

Intercepted!

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

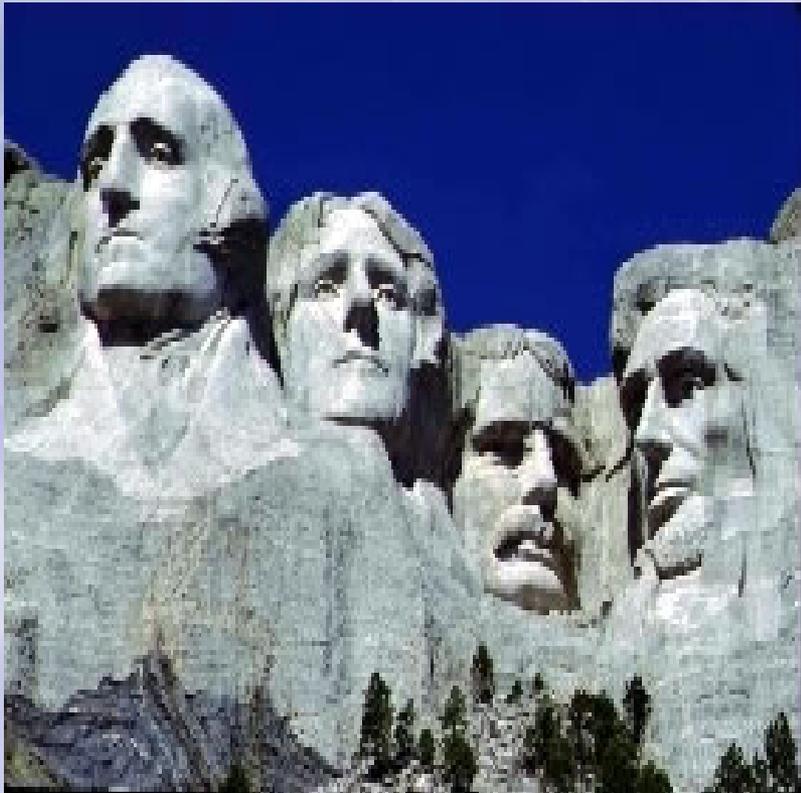
(Part 2 of this presentation)

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



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14CFR 99.7...



“Special Security
Instructions”

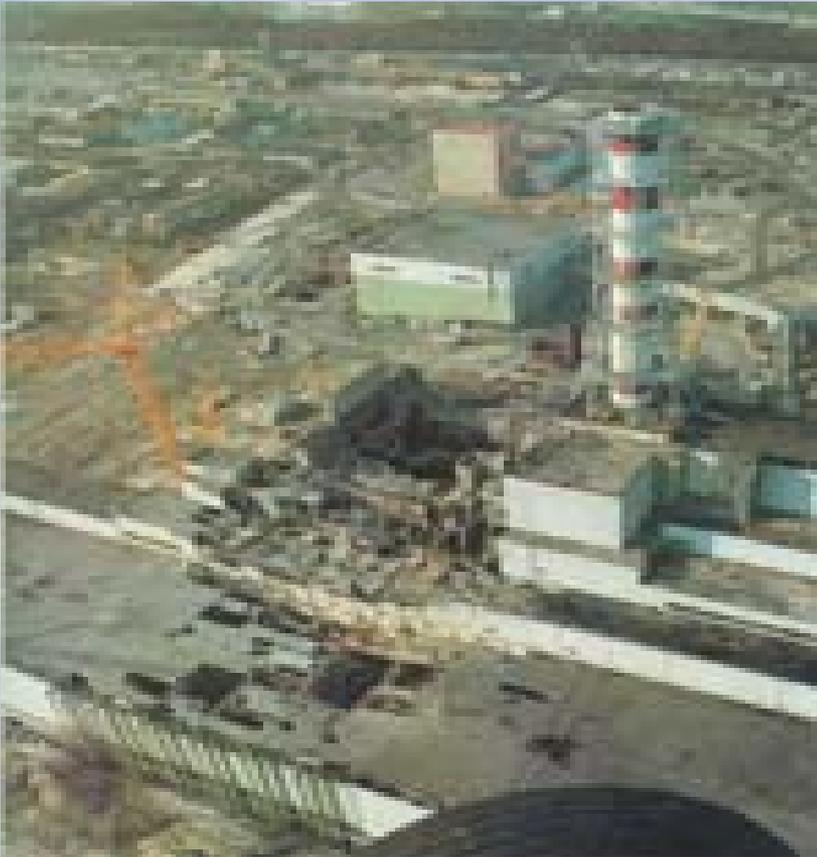
ADIZ, military
security, and
special national
security needs.

Can we fly through this?

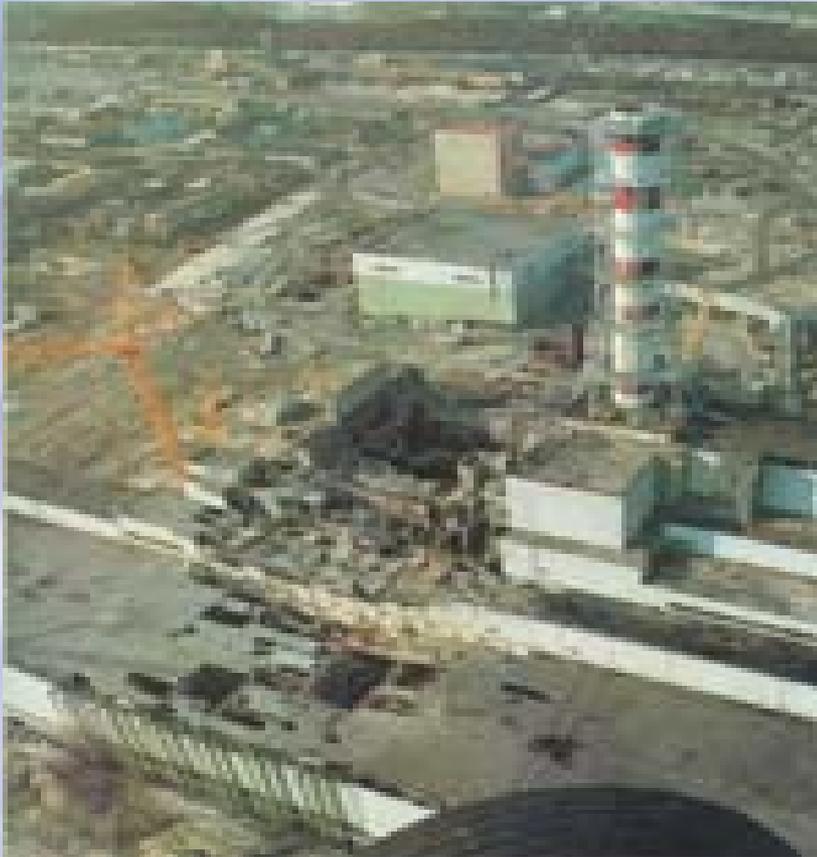
- ✦ Operating under ATC authorization
- ✦ Operating as specified under the specific NOTAM

14CFR 91.137(a)(1)...

Designed to protect persons/property in the air or on the ground from existing or imminent hazard(s) associated with an incident on the ground when the presence of low flying aircraft would magnify, alter, spread, or compound the hazard.



Can we fly through this?



- ✦ Any aircraft being operated under the direction of the official in charge of the on-scene emergency response activities

14CFR 91.137(a)(3)

- Prevent unsafe congestion of sightseeing aircraft above an event with a high degree of public interest



Can we fly through this?

- ✦ Operating under ATC approved IFR flight plan
- ✦ Incident or law enforcement personnel
- ✦ Accredited media under a flight plan approved by the FSS or ATC facility specified in the NOTAM
- ✦ Operations directly to/from airport within the TFR, or as required to maintain VFR due to weather or terrain, and the operation is not to observe the incident.

14CFR 91.138

Protect declared natural disasters for humanitarian reasons in the State of Hawaii (good for 90 days)



Can we fly through this?

- ✦ Operating in compliance with authorization from person in charge of the response activities
- ✦ Carrying law enforcement officials
- ✦ Carrying persons involved in the emergency or having legitimate scientific purpose; or...

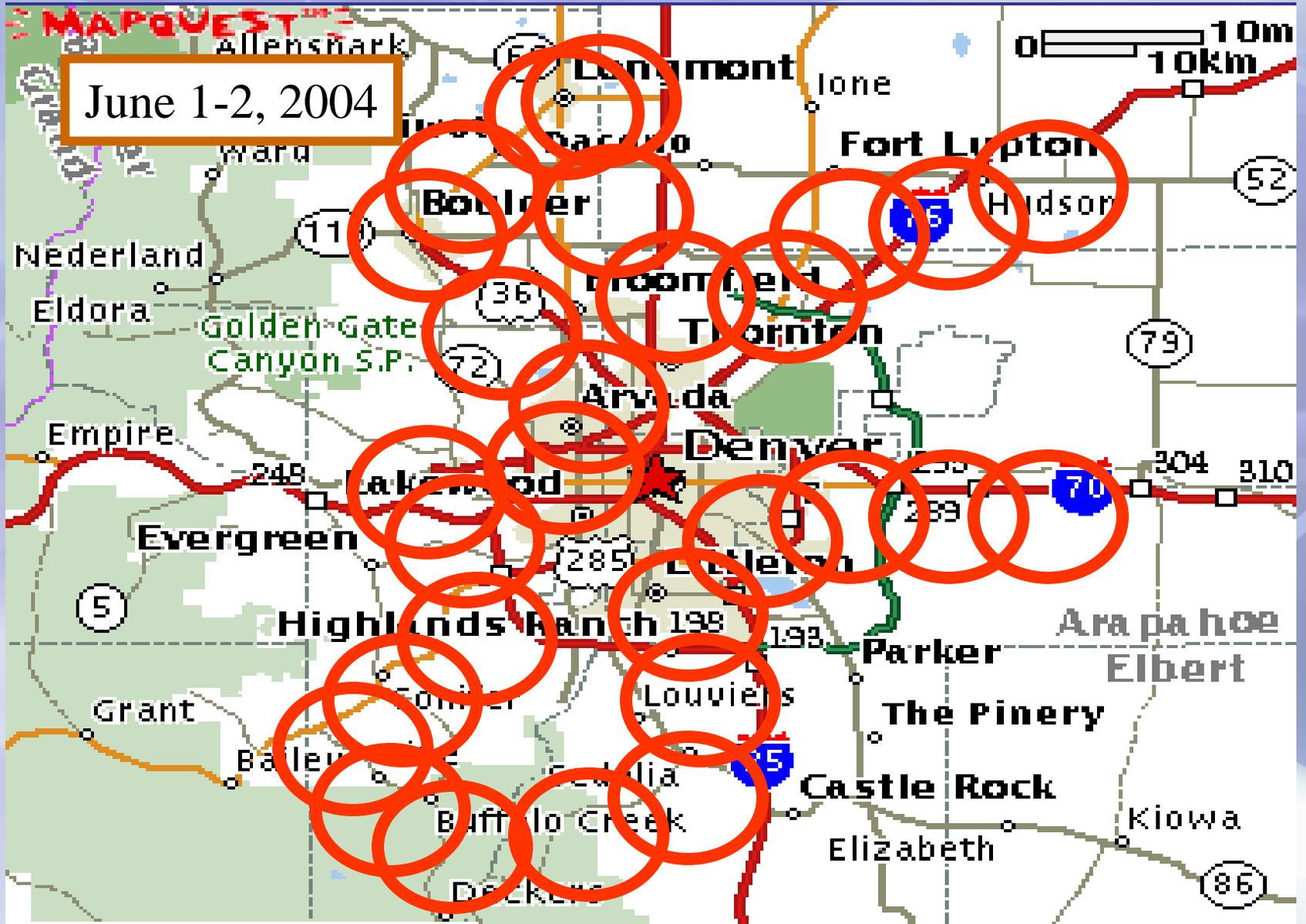
- ✦ Accredited media under a flight plan approved by the FSS or ATC facility specified in the NOTAM, and conducted in compliance with conditions established by emergency response officials.
- ✦ Operating in accordance with an ATC clearance or instruction

14CFR 91.141



Protect the President,
Vice President, or
other public figures

(ie: P-40, P-49)



(10 mile inner ring, up to 30 mile outer ring)

Can we fly through this?

NO!

*except as may be authorized by the administrator

14CFR 91.143



Can we fly through this?

- ✦ Operating under ATC authorization
- ✦ Operating under control of DOD Manager for Space Transportation System Contingency Support Operations

14CFR 91.144

Abnormally
high barometric
pressure



Can we fly through this?

Waiver granted by administrator for...

“...emergency supply, transport, or medical services to isolated communities...”

14CFR 91.145

Aerial Demonstration
and Sporting Events



Dimensions

Aerial Demonstrations

(5) nautical miles, and

17,000' msl (aircraft)

13,000' agl (parachute)

During event as specified
in NOTAM

Sporting Events

Generally restricted to open air events

(3) nautical miles, and

2,500' agl

1 hour before & after
event

Can we fly through this?

- a) Essential military
- b) Medical & rescue
- c) Presidential & Vice Presidential
- d) Visiting heads of state
- e) Law enforcement & security
- f) Public health & welfare
- g) When authorized by the administrator

14CFR 91.137(a)(2)...



Provide safe environment for operation of disaster relief aircraft

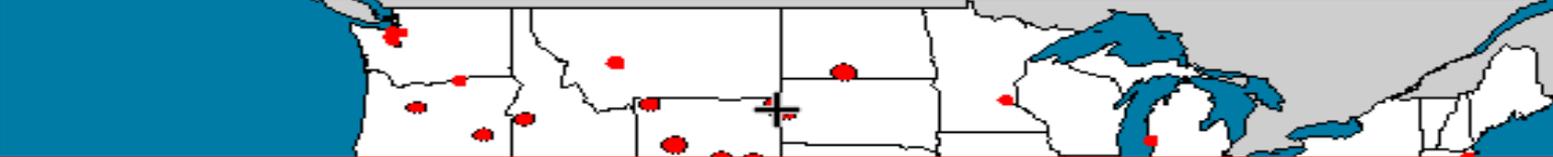
Roughly 40% of all TFRs are issued under this authority

What is the problem magnitude?



(7/11/02)

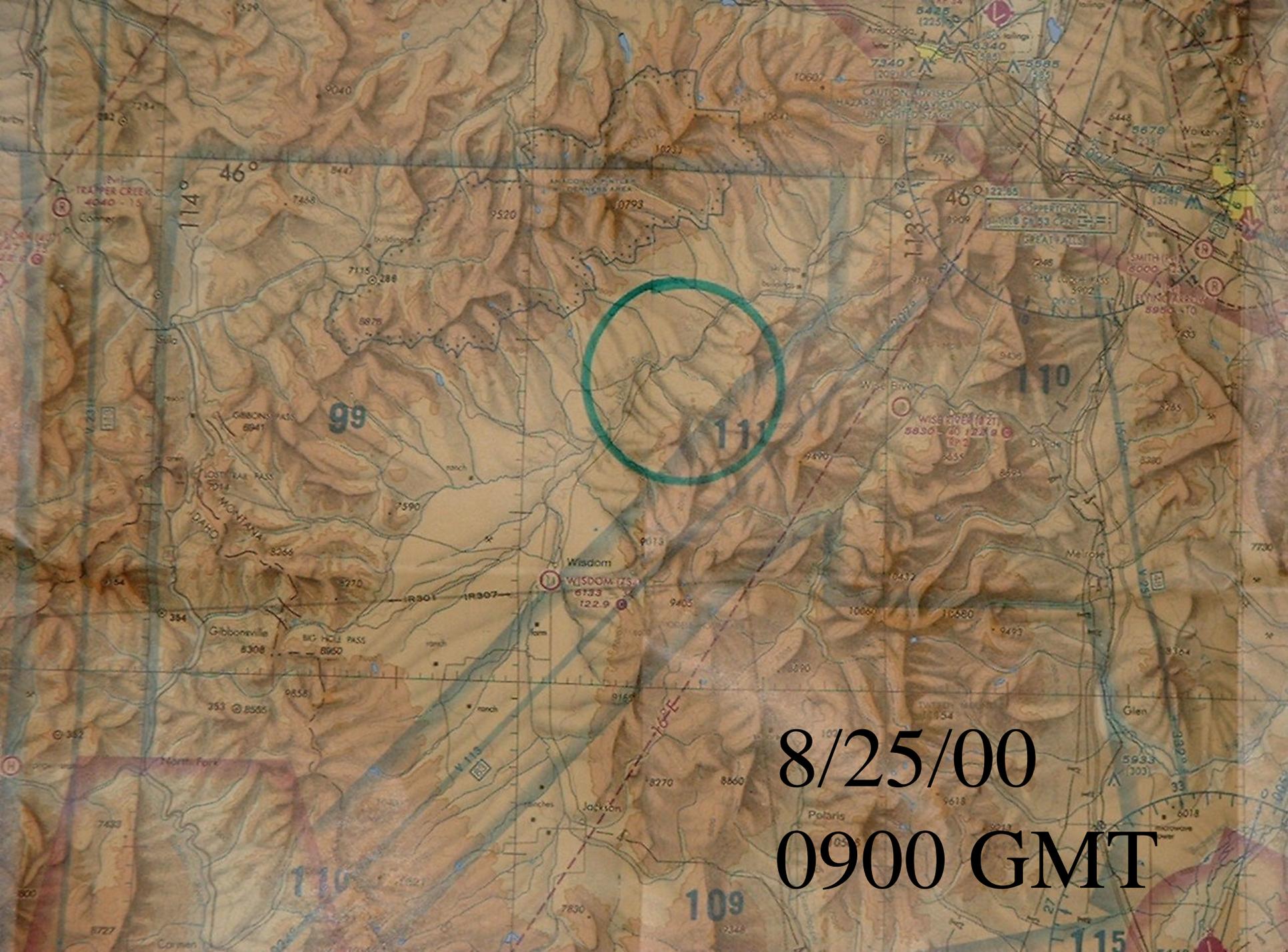
Over 160 fire TFR busts in 2007!



Over 100 fire TFR busts in 2008!



Over 180 fire TFR busts in 2009!

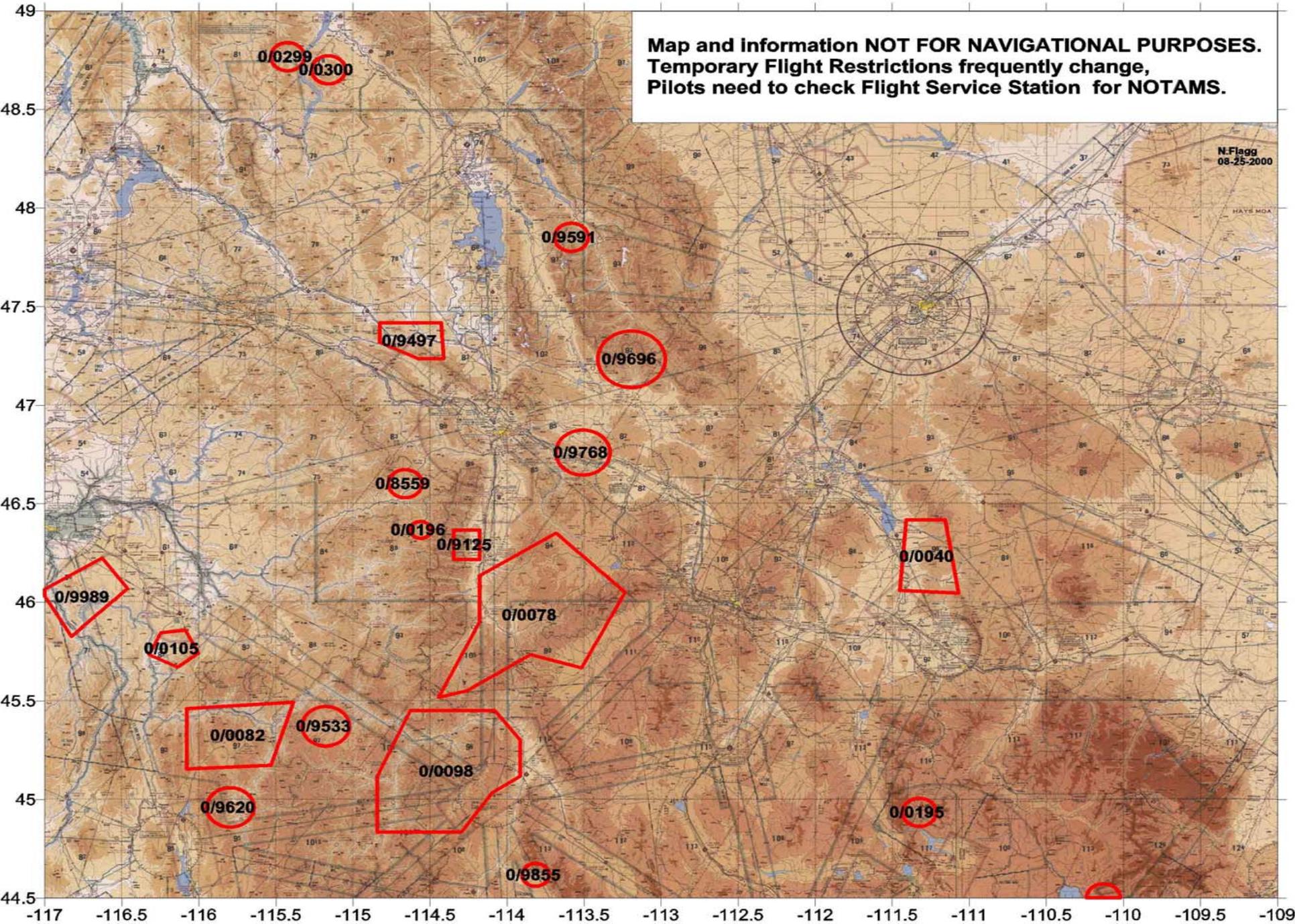


CAUTION: UNLIT
HAZARDOUS NAVIGATION
ENLIGHTENED STAFF



8/25/00
0900 GMT

**Map and Information NOT FOR NAVIGATIONAL PURPOSES.
Temporary Flight Restrictions frequently change,
Pilots need to check Flight Service Station for NOTAMS.**



Can we fly through this?

- ✦ Aircraft is participating in relief activities under the direction of the official in charge of on-scene emergency response activities
- ✦ Operating under ATC approved IFR flight plan
- ✦ Carrying law enforcement officials
- ✦ Accredited media under a flight plan approved by the FSS or ATC facility specified in the NOTAM, and at an altitude above those being utilized by relief aircraft, unless authorized by disaster officials; or...

- Operations directly to/from airport within the TFR,

or as required to maintain VFR due to weather or terrain,...

and with the approval of the specified FSS or ATC facility,...

and the operation does not hamper or endanger relief efforts,...

and the operation is not to observe the incident.

If you see smoke...



It's already Busy!



The "Fire Traffic Area"



Fire Traffic Area

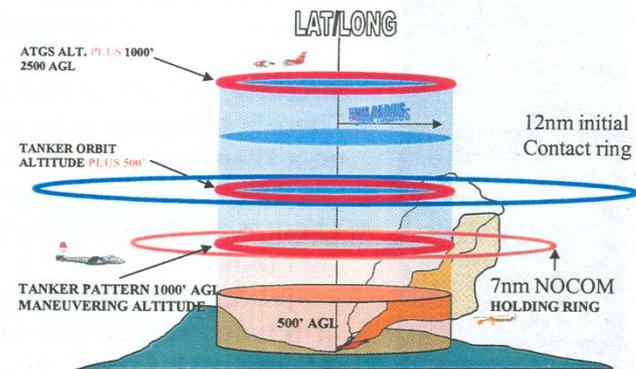
Interagency Airspace <http://airspace.nifc.gov>

Fire Traffic Area (FTA) - 3 C's Clearance Communicate Comply with your Clearance

Clearances

- ARRIVING AIRCRAFT SHALL BE AT THE ASSIGNED ALTITUDE AND FLY THE PATTERN GIVEN BY THE ATGS OR LEADPLANE **PRIOR** TO PENETRATING THE FTA. FOR A STANDARD FTA THE PENETRATION POINT WOULD BE 7 NM FROM THE INCIDENT.
- **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.
- IF COMMUNICATIONS ARE NOT ESTABLISHED,
- HOLD AT THE 7NM NOCOM RING UNTIL THEY ARE ESTABLISHED.

FTA DIMENSIONS



FTA stands for Fire Traffic Area.

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.

Is it complex or hard to use? - No 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.

What you can do...

→ **Stay at least 5 NM away**

→ **Advise nearest FSS/ATC facility of:**

→ **approximate size**

→ **color and direction of smoke**

→ **if flames are visible**

→ **Bearing and distance from VOR or other reference point**

→ **Assume there are relief aircraft**



Who authorizes these things anyway?

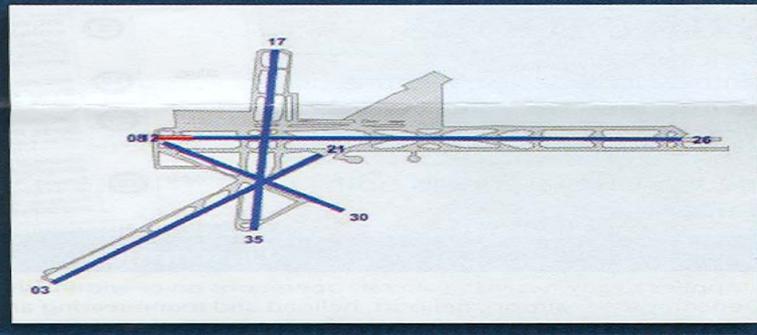


!ABQ 10/024 ABQ RWY 8/26 W 1000 CLSD

Plain-Language Data Entry

Description	AIXM XML
NOTAM Number	10/024
Issue Date	3 Oct 2006 11:00:00 UTC
Airport	ABQ (KABQ) Albuquerque International Sunport
Effective Times	
Beginning	Effective immediately
Ending	Until further notice
Affected Area(s)	
Runway	08/26
Operation Status	Open with Restriction(s)
Length	West 1000 ft closed
Issuing Authority	Albuquerque International Sunport

Graphical Notam Output



The Best Wizardry
to Stay SAFE...



Do you have one of these?

(Its illegal to be in the TFR!)

Community Chest

**GET OUT
OF JAIL, FREE**



THIS CARD MAY BE KEPT UNTIL NEEDED OR SOLD

© 1953 BARKER BROTHERS, INC.



SEE and
AVOID???



Problems with “See & Avoid”

- Scan and focus takes time (up to 20 seconds for 130 degree field)
- Eye can only detect and recognize aircraft at about 1.5 miles leaving maximum of about 25 seconds for evasion
- Effectiveness reduced further by pilot fatigue, poor scan technique, or distractions
- Reduced contrast caused by haze, smoke, “washout”, or twilight

- It's illegal!

The Best Wizardry is... Information and Avoidance

- Pay attention to the evening news; and...
- Contact “controlling” agencies prior to flight, and during flight; and...
- Get a thorough **standard briefing**

The Best Wizardry is... Information and Avoidance

- Call for updates along your route of flight; and...
- Use airways and standard VFR routes; and...
- A good scan; and...
- Precise navigation; and...
- Today's technology (ie: XM radio); and...



The Best Wizardry is... Information and Avoidance

- But don't rely upon GPS to cut corners
(standard config is degrees/decimal/minutes); **and...**
- Use VFR flight following; or...
- File IFR; or
- Fly at FL180 or above; and...
- Guard 121.5; and...



The Best Wizardry is... Information and Avoidance

→ Don't rely upon GPS to cut close corners;
and...

- Use VFR flight following; or...
- File IFR; or
- Fly at FL180 or above; and...
- Guard 121.5; and...

→ Know where they
are and AVOID 'EM!!!

INTERCEPTED!



- 1) Know intercept procedures and follow instructions given by interceptor
- 2) Notify ATC
- 3) Communicate with interceptor on 121.5
- 4) Squawk 7700

Web Sites...Lot's of 'Em!

- ✓ sua.faa.gov
- ✓ notams.faa.gov
- ✓ aopa.org
- ✓ avweb.com
- ✓ aero-news.com
- ✓ aeroplanner.com
- ✓ fs.fed.us/r6/fire/aviation/airspace



Visit Air Safety Foundation/Institute

(www.asf.org)

- National Airspace flash cards
- Library
- Training courses:
 - “Mission Possible-Navigating Today's Special Use Airspace”
 - “Know Before You Go”

Remember...we're being
watched like never before!



Know Your Airspace!

Cliff Chetwin holds certificates as a flight instructor and ground instructor, was a FAASTeam Representative of the year for the DEN FSDO and the NW Mountain Region. He currently resides in New Mexico where he is also a FAASTeam Representative in the ABQ FSDO. He is the author of the “GA Guide to National Parks”, was an airspace coordinator for the Department of the Interior for over 10 years, and he speaks extensively around the country. Cliff specializes in mountain flying, youth clients, and aviation safety issues. He may be contacted at kestrelair1@gmail.com.



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