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Attend or Host a TIM Training



Please visit wisconsin.gov/time for a list of trainings or contact TIME Program Manager David Spakowicz at david.spakowicz@dot.wi.gov or 414-225-3729 to set up a training.

See [Page 3](#) for details

Compressed Natural Gas (CNG) Fueled Vehicle Information for the First Responder Video



A 23-minute video created to educate all disciplines of first responders about CNG fueled vehicles.

See [Page 5](#) for details



David L. Spakowicz
TIME Program Manager

Winter is finally here. We thought we were going to have a long one this year when we had snow at Halloween, but then we also had 50 degrees at Christmas. We never know what we are going to get in Wisconsin in regard to the weather. As long as it is not like last February – the bitter cold and the continuous snowstorms were one for the books. However, we pushed through it like we do every year. That’s what we do in Wisconsin.

For 2020, the TIME program has a number of new initiatives that it is trying to move forward. To start with, we are creating short 10-20 minute instructional videos on TIM-related topics that all responder disciplines can find useful. 10-20 mins are perfect for roll-call, a training night, or just before you go out on the road at the start of your shift. They are not too long and full of useful information. In the fall of 2019, we created and released a CNG fueled vehicle awareness video and played it at all regional TIME meetings. We are in the process of creating a different one for the spring 2020 regional meetings. All of these videos will be available to view or download on-line via wisconsin.gov/time. If there are any TIM related topics, you would like to see an instructional video created for, please just let us know.

We are looking forward to 2020. There are a lot of great things occurring with the program. Requests for TIM classes are coming in, the program is registered to attend and present at a number of TIM responder conferences and the TIME Coalition as a whole had its first meeting since August of 2017 (see the related article on [page 5](#)). The program is doing very well because of you. You are the ones that request TIM classes, stop by and talk at the TIME program table at conferences and attend regional TIME meetings. That is what keeps the program moving forward. Please be careful this winter. There are too many motorists out there that are not paying attention to the road, not moving over for responders and driving too fast for conditions. Maintain your situational awareness at ALL times, utilize proven TIM principles for incident management and never get complacent! Everyone deserves to go home at night. Stay safe!



“No Fly Zone” Requests

At a recent After-Action Review (AAR) of a major crash in the SER, a question arose regarding who and when can a fire department or law enforcement agency request a “No Fly Zone” above their incident scene. There seemed to be some confusion amongst the responders as to who can call for a Temporary Flight Restriction or TFR — the official name of a “No Fly Zone.” As a result of the confusion, the TIME program requested Captain Chris Jushka from the WSP to present on the topic at a recent TIME meeting. Capt. Jushka is the Commander of WSP’s Air Support Unit and is well versed in TFRs.

Capt. Jushka explained that a TFR is a regulatory action issued to manned and unmanned pilots to restrict certain aircraft from operating within a defined area on a temporary basis, to protect persons or property in the air or on the ground. He also advised that there are seven different types of TFRs. They are: 1) Temporary Flight Restrictions in the Vicinity of Disaster/Hazard Areas (Section 91.137), 2) Temporary Flight Restrictions in National Disaster Areas in the State of Hawaii (Section 91.138), 3) Emergency Air Traffic Rules (Section 91.139), 4) Flight Restrictions in the Proximity of the Presidential and Other Parties (Section 91.141), 5) Flight Limitation in the Proximity of Space Flight Operations (Section 91.143), 6) Management of Aircraft Operations in the Vicinity of Aerial Demonstrations and Major Sporting Events (Section 91.145) and 7) Special Security Instructions (Section 99.7).

TFR requests for traffic incidents would fall under #1...*Vicinity of Disaster/Hazard Areas*. TFR’s issued under Section 91.137 are designed to protect people and/or property in the air or on the ground during certain public emergencies and prevent the unsafe congestion of sightseeing aircraft at public emergency disaster/hazardous scenes of limited duration. Capt. Jushka cited some examples such as toxic gas leaks, fumes from flammable agents, explosives, active shooter(s) or an airplane crash scene.

Capt. Jushka then identified the individuals or organizations that can call for a TFR: Military Command, Federal Security and Intelligence Agencies, Regional Directors of the Office of Emergency Management/Planning, State Civil Defense Directors, Civil Authorities directing organized relief air operations and Law Enforcement Agencies (LEA). Capt. Jushka stated he believed a request from a fire chief would qualify as well. If not directly from the department, the request could be officially made by an LEA on behalf of the fire department.

So how would an agency go about making a request? Capt. Jushka stated that the requesting agency must contact their Regional Air Route Traffic Control Center (ARTCC). Once the request is made, the request is then forwarded to FAA Headquarters, where the decision to approve or deny the request will be made. A decision by FAA should be made in a relatively quick period of time. Capt. Jushka emphasized that a strong case must be made that the safety of responders or the public could be in jeopardy if all of the air traffic around your scene is permitted to fly. A request for a TFR will probably not be

granted just because a media helicopter or a drone is flying above your incident scene recording your scene or actions. Remember, a TFR will restrict ALL manned and unmanned aircraft for the length of time approved.

Capt. Jushka stated in Wisconsin we are under the authority of two ARTCCs, the Minneapolis Center and the Chicago Center. It is dependent on the location of the incident/request as to what Center you would contact.

Chicago Center - 630-906-8341 Minneapolis Center - 651-463-5580



For further assistance in identifying the elements required for requesting a TFR, visit [FAA Advisory Circular 91-63D](#).

Capt. Jushka provided [“WI State Capitol Police Guidance on Unmanned Aircraft Systems \(UAS\).”](#) This document is a handy quick reference resource for law enforcement if they are called to investigate the use of a UAS in their jurisdiction.

We hope this information clarifies who can request a TFR and under what circumstances a TFR could be granted.

TIM Training in 2019

The TIME program had another great year regarding TIM training in Wisconsin. It is because of the requests made by you, our great responders, that the program has surpassed over 15,000 trained in the state. Wisconsin ranks 26th in the nation in the percentage of responders trained. In 2019, the program hosted 53 TIM classes. That was down from 90 classes in 2018. Ninety classes are the record number of classes for the program. In January alone, we have already taught five classes and have a significant number of requests that we are just waiting to set the date and time for. It is going to be another great year!

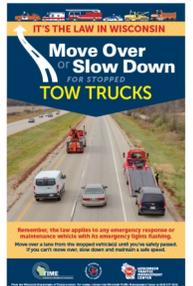


Remember, there is absolutely **NO COST** to attend a TIM class. If it is more convenient and your department is looking for some valuable training, consider hosting a TIM class at your agency. The program will create the training announcement, bring all of the training materials and provide two instructors for the class. All at no cost whatsoever to you. What could be more important to your fellow responders than responder safety?

If you are interested in attending a TIM class in your area, please visit the program’s website at wisconsindot.gov/time or contact TIME Program Manager David L. Spakowicz at david.spakowicz@dot.wi.gov or 414.225.3729.

The TIME Program Thanks Agencies for Their Assistance with the Move Over or Slow Down Outreach Project

In 2018, when the program decided the old Move Over or Slow Down (MOSD) poster needed a facelift, we decided to create MOSD posters and rack cards for all responder disciplines. The posters and rack cards have been well received, and we have distributed a lot of them over the past six months.



The project would not have been such a success without the assistance of the agencies that we used for the photos. We wanted to do the “shoot” from a bridge over I-94. With the assistance of the Jefferson Co. Highway Department (JCHD), they set up a work zone for the Creative Communications Services (CCS) photographers. They also placed some early warning signs out for all of us. We staged everyone in a rest area and then started shooting the various set-ups. Everything went off without a hitch.

In October and November, we stopped by all of the agencies that assisted us and gave them a framed copy of the poster with a small plaque on the frame thanking them for their participation in the project. It was just a small token of appreciation from the program for their assistance.

A special thank you is extended to the Wisconsin State Patrol – Waukesha Post, the Jefferson County Sheriff’s Department, the Jefferson County Highway Department, the Johnson Creek Fire Department, Lake Mills EMS and Ken Weber’s Truck Service .



National Move Over Day — A Huge Success



Last October 20, 2019, over 35 responder agencies in Wisconsin participated in National Move Over Day. This was a national effort to raise awareness about the need for the motoring public to move over for responders working on the side of our roads. It was the second year that Wisconsin participated in this national event. The TIME program sent out an email requesting responders all across the state to participate in the effort. All that was requested was that they take a photo of some of their staff, personalize a message to show the importance of moving over for responders



working on the side of the road and then post the photo(s) on any social media site they wanted. Some of the messages included “My Grandpa drives a tow truck,” “Behind every first responder is a family waiting,” and “We are all fathers, brothers, mothers and sisters who want to go home at the end of our shift.” It was an easy and inexpensive way to show the public that there is a real person in that uniform. The 2020 National Move Over Day should be scheduled for mid-October. Please place a reminder in your calendar. It would be great to have twice as many agencies participating next time. This is one thing that all of us can come together on – the need to help keep all of our responders safe!!



TIME Procurement Log Update

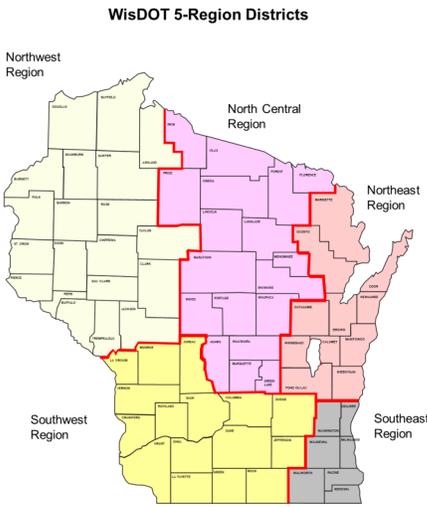
TIME program staff are currently working to revise and update the TIME Procurement log. The last time the procurement log was updated was in September of 2016. Upon reviewing the list of items contained in the current log, the program realized it needed to be updated. The procurement log contains a large list of traffic incident management (TIM) related equipment. WisDOT negotiated with vendors on pricing and is offering responder agencies the same pricing as WisDOT. Items include anything from electronic arrow boards to collapsible traffic cones, from LED flares to traffic wands, and everything in between.



We are hoping to have the list compiled with a couple of months. We will send out an email with a link to the log once it is complete. Hopefully, some of the pricing will work favorably in your tight budgets.



It's Time to Come to a Regional TIME Meeting



The TIME program worked with the five WisDOT regions to schedule the 2020 regional TIME meetings across the state. A survey was emailed out to the entire TIME program's 7600-member distribution list. The survey requested your input on a number of things related to regional meetings. Questions about the time, location, length, and topics presented at the meetings were all asked. The information collected was important because the regional meetings are held to inform and educate you, the responder, on the latest information relating to traffic incident management. The survey also provided valuable insight into the meetings to the WisDOT regions. That information assisted the regions and the program to craft this year's meeting schedule. Thanks to every one of you that took the time to complete the survey.

A portion of the meeting is the same for all regions across the state, e.g., TIME program update, Control Room update, etc. but then, the program adjusts the content for each meeting based on the region, e.g., construction updates, incident debriefings, etc. In

addition, the program attempts to have a topic that all responder disciplines may find of interest. Last year we showed the MnDOT cable barrier video and created maps for the regions that showed the location and type of cable barrier systems in the region. In the fall, we created and presented the CNG Fueled Vehicle Awareness for the First Responder video. We are in the process of creating a new informational video for the spring meetings. More to come on that.

Thanks to everyone who has attended a regional meeting across the state. We know everyone is busy, and we appreciate everyone taking the time to attend a two or three-hour meeting. We hear a lot of positive comments about the meetings and that more responders should attend. So, the next time there is a meeting in your area, please try and get one additional person from your agency to attend with you or someone from another agency that you know and work with. That is the way we will be able to grow the meetings. If everyone gets one additional person to attend, we could double the attendance at meetings. There is a lot of good information at the meetings and we need to expose more responders to it. Please help us do that.



The 2020 regional TIME meeting schedule will be sent out the middle of February.