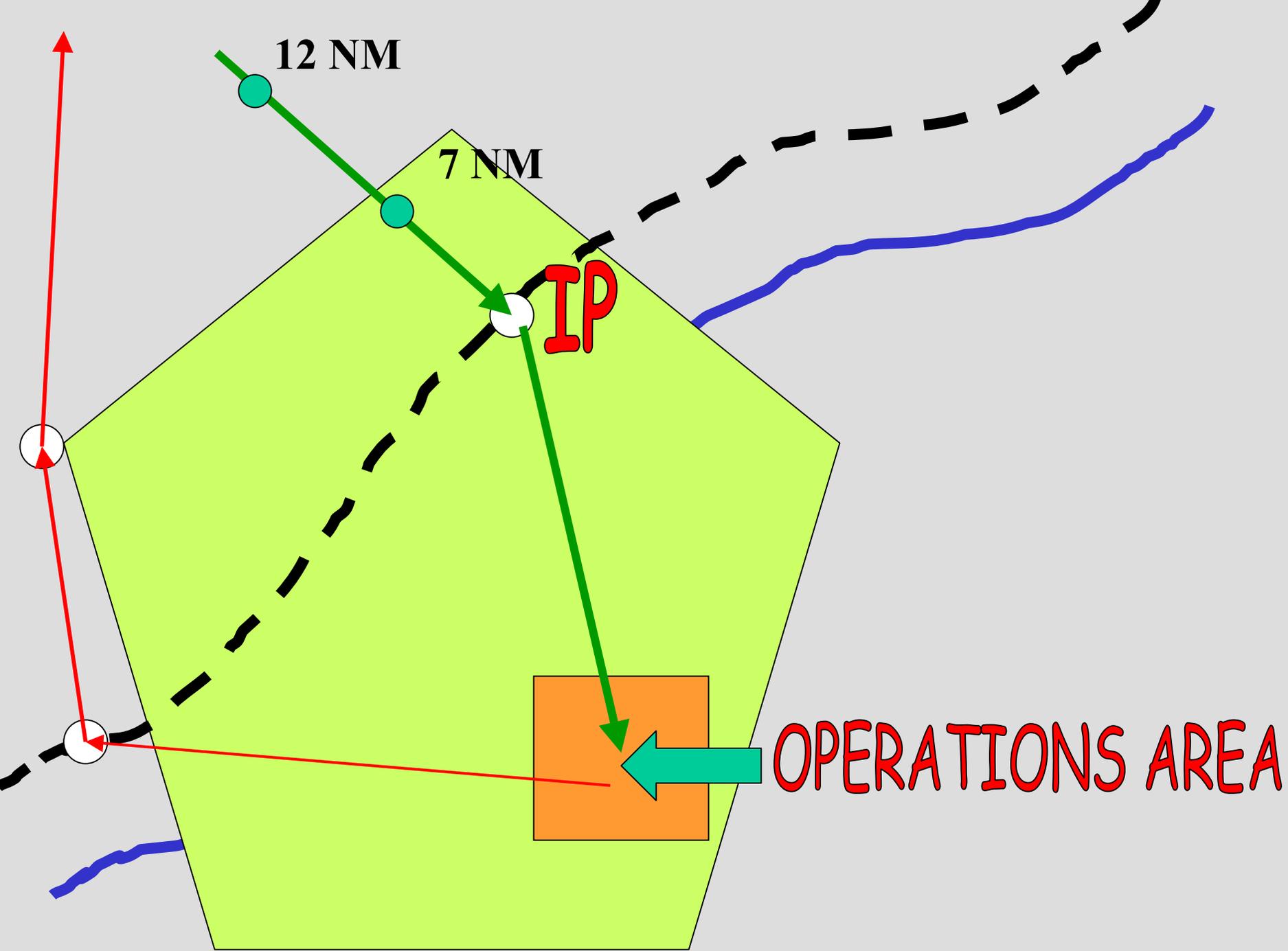
LARGE INCIDENTS

- Large incidents often times will have airspace requirements and TFR's that exceed the dimensions of the FTA.
- In this case Initial Points (IP's) are used in conjunction with transition routes to and from the incident.



LARGE INCIDENTS

- Unless otherwise directed, arriving aircraft will reference the IP for initial communications and NOCOM procedures.
- Remember that aircraft arriving from a base other than which arrival and departure transitions have been established, **may possibly fly over your operations** area to reach the IP.



LARGE INCIDENTS

- Remember the key to safe operations is communications!

FAQS

- WHY DOES THE FTA HAVE A 5NM RADIUS?
- A 5NM RADIUS WAS USED SO THAT THE DIMENSION WOULD COINCIDE WITH THE STANDARD RADIUS OF ANY TFR THAT MAY BE ORDERED FOR THE INCIDENT.

FAQS

- CAN I ESTABLISH COMMUNICATIONS PRIOR TO THE 12NM INITIAL CONTACT RING?
- YES. COMMUNICATIONS ARE OFTEN SATURATED OVER AN INCIDENT, SO TAKE ADVANTAGE OF ANY LULL IN RADIO TRAFFIC TO MAKE AN INITIAL CONTACT WITH THE CONTROLLING AIRCRAFT.

FAQS

- IF I CANNOT ESTABLISH COMMUNICATIONS AT THE 12NM INITIAL CONTACT RING, DO I HAVE TO STOP AT MY PRESENT POSITION?
- NO. HOWEVER YOUR NOCOM CLEARANCE LIMIT WITHOUT ESTABLISHING COMMUNICATIONS IS 7NM. DO NOT PROCEDE CLOSER THAN 7NM UNTIL YOU HAVE ESTABLISHED COMMUNICATIONS AND YOU HAVE RECEIVED A CLEARANCE THAT YOU CAN COMPLY WITH FROM THE CONTROLLING AIRCRAFT.

FAQS

- WHY NOT USE 5NM INSTEAD OF 7NM FOR THE NOCOM CLEARANCE LIMIT?
- 7NM ALLOWS FOR OVERSHOOT DURING A TURN AWAY FROM THE FTA TO HELP PREVENT INADVERTANT PENATRATION OF THE FTA OR ANY TFR THAT MAY BE INPLACE.