

**Forest Fire Information for Aviators
 Pacific Region/Vancouver Flight Information Region**

Operational Contacts

Transport Canada Pacific Region Office	604-788-1362
Nav Canada, Vancouver ACC Duty Shift Manager Office	604-586-4500
Nav Canada, National Operations Center	613-563-5626



Operational References

- [Canadian Aviation Regulations, Division II — Aircraft Operating Restrictions and Hazards to Aviation Safety](#)
- [Nav Canada, Canadian NOTAM Operating Procedures IAP](#)
- [BC Wildfire Dashboard](#)
- [Nav Canada Daily Strategic Planning Telecommerce](#) 1-416-621-1587; PIN 6125645

“In some situations, a fire may infringe on a community or aerodrome. It is the fire that impedes operations, not Nav Canada or Transport Canada. The NOTAM merely describes the affected airspace”.

Aeronautics Act 5.1

The Minister may restrict the operation of aircraft over any area or within any airspace, if necessary, for aviation safety, aviation security or protection of the public.

Canadian Aviation Regulations

601.15	601.16	601.17
<ul style="list-style-type: none"> • Default Aircraft Operating Restriction that applies to all forest fires regardless of whether a NOTAM has been issued. • Surface to 3000 ft AGL and 5NM radius. • Within the ZVR, an advisory NOTAM may be issued when the forest fire is within 10NM of an aerodrome, and then a TP308 radar separation buffer (3NM for terminal) is added by Nav Canada (NAV). • When issued it is under the direction of the BC Wildfire Services (BCWS). <p>NOTE all reported forest fires are depicted on the BC Wildfires dashboard.</p>	<ul style="list-style-type: none"> • NOTAM for Forest Fire Operating Restrictions – issued by Transport Canada (TC) • Where the forest fire area described in an advisory NOTAM has a negative impact on aviation operations, TC, in consultation with NAV and BCWS, may modify the restriction by issuing a NOTAM pursuant to CAR 601.16 • Altitudes (ASL) and the area (series of coordinates or radius) are described in the NOTAM, and there is no radar separation buffer added • Once the NOTAM is published, NAV evaluates all related IFR procedures to determine impact and coordinates an Instrument Approach Procedure (IAP) related “...NOT AUTH...” NOTAM, as applicable. • These will now include the associated Forest Fire number and name. 	<ul style="list-style-type: none"> • Exception to Forest Fire Operating Restrictions. Primarily intended to accommodate aircraft involved in aerial fire suppression. May include other aircraft operating under the authority (Police, Medivac, Support Personnel, etc.) of an appropriate fire control agency.

“Forest fire operations can be detailed in airport specific and/or FIR NOTAMs depending on the forest fire location/impact”.

Canadian NOTAM Operational Procedures

Forest fires and restrictions: will include a description of the area restricted. If the forest fire is beyond 5 NM from any aerodrome, the related NOTAM shall be issued under the appropriate FIR(s) with a reference in the text to the closest aerodrome.

Collective Partnership

Memorandum of Understanding (MOU) – Airspace Management During Forest Fire Operations, serves in the interest of aviation safety and operational efficiency and outlines the agreed upon process for airspace management during forest fire operations. The MOU does not impose a legal obligation on any of the named parties; however, it articulates the partnership between TC, NAV (CZVR) and the BCWS, and supports efforts to work collaboratively and cooperatively to minimize the impact on the aviation system while ensuring the safety of firefighting operations. It is within this ZVR specific MOU that the criteria to publish forest fire related NOTAMs when within 10 NM of an aerodrome resides.

NOTE *When a Forest Fire NOTAM impacts instrument procedure within CONTROLLED AIRSPACE, as applicable, the ACC Shift Manager can coordinate with the site manager, Transport Canada, and forest fire service to amend, when able, the forest fire dimensions and mitigate impacts.*

Process

1. Forest Fire is reported to the accountable wildfire service.
2. BCWS dispatches resources to identify location and determine required fire fighting resources.
3. BCWS contacts TC to provide location and operational requirements.
4. TC evaluates, drafts, and submits required NOTAM (601.15, 601.16 or 601.17) to the:
 - a. NAV's NOTAM Office for processing.
 - b. NAV's Aeronautical Information Management (AIM) office; and,
 - c. NAV's ACC Shift Manager office for awareness.
5. NAV NOTAM Office:
 - a. publishes the NOTAM; and,
 - b. advises NAV AIM office of related forest fire NOTAM.
6. To ensure TP308 (Criteria for the Development of Instrument Procedures) compliance, Nav Canada AIM evaluates all instrument procedures (IPs) in the area and provides the ACC Shift Manager with an advance review of the assessed impact.

NOTE *There are a limited number of AIM specialists that monitor ALL activity in ZVR and ZEG FIRs from forest fires, construction projects, Land Use, declared distances, all quality assurance of new designs, NOTAMs, etc. and forest fire situations are at the top of the list. After 1600 EST, the on-call designer may not be as familiar with the ZVR situation but can respond to any emergency as required.*

7. The ACC Shift Manager, working with NAV AIM:
 - a. reviews the impact for possible additional relief, including (but not limited to):
 - area dimension changes
 - simple IP NOTAM-able changes (MAP, speeds, etc.)
 - use of sunrise to sunset (SR-SS) and SS-SR
 - drone or aircraft night operations
 - b. submits request(s) to TC for coordination with BCWS.
8. If any relief can be considered, steps 4 thru 7 are repeated until the applicable IP (Not Authorized) NOTAM(s) are published.

NOTES

- a. *The many steps of the process are repeated daily, and whenever BCWS has updates to the wildfire area or the operational requirements.*
- b. *Some IPs are managed by External Design Organizations (EDO) and not Nav Canada; therefore, any changes, including cancellation, must be completed by the EDO. Unfortunately, there is no indicator in an IP NOTAM to identify which are EDO.*

“Unless required for operational safety, do not be a test pilot/controller”