

Intercepted!

(Or almost everything you wish you had known about
Temporary Flight Restrictions!)

Cliff Chetwin, Gold Seal/Master CFI; Lead FAAST Rep



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Society of Aviation and Flight Educators – www.safepilots.org



"HOW LUCKY DO YOU FEEL?"

DIRTY HARRY

**Unauthorized TFR "Participants"
May Have a Really Bad Day!**



What is the problem magnitude?



- NORAD RECORDS SHOW 36,000 "AIR DEFENSE" ACTIONS SINCE 9/11 (through 2009)
- Two were to shadow commercial aircraft that actually had hijackers on board, but...
- ...Over 50% involved general aviation aircraft that strayed into "protected" airspace...mostly TFR's!



QUIZ: These people have a demonstrated interest in SUA. What is it?

President Barak Obama (D)

Sec/State Hillary Clinton (D-NY)

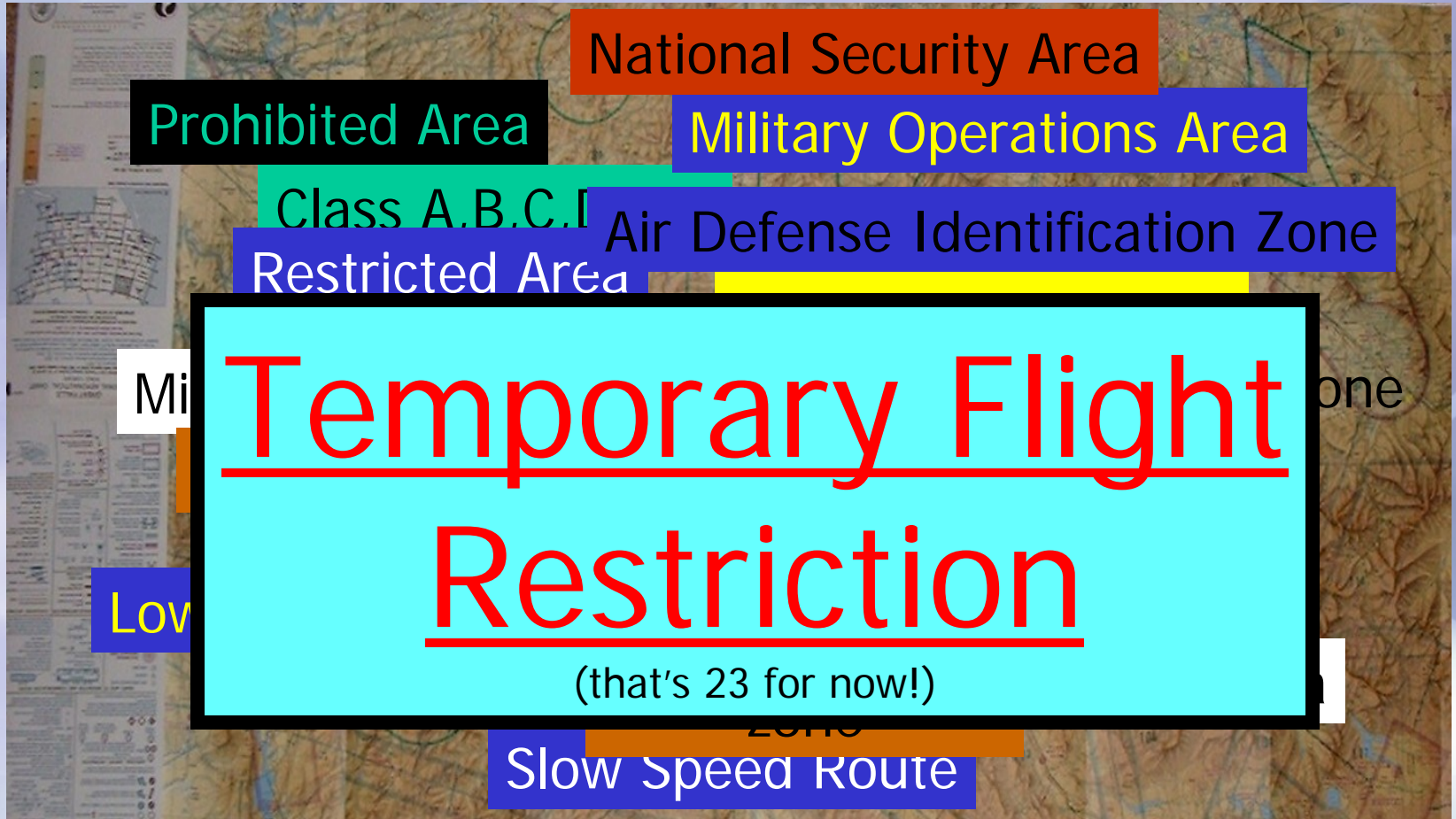
Senator Charles Schumer (D-NY)

Andrew Spano (D)-County Executive
Westchester, NY

Representative Nancy Pelosi (D-CA)

Michael Chertoff-DHS (ex)

How many kinds of Special Use Airspace are there?





What is the magnitude of your TFR risk?

On any given day...

(7/11/02)



Who causes the problems?

#1: Relief Aircraft



#2: General Aviation



#4: Military



#3: "Working" Aircraft





What's Your TFR IQ?



How long can you lose your
flight privileges for busting
a TFR?

FAR 91.103

§ 91.103 preflight action.

“Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight...”

The Catch-ALL FAR!

14CFR 91.139

“When a NOTAM has been issued under this section, no person may operate an aircraft, or other device governed by the regulation concerned, within the designated airspace, except in accordance with the authorization, terms, and conditions prescribed in the regulation covered by the NOTAM.”



Other penalties for
busting a TFR...?

Penalties are NOT limited to civil!

“I want to assure you that pilots who commit inadvertent violations of TFRs are not subject to criminal charges and fines under 49USC 46307. The FAA will refer to the Department of Justice for criminal prosecution only TFR violations...that involve willful conduct.”

Bobby Sturgell 2009

FAA (while acting Administrator)

Flight instructor liability...

- “...(we) will determine who the last instructor was who endorsed the pilot involved in the deviation.”

FAA 2010





What is a TFR?

A “TFR” is a **NON-CHARTED***, **TEMPORARY**, flight **RESTRICTION** imposed by the **FAA**, at the request of a responsible party, in order to enhance aviation safety.

Prohibited or restricted activities are codified in 14CFR 91.99, 14CFR 91.137, 14CFR 91.138, 14CFR 91.141, 14CFR 91.143, 14CFR 91.144, and 14CFR 91.145

QUIZ: What's Your TFR IQ?



- Who can fly through a TFR?
- How high are TFRs?
- How big are TFRs?
- What is the shape of a TFR?
- Do TFRs go away at night?
- Bonus: Who authorizes TFRs?

NOTAM 101

- **NOTAM (D) & (L):**
- Effective 1/28/2008 combined into a single "D" NOTAM format:
 - information regarding all navigational facilities that are part of the NAS, all public use airports & seaplane bases listed in AFD
 - information includes taxiway closures, equipment on/near the runway, & airport lighting aids that do not directly affect instrument approaches (ie: VASI)
 - Improved classification system: "pointer & Keyword"



NOTAM 101

- NOTAM (FDC): information which is regulatory in nature, including airspace restrictions, and which cannot wait for the publication cycle

These are transmitted once and are kept on file at FSS until cancelled.

(AFSS only keeps those within 400nm!)

The "Pointer" - All NOTAMS

Pointer NOTAMs

When you are looking at the NOTAMs included in your preflight briefing package, NOTAMs in the new format that look something like this one:

!CPR CPR AIRSPACE SEE DDY 12/045 PJE WEF 0802141400-0802141830

"Decoding" the Pointer

1. An exclamation point (!)
2. Identifier of the "accountable" location (e.g., MIV for Millville Airport)
3. Identifier of the affected location, or the nearest public use airport
4. Keyword
5. Surface identification (used only if needed, e.g., to identify runway number)
6. Condition being reported
7. Effective time(s) of the condition ("WEF," or "when in effect")

All D NOTAMs follow a specific format with several required elements:

- ① •An exclamation point (!)
- ② •Identifier of the accountable location (e.g., JYO)
- ③ •Identifier of the affected location or nearest public-use airport (e.g., JYO)
- ④ •Keyword
- ⑤ •Surface identification (*if appropriate to subject of D NOTAM*)
- ⑥ •Condition being reported
- ⑦ •Effective time(s) of condition ("WEF," or "when in effect")

For example:

!MIV MIV RWY 10/28 CLSD WEF 0707011200-0707021600



Item #4...the "Keyword"

Keyword	Meaning	Description
AD	Aerodrome	Applies to any hazard to aircraft operations on or within five sm of an aerodrome which encompasses airport, heliport, helipad and maneuvering area not covered elsewhere.
AIRSPACE	Airspace	Hazards associated with special use airspace, CARF, aircraft operations, aerial refueling, unmanned rockets, balloons, fireworks, parachute jumping/sky-diving and high-altitude balloons.
APRON	Apron	Applies to hazards associated with defined surface areas on an aerodrome. (The terms "ramp" and "apron" are synonymous and are currently used in various publications.)
COM	Communications	Communication outlet commissioning, decommissioning, outage, unavailability and ATC frequency status.
NAV	Navaid	Applies to navigation aid status such as VORs, ILS, WAAS, GPS, MLS, TACANs, NDBs, etc.
(O)	Other Aeronautical Information	Aeronautical information received from any authorized source that may be beneficial to aircraft operations and does not meet defined Notam criteria.
OBST	Obstructions	Includes obstruction lighting outages, moored balloons, kites, towers, cranes, stacks, etc.
RAMP	Ramp	(See "APRON," above)
RWY	Runway	Involves landing, takeoff surfaces, associated lighting and signage.
SVC	Services	Facilities and services, like fuel availability.
TWY	Taxiway	Pertains to single or multiple taxiways.
(U)	Unverified Aeronautical Information	Conditions involving movement areas or other information received that meets Notam criteria but has not been confirmed by the airport manager or their designee.



What TFR information do you get from an FDC NOTAM?

- NOTAM Number
- Effective period
- Location
- FAR authority (14CFR_x)
- Area encompassed
- Altitudes affected
- Justification
- Agency directing relief effort (if applicable)
- Coordinating FAA facility

- **NOTAM Number** 3/9461 - CA.. FLIGHT RESTRICTION
- **Location** ARNOLD, CA
- **Effective Period** EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE
- **FAR** PURSUANT TO 14 CFR SECTION 91.137A(2)
- **Area encompassed** TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 5 NAUTICAL MILE RADIUS OF 382644N/1195648W AND THE MODESTO /MOD/ VOR/DME 029 DEGREE RADIAL AT 068 NAUTICAL MILES
- **Altitudes affected** AT AND BELOW 11,500 FT MSL
- **Justification** TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING ACFT OPERATIONS
- **Agency directing relief effort (if applicable)** THE CALIFORNIA DEPT OF FORESTRY SOUTHERN OPERATIONS, RON RUSTEN PHONE 209-532-3786/ FREQ 123.025
- **Coordinating FAA facility** RANCHO MARIETA /RIU/ AFSS, PHONE 916-354-0610

"Standard" configuration is...

...3 nautical miles radius & surface to 2000' agl;
degrees/minutes/seconds; and it is in effect until
cancelled in writing.

#0/1219

115 111

Standard distribution is through an FDC NOTAM
although in limited cases only a NOTAM(D) is issued



"Who Ya' Gonna' Call?"

Would you use
an outdated
FAR as a
reference?



Our First Stop...TFR.FAA.GOV

Federal Aviation Administration - Graphic TFR's

<http://tfr.faa.gov/tfr2/list.html>



[FAA.gov Home](#)

[TFR List](#) [TFR Map](#) [Map Airports](#) [TFR Help](#) [PilotWeb](#) [SUA-TFR](#)

Center GO State GO Type GO MON, 7 JUN 2010 16:05 UTC

Click column headings to sort data.

Date	NOTAM	Facility	State	Type	Description	Zoom
06/07/2010	0/4469	ZOA	CA	SECURITY	Beale AFB, CA, Tuesday, June 08, 2010 Local New	
06/07/2010	0/4468	ZOA	CA	SECURITY	Beale AFB, CA, Tuesday, June 08, 2010 through Tuesday, June 08, 2010 Local New	
06/07/2010	0/4467	ZOA	CA	SECURITY	Beale AFB, CA, Tuesday, June 08, 2010 Local New	
06/07/2010	0/4466	ZOA	CA	SECURITY	Beale AFB, CA, Tuesday, June 08, 2010 Local New	
06/07/2010	0/4459	ZLC	ID	HAZARDS	BOISE ID, ID, Tuesday, June 08, 2010 UTC New	
06/07/2010	0/4446	ZOB	WV	HAZARDS	MOUNDSVILLE, WV New	
06/07/2010	0/4409	ZDC	PA	AIR SHOWS/SPORTS	Toughkenamon, PA, Friday, June 11, 2010 through Sunday, June 13, 2010 UTC New	
06/06/2010	0/4347	ZHU	USA	HAZARDS	GULF OF MEXICO OIL SPILL AND AFFECTED COASTLINE., USA	
06/06/2010	0/4346	ZJX	USA	HAZARDS	GULF OF MEXICO OIL SPILL AND AFFECTED COASTLINE., USA	
06/06/2010	0/4338	ZAN	AK	HAZARDS	DELTA JUNCTION., AK	
06/06/2010	0/4317	ZAN	AK	HAZARDS	TANACROSS VILLAGE, AK	
06/06/2010	0/4313	ZAN	AK	HAZARDS	DELTA JUNCTION., AK	

NOTAM Contents

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0/4347 NOTAM Details

http://tfr.faa.gov/save_pages/detail_0_4347.html



Federal Aviation
Administration

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NOTAM

Number :

Issue Date :

Location :

Beginning Date and Time :

Ending Date and Time :

Reason for NOTAM :

Type :

Replaced NOTAM(s) :

Pilots May Contact :

FDC 0/4347 Download shapefiles

June 06, 2010 at 1604 UTC

GULF OF MEXICO OIL SPILL AND AFFECTED
COASTLINE., United States

Effective Immediately

Until further notice

DUE TO THE NUMEROUS LOW LEVEL
OPERATIONS ASSOCIATED WITH THE
DEEPWATER HORIZON

Hazards

N/A

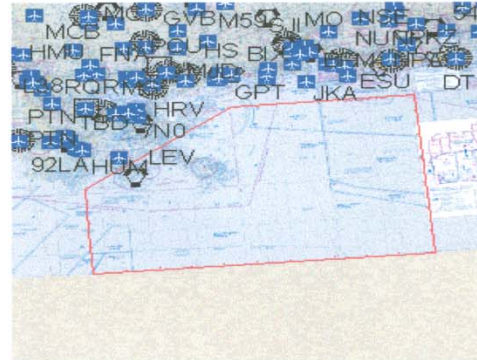
Houma air operations center (ZHU) Center,
985-493-7607

Jump To:

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[Operating Restrictions and Requirements](#)

[Other Information](#)



[Click for Large Map](#)

[Click for Sectional](#)

[NOTAM Text](#)

Affected Area(s)

Airspace Definition:

Region bounded by:

	<u>Latitude:</u>	<u>Longitude:</u>	<u>FRD:</u>
From:	29°05'00"N	90°40'00"W	LEV258030.1
To:	30°00'00"N	89°00'00"W	GPT169024.7
To:	30°00'00"N	87°00'00"W	
To:	28°00'00"N	87°00'00"W	PFN208149.6
To:	28°00'00"N	90°40'00"W	LEV201076.3

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NOTAM Contents

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0/4347 NOTAM Details

http://tfr.faa.gov/save_pages/detail_0_4347.html

To: 29°05'00"N 90°40'00"W LEV258030.1
Altitude: From the surface up to and including 3000 feet AGL

Operating Restrictions and Requirements

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No pilots may operate an aircraft in the areas covered by this NOTAM (except as described).

Pursuant to 14 CFR section 91.137(a)(1) temporary flight restrictions are in effect for deepwater horizon/mississippi canyon (mc252) incident cleanup and reconstitution operations an area bounded by: 290500n/0904000w or the leeville /lev/ vortac 258 degree radial at 30.1 NM to 300000n/0890000w or the gulfport /gpt/ vortac 169 degree radial at 24.7 NM to 300000n/0870000w or the crestview /cew/ vortac 196 degree radial at 52.2 NM to 280000n/0870000w or the panama city /pfn/ vortac 208 degree radial at 149.6 NM to 280000n/0904000w or the leeville /lev/ vortac 201 degree radial at 76.3 NM to the point of beginning at and below 3000 feet AGL excluding the airspace outside of 12 nautical miles from the us coastline. This area is also depicted on u.s. Gulf coast VFR aeronautical chart id helgc as an area bounded from south pelto 2/sp02 then to south pass 6/sp06 then to chandler 39/ch39 then to pensacola 984/pe984 then to desoto canyon 635/dc635 to south timbalair 242/st242 and then back to original point. All aircraft operations are prohibited except those flights authorized by ATC, routine flights supporting offshore oil operations; federal, state, local and military flight operations supporting oil spill recovery and reconstitution efforts; and air medical and law enforcement operations.

1. All pilots operating within and near this area including the shoreline should exercise extreme caution due to the numerous low level operations associated with the deepwater horizon/mc-252 incident 3000 feet and below.
2. Aircraft involved in these operations may make sudden changes in direction, speed, and altitude. For additional information, participating aircraft altitude assignments and awareness, all pilots are recommended to review the following web site dedicated to the aviation cleanup efforts at: https://1afnorth.Region1.Ang.Af.Mil/deepwater_spill/default.aspx
3. The incident commander has directed that aircraft participating in the deepwater horizon/mc252 incident, operate at the altitudes assigned by mission type unless otherwise directed.
4. Oil industry aircraft on routine support missions within the TFR area should not operate below 1500 feet weather permitting until within 2 nautical miles of their landing platform/site and remain on their assigned mode 3a code at all times. Flights within the temporary flight restriction area should be conducted under visual meteorological conditions (vmc). In the event instrument meteorological conditions (imc) conditions are encountered, pilot's should attempt to maintain VFR to the maximum extent possible or contact ATC for further instructions or exit the TFR via the safest route.
5. Participating aircraft in the recovery efforts are required to contact houma air operations at 985-493-7607 for assigned work area and mode 3a beacon code assignments. Aircraft shall squawk the assigned mode 3a beacon code at all times while inside the TFR.

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0/4347 NOTAM Details

http://tfr.faa.gov/save_pages/detail_0_4347.html

6. With the exception of aircraft conducting aerial chemical dispersing operations;no fixed wing aircraft are authorized below 1000 feet above the surface unless for landing and takeoff
7. For additional information on air operations within the deepwater horizon TFR see website:
https://1afnorth.Region1.Ang.Af.Mil/deepwater_spill/default.aspx.
8. Pilots are advised to check notams frequently for possible changes prior to operating in this area.
9. Exceptions: operations not covered by the above authorizations may be permitted on a case-by-case basis dependent upon safety issues, operational requirements, weather conditions, and traffic volume. Flights authorized under this exception must be conducted under visual flight rules. Pilots requesting flights under this exception must contact the houma deepwater horizon incident air operations center at 985-493-7804 between the hours of 0600-1800 cst, a minimum of 24 hours prior to desired flight time. Operators should be prepared to provide precise details of their requested flight including: pilots name and contact information, company/organization, purpose of flight, type aircraft, callsign, ingress/egress points and times, requested altitude and route of flight. Pilots will then be provided with additional instructions for obtaining final approval and beacon code assignment.
10. Any aircraft observing oil while operating in the gulf of mexico should report the location to the oil reporting hotline at 866-557-1410 upon landing. Report should include lat/longs of the oil and time observed.
11. Pilots should be aware that flights approved under this exception are subject to last minute change or cancellation due to the dynamic nature of this event. Houma air operations center at 985-493-7807 is the coordination facility. For information about this NOTAM contact the system operations support center (SOSC) at 202-267-8276.

Other Information:

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ARTCC: ZHU - Houston Center
Point of Contact: SOSC
Telephone 202-267-8276
Authority: Title 14 CFR section 91.137(a)(1)

Depicted TFR data may not be a complete listing. Pilots should not use the information on this website for flight planning purposes. For the latest information, call your local Flight Service Station at 1-800-WX-BRIEF.

Federal Aviation Administration | 800 Independence Avenue, SW | Washington DC, 20591



Airspace.nifc.gov



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USFS Airspace

THREAT ADVISORY

ELEVATED

Significant Research Threat Alerts

TFRs by State

TFR Map

TFR Search

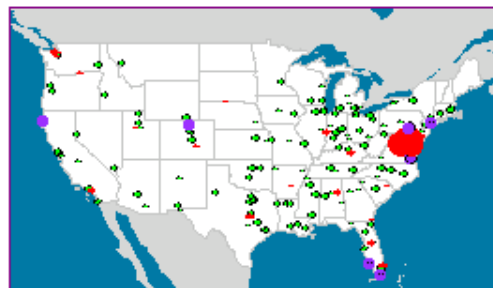
Recent TFRs

Sort by Type

Pending TFRs


Cancelled TFRs

National Interagency Airspace



Welcome to the National Interagency Airspace Information Website. We have now made available to **all aviators** and **fire managers** interactive current WAC, Sectional, and GNC Aviation Charts plotted with graphical TFR information to help pilots avoid inadvertent violation of Restricted Airspace due to fire fighting operations and other national airspace restrictions. We understand the importance for pilots to be aware and visualize graphically Temporary Flight Restrictions that are issued because of the low-level, dense operations of aircraft in a fire zone. Although it is the legal requirement of a pilot to rely on text based NOTAMS issued from the FAA, many times they are difficult to understand, and even more difficult to understand the extent of the flight restriction.

This site will operate year round offering graphical updates within one half hour of issue during business hours (Monday through Friday, 7am to 4pm Mountain) and twice daily (7am and 1pm Mountain) on weekends and holidays.

By clicking on the buttons on the left, all aviators can access Temporary Flight Restrictions due to fire fighting operations, as well as other National Temporary Flight Restrictions. **Red** areas indicate Temporary Flight Restrictions. One can list all of the restrictions by state, or by clicking on the **Red** zones on a national map. **Green** zones are used for blanket Stadium TFRs and  symbols are used to depict Nuclear Sites. **Purple** zones are used to depict laser light activity NOTAMS. Each of these symbols can also be clicked for details. The map is interactive and can be zoomed in or out, and various layers can be toggled on or off like airports, airways, etc. The information can be displayed and easily printed as a sectional or wac chart.

The flight planning section is reserved for National Interagency resources. It contains extensive Flight Planning features and can be used to plan possible route, hazard and obstruction conflicts within the airspace system. The BLM National Aviation Office at the National Interagency Fire Center, Boise, ID, issues Flight Planning logins.



BLM



BIA



FWS



NPS



USFS

If you have questions or need further information, feel free to contact Ben Hinkle at the BLM National Aviation Office by emailing Ben_Hinkle@nifc.blm.gov or by phone at 208-387-5184.



NOTAM 101

Beware: NOTAM data
may not be current!

(Go to Part 2 of this presentation)